

WESTERN PACIFIC

SPRING 1981

Mileposts



526 Mission Street

During late March, CPC International moved its first 50-car unit train of corn to its new wet milling plant in Stockton. The train moved via Western Pacific and the plant is in our Stockton Industrial Park. This plant will be the largest corn syrup plant west of the Rockies and will use more than eleven million bushels of corn annually. In April, the first unit train of grain will move to the Foster Poultry Farms facility in Turlock, again on the Western Pacific, to a plant located in a Western Pacific industrial park. Foster uses the grain to feed its famous "Foster Brand" chickens.

Later this year, San Francisco Newsprint will begin construction of a new printing plant in Union City. This plant will print the San Francisco Chronicle and Examiner and will receive many carloads of newsprint. The plant will be located in Western Pacific's Union City Industrial Park. Also, soon to be located in Union City will be a Fortune 500 Company receiving hopper cars of wheat. The Union City Industrial Park was one of the first railroad-owned parks with restrictions requiring screening of outdoor storage and streetside landscaping. It is still looked up to as an early example of good planning and community relations.

This new rail business for Western Pacific Railroad from these facilities didn't just happen. It took extensive marketing and sales efforts by both the Industrial Development and Marketing Departments. An important part of this marketing effort was the good reputation Western Pacific enjoys—a reputation earned by all departments, especially the Operating Department.

During the last few years, these efforts have resulted in an average of 36 new industries per year selecting sites along the Western Pacific system. These new industries, of course, have substantially contributed to our present traffic levels.

Industries located include such diverse companies as J. C. Penney Company's 1,600,000 square foot warehouse in Reno, Nevada; Del Monte in Sacramento and San Jose; Duracell Batteries in San Jose; Chromalloy, a barytes shipper, in Elko, Nevada, and Owens-Illinois and Celotex in Tracy. Some of these industries are involved in the manufacture of much needed energy saving materials such as the building insulation produced by the Celotex Plant.

To be able to locate these and future industries, the railroad needs industrially zoned land along its tracks. This land must have streets, adequate sewer capacity, water availability with enough pressure for fire protection and adequate gas and electricity to accept industry of the type proposed for the site.

The industrial development effort starts with long range planning which identifies locations along the Western Pacific in which industries will be interested during each succeeding five year period. Working with local city and regional planners, we must get land along the Western Pacific main line zoned for industrial use. Working with local and state agencies, we must bring utilities to the area. Finally, the Western Pacific must obtain a developer to acquire the land and to construct internal streets and utilities or we must do these things ourselves.

Once the land is available, the marketing effort is implemented. We visit companies, do national advertising and obtain leads from all departments within Western Pacific, state and local agencies, and real estate brokers. Once a prospective client is identified, we can devise a proposal for them which hopefully will convince them that they should locate on the Western Pacific. This proposal covers rates, land cost, schedules, car availability, utilities; in fact, everything they need to know to make a decision. We must sell the prospective industry on Western Pacific and on the desirability of locating in the community where the proposed site is situated.

As you see from our continuing progress, the preparation, marketing, and sales efforts have been successful with the cooperation of many Western Pacific departments. The continued effort of all Western Pacific personnel will help assure our ability to continue to locate new industry and thereby assure traffic growth for our railroad.



Alexis P. Victors
Alexis P. Victors

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Dispatcher's workshop in session.
(L-R) Steve Oles, John Cazahous, Al Mendoza
and Jerry Blissenbach

ON THE COVER



Western Pacific Dispatcher Clayton Foss on the job in the Sacramento Dispatching Office amidst the many switches, dials and lights of modern dispatching machinery. Since this picture was taken, Clayton, who joined Western Pacific on October 1, 1970, has been promoted to Transportation Coordinator.

DISPATCHING TRAINS ON WP

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Dispatching Trains on Western Pacific

Form 17
19 81
WESTERN PACIFIC

SWIFT FIRST

Train Order No. 304
To C. & E.
At BIEBER

Dispatcher's Office March 11
WESTWARD TRAINS
ENG 2010
INITIALS X

ENG 2010 WORKS EXTRA SIX ONE & 01 AM UNTIL SIX ONE & 01 PM BETWEEN BIEBER AND HALLS FLAT PROTECTS AGAINST SECOND CLASS TRAINS NOT PROTECTING AGAINST EXTRA TRAINS

Made Complete
5:25 AM Smith
WFS
C.T.D.
CONDUCTOR ENGINEER

TO BE SIGNED BY CONDUCTOR AND ENGINEER WHEN RECEIVED BY RULES 119, 317, AND 319

What's this: Some type of secret code? To the uninitiated, this document might appear to be some type of code but to those who use it on a daily basis, it is recognized as a Train Order. This specific Train Order, which is issued by the Trick Train Dispatcher by authority and over the signature of the Chief Train Dispatcher to not only the Conductor and Engineer of the Engine 2010, but to all Conductors and

Engineers of the Fourth Sub-division who will be affected, informs them that Engine 2010 will be working between Almanor and Halls Flat during this twelve hour period.

This specific Train Order happens to be a particularly good one in that it not only creates Engine 2010 as a working Extra but it also affords maximum freedom to the crew by establishing that they will NOT have to clear the main track for Second Class Trains (all trains scheduled in the timetable for Fourth Sub-division are Second Class trains), although they do have to put out a Flagman when such trains are due either by schedule or subsequent train order and that it (the work extra) does not have to concern itself about extra trains during the twelve hour period of work authority. The initials at the bottom of the order are the Chief Train Dispatcher's - and without these initials this order would be unofficial. The Conductor of Engine 2010 could not leave Almanor without these being added to his order.

Train orders such as this are used to protect and control the safe movement of trains operating in the Fourth Sub-division between MP 38.6 near Westwood and Bieber which is the last segment of Western Pacific main line track that has yet to be converted to the Traffic Control System (TCS), other than the paired track. Train Orders are only one aspect of what is involved in a Dispatcher's job.

The Trick Train Dispatcher is a critical control element in the total transportation system of Western Pacific. He shares the responsibility along with other Operating personnel for both the safety and efficiency of all train operations as well as that of the Maintenance of Way and Signal personnel who may be operating on or near the track. His job is demanding, regularly assessing complex combinations of information, making critical decisions and responding to unexpected complications.

W. F. (Bill) Schober, the Chief Train Dispatcher says, "The Dispatcher's main function is to keep trains moving." Train schedules and times are determined by Transportation personnel but it is the Dispatcher who must implement them. He authorizes train movements, plans train meets, determines priorities and continually monitors all movements to meet

DISPATCHERS' WORKSHOP

During the months of January and February all the Western Pacific Dispatchers attended a four day Workshop which was jointly conducted by the Operating and Personnel Departments. The agenda of the Workshop was designed to improve the overall skills of the Dispatchers in the areas of planning, organizing, controlling and decision making in addition to their normal operational skills.

The discussion leaders in the Workshop were W. F. Schober, Chief Dispatcher; A. Kinicki, Director-Rules & Safety and L. M. McDonald, Training Officer.

During each Workshop, care was taken to obtain comments from Dispatchers relative to their future training needs. After each session, Western Pacific Dispatcher Clayton Foss "sat in" for at least one shift with each Dispatcher to further assess the value of the Workshop and to help identify other areas where more training emphasis is needed. When all the results are in, new training sessions will be prepared at least on a yearly basis constructed around specific Dispatchers' training needs.



Director-Rules & Safety A. Kinicki holds an informal discussion with three Western Pacific Dispatchers during the recent Workshops. Back views of Dispatchers (sorry but they were too intent to turn around) are left to right: Jerry Blissenbach, Al Mendoza and John Cazahous.

continually keep informed of the status of his territory, anticipate future developments, make appropriate plans and issue the necessary orders, instructions or signal indications. In the case of a malfunction or an emergency, he must know and implement the required procedures, notify the proper authorities, summon whatever assistance is required and adjust his territory and operational plans to cope



Jerry Blissenbach, making a critical decision on the 1st and 2nd Sub-division.

The Trick Train Dispatcher is in control of a dynamic, continually changing system; consequently, there is no "typical" arrangement of the Dispatcher's daily duties after he receives the transfer from his predecessor. With Western Pacific's Traffic Control System he is able to line main line switches and signals from his distant location in Sacramento. These train movements, signal and switching actions are indicated by a variety of light indications on the Dispatchers' control panel located slightly above his head. He manually indicates the presence of work crews in specified segments of his territory by inserting a colored pin into his console which also cause blue lights to flash on his control panel in this area. Coupled with this system is the use of the radio which has enabled the Dispatcher over the years to improve and expedite train and equipment movements.

More than anything, the Dispatcher must be thoroughly familiar with the Operating Rules as well as system directives, notices and memorandums. The information that is necessary for the day-to-day performance is obtained through a variety of means such as his display panel, rules, memorandums, signals and



Pat Flynn, seen here working as a Trick Train Dispatcher performing the never-ending task of complete documentation.

radio and telephone communications. His ability to effectively use these job aids can be recognized as a critical component of the job and is used in planning, coordinating and controlling train movements. In addition, practically all of the Dispatchers' actions must be thoroughly documented.

Three shifts are necessary in the dispatching office because of the requirement to staff the office on a 24 hour basis. The change of shift or the "transfer" as Dispatchers refer to it occurs at 7:15 a.m., 3:15 p.m. and 11:15 p.m. daily. It is during the transfer time that the incoming Dispatcher does his initial planning by analyzing the departing Dispatcher's transfer record. Included in this check is a complete review of all documentation that has an impact on the traffic situation on the territory, an equipment check, the traffic situation and familiarization with the plan for what trains are to be initiated during his tour of duty.

Several levels of promotional opportunity are available to Dispatchers on Western Pacific in the normal course of

their careers. The entry level position is normally Assistant Train Dispatcher. After qualification and application, the Assistant Train Dispatcher is advanced to Trick Train Dispatcher. The next advancement is to Assistant Chief Train Dispatcher. The evaluated positions of Transportation Coordinator and finally Chief Train Dispatcher are also available promotional opportunities. Several Dispatchers have, over the years, also gone on to productive careers such as Trainmaster, District Superintendent and Director-Rules and Safety to name but a few.

Few vacancies occur in the ranks of Dispatchers but from time-to-time we do accept applications from other crafts for Assistant Train Dispatcher. A list of qualified applicants is maintained in the Personnel Department. This list is prepared and updated from analyzing the input of the "In-Service Application", WP Form 41206A which is available at larger terminals or can be also obtained by contacting Personnel Officer Mrs. B. A. Adams at San Francisco, Ext. 228. ☑



The Chief Train Dispatcher's office with overview into Trick Dispatcher's office. (L-R) Jim Baird, Transportation Coordinator, Wally "Tex" Fisher, General T.C.S. Maintainer and Pat Flynn, Assistant Chief Train Dispatcher.

Railroad Retirement Board Release:

Major Differences Between Railroad Retirement and Social Security

Annuities awarded under the Railroad Retirement Act are for substantially greater amounts than the benefits awarded under the Social Security Act. Railroad retirement annuities include a portion, called Tier I, which is the equivalent of a social security benefit, and a second portion, Tier II, which is comparable to the private industrial pensions payable over and above social security benefits. Tier II benefits are entirely funded by Railroad Employers. In addition, there are differences between some of the age requirements, the benefits available under the two systems and work restrictions.

Some of these basic differences are described in the following questions and answers.

1. What is the approximate difference in retirement benefit amounts awarded recent retirees under the Railroad Retirement and Social Security Acts?

For career railroad employees retiring directly from the railroad industry in fiscal year 1980, regular annuities, including 1980 cost-of-living increases, averaged about \$850 a month. Monthly benefits awarded at the end of fiscal year 1980 to regularly employed workers covered under social security averaged about \$475. If benefits for their spouses are added in this example, the combined benefits for the employee and spouse would approximate \$1,175 under railroad retirement coverage compared to about \$700 under social security coverage.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43, which are payable to employees who retire directly from the industry with 25 or more years of service. Adding a supplemental annuity to the railroad family's benefit increases total benefits to over \$1,200 a month.

2. Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes. Under both railroad retirement and social security, the benefits awarded recent retirees are generally greater than the benefits payable to those who retired years ago, primarily because recent awards are based on higher average earnings. The average age retirement benefit paid at the end of fiscal year 1980 to re-

tired employees on the Board's rolls was \$525 compared to \$340 under social security. Spouse benefit payments averaged \$235 under railroad retirement compared to \$165 under social security.

3. How do disability awards to employees compare?

Disabled railroad workers retiring directly from the railroad industry in fiscal year 1980 received about \$750 a month on the average, including the July 1980 cost-of-living increase, compared to about \$400 a month for disabled workers under social security.

Under both railroad retirement and social security coverage, benefits are payable to workers who are totally disabled. The Railroad Retirement Act also provides disability benefits to career employees who are disabled for work in their regular railroad occupation, even though not totally disabled. The Social Security Act required a five-month waiting period before benefits are payable, while disability benefit payments under railroad retirement can be effective with the first month an employee is disabled.

4. What are the highest amounts recent retirees could receive?

The maximum monthly amount payable to an employee and spouse at the end of 1980 was about \$1,500 under the Railroad Retirement Act, compared to about \$1,000 under the Social Security Act. This example is based on a rail employee who began work in 1938 and continuously earned the maximum creditable toward retirement benefits each year through 1980. For example, under both systems, annual earnings up to \$3,600 were creditable in 1951, while annual earnings up to \$29,700 are creditable for 1981. Very few employees earn the maximum amount creditable each year throughout their careers, so these maximum benefits are payable to relatively few families.

5. Can railroaders retire at earlier ages than workers under social security?

Railroad employees with less than 30 years of service, and their spouses, can receive annuities at age 65, or at age 62 with an early retirement reduction. These age requirements are the same as the age requirements under social security. But, railroad employees with 30 or more years

of service, and their spouses, can receive railroad retirement annuities at age 60, without an early retirement reduction.

6. Does social security offer any benefits which are not available under railroad retirement?

Social security does pay certain types of benefits which are not available under railroad retirement. For example, if an employee is disabled before retirement age and his wife is caring for minor or disabled children, social security pays additional benefits to the family members. However, the Railroad Retirement Act includes a special minimum guarantee provision, which insures that an employee's benefits will at least equal the amount that would be payable to the family under social security.

7. How does the Railroad Retirement Act's special minimum guarantee work?

Railroad families are guaranteed that they will not receive less in monthly benefits than they would have if railroad earnings were covered by social security, rather than railroad retirement laws. Therefore, if a retired rail employee's family includes persons who would otherwise qualify under social security, the retired rail employee's annuity would be increased to reflect what social security would pay the family, unless the annuity is already greater than that amount.

The social security benefits provided, under certain circumstances, to divorced spouses and remarried widow(er)s are exceptions; these benefits are not covered under the special minimum guarantee and there are no comparable benefits under the Railroad Retirement Act.

8. How do railroad retirement and social security survivor benefits differ?

Survivor benefits are generally 30 percent greater if payable by the Board rather than social security. Survivor benefits awarded by the Board to widows and widowers of railroaders in fiscal year 1980 averaged \$420 a month, compared to about \$310 under social security.

Both the railroad retirement and social security systems provide a lump-sum death benefit to help pay burial expenses. But, the railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death, while the social security lump-sum benefit is payable regardless of whether monthly benefits are also payable. Under social security law, the lump-sum benefit is \$955, while

under railroad retirement the lump-sum can be over \$1,100 if the employee had completed 10 years of service before 1975.

The railroad retirement system also provides a residual lump-sum death payment which, in effect, insures that the railroad family receives at least as much in benefits as the employee paid in railroad retirement taxes before 1975. Reductions are made for any retirement benefit paid based on the deceased employee's railroad credits and for any survivor benefits paid by either the Board or the Social Security Administration. In general, if an employee had received railroad retirement benefits for a few years before death, the benefit payments would be greater than the railroad retirement taxes the employee paid; consequently, a residual benefit would not be payable.

9. How do work restrictions differ between the two systems?

Under both railroad retirement and social security, retirement benefits may be reduced if an employee works after retirement. In 1981, a reduction of \$1 in retirement benefits is made for every \$2 earned over \$5,500 for those age 65-71 and over \$4,080 for those under age 65. Under social security, the entire benefit is subject to reduction; under railroad retirement, only a portion of employee and spouse annuities is subject to work reductions. Under both systems, the entire amount of survivor benefits is subject to work reductions. Special restrictions apply under both systems to any earnings by disabled workers.

The railroad retirement system requires that an employee or spouse actually retire, that is, stop working for the last employer before retirement. Railroad retirement benefits are not payable for any month an annuitant works for a railroad, and employee and spouse annuities are not payable for any month the annuitant works for the last pre-retirement employer. Under social security, an individual is not required to stop working for the last pre-retirement employer to receive benefits.

10. How do railroad retirement and social security taxes compare?

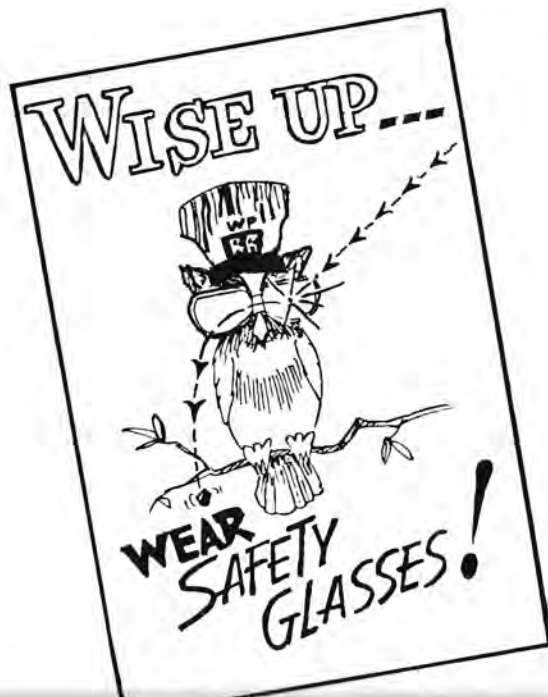
Until October 1973, railroad employees paid higher retirement taxes than workers under social security. These higher railroad retirement taxes were required to finance the higher benefits payable under railroad retirement. However, in October 1973, the railroad retirement taxes on employees were reduced to the same rate

paid by workers under social security; taxes on railroad employers were increased to pick up the difference. In 1981, workers under both railroad retirement and social security pay retirement taxes of 6.65 percent on earnings up to \$29,700 a year. Railroads and social security employers match the retirement taxes their employees pay, but railroads also pay additional retirement taxes of 9.5 percent on earnings up to \$22,200 a year. Railroad

employers also pay a separate 14.5 cents per work-hour tax to finance the railroad retirement supplemental annuity program. In addition, the railroad unemployment-sickness benefit program is financed entirely by railroad employers.

To show how these taxes affect Western Pacific and Sacramento Northern employees, the following table has been prepared reflecting payments made in calendar year 1980.

Deductions Paid by WP & SN Employees	Benefit	Payments made by WP in behalf of WP & SN Employees
\$3,556,409.00	Basic, Tier I	\$3,556,409.00 (matching)
0	Additional Employers Tax, Tier II	\$4,851,904.00
0	Supplemental Annuity Employers Tax	\$808,040.00
0	Unemployment-Sickness Benefit Program Tax	\$715,015.00
\$3,556,409.00	TOTALS	\$9,931,368.00



IT'S WORKING.

A LOT OF PEOPLE HAVE THE WRONG IDEA ABOUT WHERE THE RAILROADS ARE GOING.

WITHOUT THE RAILROADS, ALL THE GRAIN ON AMERICA'S FARMS WOULDN'T PUT BREAD ON AMERICA'S TABLES.

THE WEAPONS BEHIND AMERICA'S DEFENSE SYSTEM GET WHERE THEY'RE GOING BEHIND A LOCOMOTIVE.

CAR 54000 WHERE ARE YOU?

AMERICAN RAILROAD FOUNDATION

People are seeing the railroads in a much better light these days. And one important reason is the ads you see here, all part of a campaign emphasizing the essential contribution America's modern railroads make to the national economy, defense and energy efficiency.

Further proof that it's working is the fact that the campaign has received almost

incredible STARCH scores on cost-ratio readership. More than 100 letters have been received requesting information and reproductions of the ads, even though inquiries were not solicited.

This is only the beginning of a long-term effort to change the way people think about the railroads. But it has proved to be quite an auspicious beginning. And it could not

have been made at all without the help of the railroad service and supply companies listed here, who comprise the current membership of the American Railroad Foundation:

AMERICAN RAILROAD FOUNDATION

1920 J Street, N.W., Washington, D.C. 20036



Safety First



Motor Car Machinists Jack W. Corbin (L) and Jim C. Caughey (R) receive their Safety Award Jackets from Al Hill, Manager-Safety.

Together Jack W. Corbin and Jim Caughey have over 76 years total service without a lost time personal injury. As you can see from the photo above, both men are very proud of their new jackets and Western Pacific is also very proud of them.

When asked to comment on their outstanding record of safety both men said, "The most important aspects of our record is to know the job, don't rush, take time to think about safety and don't be afraid to make suggestions about working conditions." They also added, "Safety is as much the responsibility of the men on the job as it is the responsibility of the company."

Fifth Series Of Golf Tournaments And Picnics Announced!

Senior Vice President-Operation R. C. Marquis recently announced the schedule of Western Pacific, Sacramento Northern and Tidewater Southern Golf Tournaments and Picnics. Well in advance of each date an announcement covering all details will be circulated across the property. The details for the Oroville outing are already being circulated. Those who have attended these outings in the past know of their success and the unique opportunity for our families to get together and share some old-fashioned fun. Oldtimers and newcomers alike should save this schedule and make plans now to

A brief company history of these men shows that Jack Corbin was originally hired in 1943 and with only a two month break in service, has remained at the Oroville Car Shop where he advanced to Machinist Helper in 1945 and then Machinist in 1959.

Jim Caughey was hired in 1942, a year earlier than Jack, and was promoted to Machinist in 1954.

The Safety Jacket Award Program was initiated in 1976 and with the award of these two jackets, there have now been 1250 presentations.

To qualify for the first time award of this jacket requires 10 years service without a lost time injury. Additional jackets are awarded for each succeeding five years without a lost time personal injury.

"This Safety Award Jacket Program is not set up on a computerized basis," according to Bob Brew, Office Manager, Rules and Safety. If you feel that you are entitled to a Safety Award Jacket and have not received one, have your supervisor call Bob at Extension 268 in San Francisco.

The Safety Jacket Program is not the only program administered by the Rules and Safety Department; but it is one of the most visible ones. Other programs include the Safety Glasses, Safety Shoes and Safety Award Hats plus the Rule of the Week and the Paycheck Rhyme.

The sheer number of employees wearing their Award Jackets and Hats indicate that we have a lot of concerned, safety conscious employees at Western Pacific.

OROVILLE - MAY 9th

Picnic - North Forebay Recreation Area
Golf - Table Mountain Golf Course

GRAEAGLE - JUNE 20th

Picnic - Portola City Park
Golf - Graeagle Meadows Golf Course

ELKO - AUGUST 22nd

Picnic - Elko City Park
Golf - Ruby View Golf Course

PLEASANTON - OCTOBER 17th

Picnic - Alameda County Fairgrounds

Fire Safety Tips In Hotels/Motels

The fire tragedies nationwide, and most recently in Las Vegas, increases the need for all of us to be more aware of safety and fire prevention.

With your personal safety uppermost in mind, Western Pacific has prepared for your reading and practice, some key safety points.

FIRE SAFETY TIPS IN HOTELS/MOTELS

- Right after you have checked into a hotel/motel, become familiar with the room. Is the window operable? How high up are you? Knowing what is outside can be helpful.
- Locate fire exits. Check for interference such as vending machines, beds or boxes on landings. Note smoke detectors. Carefully read any posted fire instructions.
- If a fire starts in your room leave immediately, close the door and pull the nearest fire alarm. Report fire to front desk on the way out.
- NEVER USE AN ELEVATOR in a fire.
- Never leave your room without your key. If flames or smoke start to fill the corridors, you may be forced to re-enter your room.
- In the event you hear the fire alarm, or you smell smoke, pick up your room key and go to the door of your room. If you find that the door is too hot or the hall is filled with smoke, it is possible to defend yourself in your room. If there is any smoke in the room, open or break the window to vent it out. If the phone still works, call and let the desk know you are there. Fill the tub with water. Wet sheets and towels to stuff the cracks of your door to keep smoke out. Use your ice bucket to keep your door and fire-exposed walls cool. You can tie a wet towel around your face with the corner in your mouth to filter out smoke. If there is fire outside the window, pull down the drapes and move flammables away from the window. Don't consider jumping from the window if you are higher than the third

- If anything wakes you during the night, investigate. A telephone ringing, banging on your door, or a disturbance in the hall may mean fire. Do not go back to sleep without checking.
- When exiting, use the exit stairs. Hold tightly to hand rail opposite door wall. This will keep you away from the exit doors opening on lower floors. Exit on ground floor only.
- As you descend, if smoke is encountered in the exit stairway, climb up and exit onto the roof and await firefighters.
- You may find a flashlight in your briefcase to be a handy item.

Above all, keep calm, don't panic and leave fire fighting up to the professionals.



Ten Commandments of Safety

1. Thou shalt not play practical jokes, for they can hurt thy associates and menace thy friends.
2. Take care that thy clothing suit the task to be done.
3. Thou shalt take no short cuts, for possible accidents are with thee all the days of thy work.
4. Know thy tools and their use and put thy trust in safety guards.
5. Beware of the false step; the oily floor is to be feared like an abomination.
6. Thou shalt not work any other equipment but that authorized for thy use.
7. Should questions or doubt rise up in your breast, seek counsel from thy supervisor.
8. Thou shalt get first aid quickly in time of need.
9. Thou must ever help thy fellow worker as thou would have him help thee.
10. Ever follow each safety rule so thy years may be long and healthy.

WP Pioneers Woodchip Contract

WP's Marketing department has introduced a major innovation in railroad marketing — the first railroad-shipper "freight car assignment" contract.

Under the terms of this contract with Sierra Pacific Industries, a Northern California forest products company, effective June 1, 1980 Western Pacific assigned 25 woodchip cars for the exclusive use of Sierra Pacific. In return, Sierra Pacific pays a fixed monthly "car assignment charge" plus a line-haul charge to transport the woodchips from their mill near Quincy Jct., CA to the Port of Sacramento, CA for export. The contract package was developed to respond to a proposal to divert this traffic to motor carrier transportation for the highway distance of 150 miles.

Development of this contract required an understanding of the customer's needs and operations and the economics of competing motor carrier transportation. The origin mill can only load three or four cars per work day so it was essential that a regular car supply be available. It was also essential that rail car turnaround time be minimized because trucks can make a round-trip in one day. Because the rail cars are unloaded by the Port, the shipper does not have full control over the time the cars spend at the Port before unloading. This introduces an element of uncertainty in the rail car turnaround schedule so it was mutually agreed that the shipper would continue to use unassigned cars at the higher standard tariff rate to supplement the contract car supply when necessary.

The equipment needs of the customer had to be determined. Based on the expected woodchip output and turnaround time of the cars it was mutually agreed that 25 of Western Pacific's 5600 cubic feet capacity high side woodchip gondola cars would be assigned under the contract.

In order to expedite turnaround of the equipment Western Pacific's operating department returns empty contract cars directly back to Quincy Junction from Sacramento. They are held at Quincy Junction or at Quincy demurrage-free, until the shipper releases them loaded again. Prior to the contract, empty woodchip gondolas were held at Western Pacific's Oroville, CA yard awaiting car orders. This practice resulted in a delay of

two days or more in placing them for loading.

The Quincy Railroad, owned by Sierra Pacific, transports cars from the mill at Quincy, CA to the interchange with Western Pacific at Quincy Junction, CA, a distance of three miles. The contract, however, applies only for the movement from Quincy Junction to the Port of Sacramento via the Western Pacific and our wholly owned subsidiary, the Sacramento Northern Railway.

A unique pricing concept was employed. WP woodchip cars historically have had poor utilization primarily because shipping patterns were irregular. A simple rate reduction, which is what the shipper originally requested, would have prevented diversion to truck but would have done nothing to improve utilization. Therefore, a pricing scheme was devised whereby the shipper would pay a fixed monthly charge of \$150 per car assigned (reflecting our relatively low ownership cost for cars rebuilt between 1958 and 1965) plus a line-haul charge for the transportation of the woodchips. This guaranteed Western Pacific its car ownership costs and gave the shipper an incentive to load our equipment as often as possible. The more shipments per assigned car, the lower the per shipment cost due to the fixed car assignment charge.

This pricing structure approximates the fixed and variable costs a shipper faces with private or contract trucking. Standard tariff rates, which are higher than the total contract cost to the shipper, apply for shipments in cars not assigned under the contract. This approach retains the base load on rail, and recognizes the higher costs associated with peak shipping. Without this structure rail would have become a standby service.

The contract provides for fluctuations in the export market for woodchips by allowing the assigned cars to be used by Sierra Pacific for shipments to other destinations using standard tariff rates.

The innovative feature of this contract — a separate charge for the assignment of railroad-owned cars — effectively met both customer and railroad needs, the true measurement of marketing success. The customer benefits by having a guaranteed car supply and an opportunity to achieve a lower transportation cost. The railroad

benefits by retaining its woodchip business, improving the utilization of its equipment, and having its car ownership cost covered when the cars are idle.

The results in the seven months ending December 31, 1980 satisfied both the railroad and a good customer. Car utilization, as measured by car days per loaded trip, improved from an average of 23.6 days prior to the contract to 16 days on the contract assigned car fleet. As a result, the customer's average transportation cost per shipment was reduced by 19 percent from what it would have been by rail without the contract. At the same time, Western Pacific not only retained profitable traffic which would have been diverted to trucking, but increased its traffic by 30 percent over the comparable period in 1979. ☐

EMPLOYEE ASSISTANCE:

Tom Cutter Receives Certification

The California Association of Alcoholism Counselors recently announced that Western Pacific's Manager-Employee Assistance, Tom Cutter was approved as a Certified Alcoholism Counselor by their Certification Board. This certification is extremely difficult to obtain and the applicant must meet stringent professional, educational and experience requirements.

Tom's certification will make more information and resources available to Western Pacific employees and their families and will serve to make a good program even better. ☐

WESTERN PACIFIC EMPLOYEE ASSISTANCE OFFICE

41 WEST YOKUTS AVENUE, ROOM 205
STOCKTON, CALIFORNIA 95207

BELL TELEPHONE: 209-957-2452
COMPANY TELEPHONE: STOCKTON EXT. 200

They Have Retired

All of us at Western Pacific wish the very best for the following employees who have retired from active service.

Edward R. Churchill Carman, Milpitas.	Jan. 31, 1981	31 yrs.
Jesse R. Dabbs Machinist, Stockton.	Jan. 1, 1981	40 yrs.
Ernest B. Dick Sr Rate Analyst, S.F.	Oct. 31, 1980	26 yrs.
Joseph R. Lewis Engineer (SN), Sacramento.	Mar. 13, 1981	31 yrs.
John L. Miller Roadmaster, Stockton.	Mar. 31, 1981	49 yrs.
Florence M. Rath Accounting Clerk, S.F.	Jan. 30, 1981	36 yrs.
George M. Shattuck Brakeman, Oakland.	Feb. 26, 1981	30 yrs.
Albert F. Tunsen Brakeman, Stockton.	Feb. 1, 1981	38 yrs.



Tom Cutter
Manager - Employee Assistance



Caboosing

GENERAL OFFICE - TRANSPORTATION

A. L. McManus

Congratulations to Nora Oley on her marriage to Donald Grob in Reno on January 3, 1981 and to Jacqueline Helekunihi on her engagement to Dale Maron on January 19, 1981. Jacqueline and Dale are planning to be married on September 19, 1981.

We all wish a speedy recovery to Maxine Naisbitt now home after hip surgery. Hopefully she will return without her cane which she brandishes on crowded elevators.

Welcome back Carolyn Barg. Carolyn is back in Operating after returning from an extensive tour of the United States.

Congratulations to Sandy Sterni on her promotion to Supervisor-Customer Service.

Finally, Dave Morelli asked me to report he ran a sub-four minute mile. What he probably meant to say was he ran a four minute sub-mile!

OAKLAND/SAN FRANCISCO YARDS

Rose Ganassin & Flo DeSouza

Switchman George Shattuck retired on February 26, 1981 after thirty years six months service with The Western Pacific Railroad, Oakland, California. George also served as Yardmaster for six years at the Oakland facilities. He and his wife Evelyn plan to do some local traveling and also visit Niagra Falls for two weeks in May. Future travel plans include Hawaii and Ireland. George is a native Californian and was born in Gerber. Interestingly, he was hired for The Western Pacific by Mr. Henry Stapp, former Superintendent of Western Pacific's Oakland Yard who previously was Major Henry Stapp in charge of one of the units of the U. S. Army's Third Division, Palermo, Sicily of which George was a member. This Division took part in World War II's invasion of Italy. Small world!

Best wishes to George and Evelyn from all their Bay Area friends.



George Shattuck
Cutting his retirement cake

Don Cartegena, retired Clerk, Oakland, recently had to undergo surgery. He is now home recuperating and doing well. Our best wishes to him.

Our condolences to Rosalie Ganassin and her family in the recent loss of her mother.

FREMONT

Norma Lill

George Noisat and wife made a trip to Washington, D.C. February 19-23, 1981 for BRAC schooling. Unable to see the inauguration, however, they did shake hands with President Reagan, Mr. Kissinger and Britains' Lord Cranshaw and also did some sightseeing.

Trainmaster Gary Hunter recently announced wedding plans for August 22, 1981 to Mariatta Talaipa from Samoa.

MILPITAS/SAN JOSE

Bernice Bell

If you are ever in Milpitas and see a gentleman with snow white hair and a snow white beard and twinkling blue eyes (No, it is not Santa Claus!), it's Richard Stansberry, Engineer on the 11:00 AM job.

Pictured below is Richard Stansberry's granddaughter Jennifer Hammon, age 3. This picture was taken and developed by Richard who also has many other hobbies.



Jennifer Hammon

Congratulations to Phil and Pattye Marquis on their 8th wedding anniversary February 17th. Phil is Transportation Supervisor-Bay District and Pattye is the daughter of S. E. McVean, Sr., Office Manager, Transportation at Western Pacific's General Office, San Francisco. Phil and Pattye are the proud parents of five year old son, Geoffrey.

STOCKTON YARD

Elaine Obenshain & T. T. Spetter

Brakeman John T. Clark, who enlisted in the U. S. Marines in September 1980, graduated from boot camp at Marine Corps Recruiting Depot at San Diego, where he was given a meritorious promotion to Private First Class. He is presently attending an Electrical Repair school at Camp Lejeune, N.C.

Albert F. Tunsen, Sr., employed as Switchman August 21, 1942, retired February 7, 1981 with 38 years 6 months service. We wish Al and his wife many years of happy retirement.

STOCKTON CAR DEPARTMENT AND SHOP

Ralph Patton & James Mendoza

Carlos Agulo, Mechanical Department Laborer, Mrs. Agulo and children are vacationing in the Philippines. Carlos is a native of the Philippines and they are visiting his parents and friends.

Stockton Car Department did an outstanding job on their AAR Billing for the months of January and February and were complimented with catered lunches on February 18th and March 11th by Chief Mechanical Officer Bob Mustard, Asst. Chief Mechanical Officer Dick Shideler and General Shop Superintendent Roger Price.

Stockton Car Department WPRR bowling team summer league starts in April. "Captain" George Hurley, James "Spike" Mendoza, Don Colen, Mike Long and "Star Bowler" Jim Brown with an average of "209" and substitute Arnold "Okie" Phillips will comprise the team this year. Last year the team took 2nd place in their division.

Mr. & Mrs. A. Phillips, AAR Write-Up Inspector, would like to announce the marriage of their daughter, "Terie Lorraine" to Mr. John Unger. The wedding will take place on August 15, 1981 in Stockton.

Assistant Chief Mechanical Officer Jack Miller has transferred to his new headquarters at the Stockton Diesel Facility. He was formerly located in the San Francisco General Office.

SACRAMENTO - YARD AND FREIGHT OFFICE

Cy Bates

Welcome to Leigh Vinson, our new Extra Board Clerk, transferred from Oroville.

Former SN Dispatcher and retired Western Pacific Industry Clerk B. I. (Bernie) Long passed away March 10, 1981. Our sincere condolences to his family.

Our Credit Union held its Annual Dinner at the Destiny Club, Elk Grove on February 28th. Although we had a much smaller

turnout than any previous year, a good time was enjoyed by all in attendance with dancing following the dinner.

Glen Frost, SN Train Desk Clerk, is recuperating from a leg injury sustained when his motorcycle threw him. He expects to be off for some time yet.

J. A. Forst, SN Train Desk Clerk, passed away January 28, 1981 and is missed by his fellow employees.

SACRAMENTO SHOPS

Jean Smith

Welcomed to their new headquarters in Sacramento this month were Richard E. Shideler, Asst. Chief Mechanical Officer and Maurice Evans, Manager-Car Maintenance. Both were formerly located in the San Francisco General Office.

Sacramento Shops had a large Safety Award Presentation on Friday, March 13th. Seventy-five employees were presented Awards for accident-free performance during the previous sixty day period. The presentation was made by General Shop Superintendent Roger Price and Assistant Shop Superintendent Dave Johnston.

We wish a speedy recovery to Machinist Don Reynolds who has been absent from work since late January when he had major surgery.

Congratulations to Scott Nuzman, Daniel Harris, Jr., Hector Pineda, Bill Collins, Harlen Wright and Jose Cardenas who recently became Journeyman Carmen.

OROVILLE - STORE, MATERIAL YARD AND EQUIPMENT SHOP

Dorothy Smith

Buddy McGairty had successful eye surgery last month, returning to his station first part of March. So glad to have you back, Buddy. B. G. Morrison would like to extend his thanks to Ray Bakker, Stockton Store, for doing a fine job here filling Buddy's shoes.

Congratulations to Ralph Ayala who became a grandfather for the third time February 15th - a baby girl named Jessica.

Frank Dominguez has a proud smile on his face these days as his son Daniel recently graduated from UC Davis Medical School and is working as a Physician's Assistant at the Oroville Health Clinic.

Royce Earl and wife Pat are enjoying the comfort of their new home they moved

into last month. However, Royce has mixed emotions - he had to retire from drag racing to work around the place.

Lincoln Hilst is in the process of becoming a permanent resident of Oroville, moving here from Fremont. Bill Holt does NOT want to talk about his golf score!

Don Dali came back from a fun skiing trip last week without a single broken bone - wonder why he took not one but two priests with him??

We are all missing Roadmaster Jack Jones who has been off ill for quite some time - hope to see you back on the right track very soon, Jack.

OROVILLE - TRANSPORTATION

A. I. "Rick" Reichenbach

First the good news - Conductor Rolf Gaudard and wife Lois are the proud parents of a recently born husky boy. Congratulations. "Boy" are they happy.

Other proud parents include Clerk Tom Reichenbach and wife Jolyn. Their daughter Andrea Jean started in the Kindergarten in September and was recently placed in the Second grade reading class. Sharing that pride are her Grandparents, Rick and Martha Reichenbach.

TD/Operator A. B. Edwards recently made a rush trip to Rochester, MN to visit her ailing brother. All her friends share her sorrow of his passing.

Clerk Linda Morgan is off on sick leave. She had an operation on her jaw and is getting along nicely at last report.

Our recent changes in operations has resulted in some personnel moves. Clerk Bob Sturm has gone to Yuba City and Clerk Joe Y'Barra has come to the Oroville GEB.

Our District Superintendent Dick Meyer is on vacation having gone up North for a week.

Yardmaster Mike Marglin just returned from a skiing trip in Utah.

Clerk Cynthia Shankel recently obtained a horse which she rides or UNrides, as the case may be.

Recent retired visitors to the facility included Slim Eslinger (former communications Supervisor), Dave and Edith Speegle (former Conductor) and on his way to Arizona Buster Keaton (former Switchman) - what a life!

Midge Arruda and Billie Woods, retired Operators, send their regard to all their friends.

REMEMBER - Picnic May 9th - We will

try to make your stay in Oroville a pleasant experience.

PORTOLA and RENO

Karen Thomas

The beginning of 1981 brought well-earned retirements to two long-time employees, well known by nearly all workers in the Portola-Reno area and throughout the Railroad.

L. E. Hibbs, Jr., Claim Agent at Portola, began working for the Railroad in January 1951 as Assistant District Special Agent and Claim Agent. His job title was later changed to Special Agent-Claim Agent. In 1972, the Security Department and General Claims Department were split and Loy became Claim Agent, in which capacity he served until his retirement. On Loy's last day at Portola, the office staff gave him a surprise retirement celebration. On January 10th, friends, family and fellow employees joined Loy for a Retirement Party; an evening of dining and dancing in the Skyroom of the Holiday Inn, Reno, to honor him for his fine contribution to The Western Pacific. Loy was presented with several mementos, plaques and a sophisticated metal detector.

J. D. Elkin, Agent at Reno, also began his retirement on January 1st. John had 34 years of service with Western Pacific, all of which was spent at the Reno Office. John was honored with a luncheon attended by Reno office personnel and shippers from the Reno area with whom John had dealt. Currently, John is vacationing in the Hawaiian Islands and is planning a trip to New Zealand in the near future. Boy, it's rough to be retired!

The new face behind the Claim Agent desk at Portola belongs to Gary Neal. Gary began working for the General Claims Department last September 1st and took over the assignment at Portola upon Loy's retirement. Gary and his wife, Carol, currently reside in Rescue with their three boys, Tracy (9), Taggart (6) and Dustin (4). Prior to coming to The Western Pacific, Gary worked for 9 years with the Drug Enforcement Administration as Special Agent.

John Black began his new job as Agent, Reno, upon John Elkin's retirement. John served with the U. S. Navy for twenty years before coming to work for The Western Pacific. Prior to being appointed Agent, he worked as a Clerk at Portola and Reno for

the past one and one-half years. John and his wife, Kathleen, have two children, Sharon (8) and John (6) and enjoy the small-town life in Portola. John enthusiastically reports that business in Reno is booming and that the Reno Sales Office had one of its biggest months in February.

On February 7, 1981, Roadmaster George Barnes and Mary Pullen of Crescent City, CA were wed in the Sun Valley Church of the Nazarene, Sun Valley, Nevada. Portola Trainmaster David Henke served as the best man. Marilyn Baird, daughter of the bride, was matron of honor. A reception followed at the church social hall.

The stork was busy visiting several railroad families recently. Brakeman Mike Panecaldo and wife, Robyn, welcomed a new daughter, Amanda Renee, into the family on January 3rd. Amanda weighed a healthy 10 lbs. 2 oz. and was 21½" long.

Engineer and Mrs. Guy Zewadski also report the birth of a girl, Lila Marie, born January 15th.

Brakeman Chad Eckenroad and wife, Kandy, are proud parents of a new son, Nicholas Chad, born February 12, 1981. Nicholas, who weighed in at 7 lbs. 10 oz., was greeted at home by brother Adam.

ELKO

Theda Mueller

Friday, March 13th, was observed by an office "cake and coffee" get together with Road Foreman of Engines Jim Langston who elected to go back on the road as Engineer. Jim was never too busy to do special favors for everyone in the office so we had to do a little extra for Jim so he would know we appreciated all his efforts. Jim's wife joined us in coffee and cake. He said he would drop in from time to time and have a cup of coffee with us.

At the same time, we welcomed Engineer Guy Aguirre as Jim's replacement although Guy is not a new comer to our group as he was a Road Foreman a few years ago.

We were sorry to hear of Al Chaplin's recent illness but reports have it he is home and well on the road to recovery; however, he must take it easy for awhile. Glad you're improving, Al, we miss you around the office.

Jake Reed just confirmed that he was married at Lake Tahoe on Saturday, March 14th to Diana Heppner. Jake

and Diana are both Clerks in the Yard Office at Elko. Congratulations!

The Engineering Department is very busy these days as they are getting started on "Project Lifesaver" and will be hiring Laborers for the new main line change in the new yard east of town. That project will be humming for the next several months as there is much work to be done. This project is in connection with moving both sets of railroad tracks out of the middle of town and bordering Elko on the south side.

We received a letter from retired Conductor L. E. Thomas and his wife Erva describing their trip into Mexico during the month of January. Ed's description was so great we felt as though we were traveling by their side. Ed and Erva retired in Oroville after leaving Elko.

We were especially proud that the Elko High School Band was invited to Washington for the Inauguration Parade and 3 members of the band are from railroad families. Joe Marley's daughter Veronica; Arby Harry's daughter Cyndi and Gene Peterson's daughter Renee who was in Pep-E Drill Team were in the group. They are darling girls and very talented. Western Pacific donated one thousand dollars towards the expenses of the band members and chaperons as it was a very expensive trip. We are pleased that we are a part of the community spirit.

We still have some facilities who haven't answered the call for CABOOSING articles. How about it? As a reminder, the cut-off date for inclusion in the next issue is the week of June 15. Articles should only include information for the months of April - June.

WESTERN PACIFIC MILEPOSTS
526 Mission Street
San Francisco, Ca 94501

Plans for Yardmaster Training Announced

R. C. Marquis, Senior Vice President-Operation and T. R. Green, Director-Personnel recently announced that Yardmaster Training will begin in early May 1981. The training will be conducted for three to four days at the Oakland Training Facility and continue at the Yardmaster's home terminal when he returns. Forty-three Yardmasters and Approach Yardmasters will be receiving training that will concentrate on improving their general operational and supervisory skills.

Assisting Training Officer L. M. McDonald in the development of this class are: R. R. Ahearn, Superintendent-Bay District; R. L. Meyers, Superintendent-Sierra District, F. D. Webb, Trainmaster-Milpitas, and W. A. Hill, Manager-Safety.

Selected Yardmasters will have received a notification letter in the mail by mid-April informing them which of the three classes to attend. ☐

Back To School For Management Employees

At least two days a week, during the months of January and February, the Mansion Inn in Sacramento was the place where you would find many of the Operating Officers of the Western Division as well as some Eastern Division, Mechanical, Engineering, General Claims and Marketing officers. A total of thirty Managers and Supervisors were involved in intensified instruction and discussion of Management objectives, principles and techniques at two levels; middle-management and supervisory.

The two courses are each about sixty hours in length and cover subjects such as developing objectives and procedures, scheduling, decision making, methods of instruction, communicating, delegating and developing people and relationships to name but a few. The instruction is presented and coordinated by the Personnel Department and uses audio/visual aids, group discussion, case studies and role-play in an effort to keep the most current and enlightened management techniques on Western Pacific.

The 1981 classes are the latest in the series of similar management courses which began in 1979 and 1980 in the Finance and Management Services Departments. Some of the techniques used in these classes are being applied to craft technical training where they apply such as communicating and decision making techniques in the recently completed Dispatchers' Workshops.

It is currently planned for similar classes to be scheduled in the Fall of 1981 and

Spring of 1982. The goal is to provide this opportunity to every Manager and Supervisor on Western Pacific. ☐



The "Team" Exercise. (Left to Right) General Signal Engineer E. L. Wall, Division Road Foreman Engines J. H. Belmont and Assistant Vice President-Marketing Services R. M. Totanelli



Engrossed in a difficult case study are (left to right) Chief Train Dispatcher W. F. Schober, Director-Car Utilization S. E. McVean, Jr., District Superintendent C. M. Pitts, Director-Station Procedures C. M. Hammond, District Superintendent R. L. Meyer and Assistant Superintendent-Cars M. Evans.



Service Awards January - March 1981

40 YEAR

J. R. Dabbs
Machinist Stockton

35 YEAR

J. H. Jones
Roadmaster Oroville
W. R. Orton
Carman Stockton
B. A. Stilwell
Store Helper Sacramento
H. Hayes
Trainmaster Sacramento
G. S. Heaney
Chief Clerk San Francisco
H. A. Ruyle
Locomotive Engineer Oroville
B. J. Witucki
Track Foreman Oroville

30 YEAR

B. L. Coggins
Car Foreman Oroville
E. H. Williams
Brakeman/Conductor Sacramento
J. V. Loginoff
Clerk San Francisco
E. N. Dickle
Carman Elko
M. P. Messerly
TCS Maintainer Elko
R. D. Santiago
Field Engineer San Francisco

25 YEAR

L. E. Boyce
Track Foreman Sacramento
R. A. Ditmanson
Dispatcher Sacramento
J. F. Manning
Carman Portola
C. S. Tremi
Carman Oakland
W. S. Snapp
Brakeman Oakland
R. Hernandez
Plant Engineer Sacramento
J. P. Wilmoth
Director-Market Information San Francisco
H. Begay
Machine Operator Keddle
O. A. Herrera
Project Foreman Oakland
P. Parkerson
Carman Milpitas

20 YEAR

R. Lopstain
Clerk Stockton
W. B. Klrvin
Clerk San Francisco

15 YEAR

I. A. Castro
Supr. Data Entry San Francisco
J. A. Friedman
Manager-Mktg Services Chicago
D. M. Shirley
Brakeman Portola
P. H. Hernandez
Carman Sacramento
K. M. Griffin
General Attorney San Francisco
F. P. Martin
Track Laborer Keddle
G. B. Madsen
Signalman Burmester
A. N. Alfonso
Clerk San Francisco Yd.
A. G. Amaya
Track Laborer Oakland
D. L. Fafoutis
Manager-Law San Francisco
L. O. Headley
Carman Elko
A. D. Romo
Track Laborer Sacramento
C. T. Babbitt
Carman Milpitas
J. L. Murillo
Mechanical Laborer San Jose
K. F. Rankin
Brakeman Salt Lake City
E. Armendariz
Mechanical Laborer Stockton

10 YEAR

D. E. Lundberg
Locomotive Engineer Portola
T. S. Ayala
Keypunch Operator San Francisco
W. L. Pracht
Budget Analyst San Francisco
E. O. Argabright
Locomotive Engineer Oakland
M. C. Huff
Brakeman Elko
D. H. Maddalena
Brakeman Portola
D. A. Rader
Clerk Stockton
L. Modglin
Clerk San Francisco
A. Alvillar
Painter Stockton
D. R. Greenwell
District Special Agent Elko
N. L. Hoskins
Brakeman Sacramento
W. E. Lutz
Carman Oroville

Appointments

D. Young
Engine Service Coordinator Stockton
L. L. Barnes
Project Manager San Francisco
M. K. Petersen
Data Quality Control Trainee San Francisco
D. R. Nowicki
Senior Cost Analyst San Francisco
L. R. Meyers
Senior Transportation Analyst San Francisco

N. P. Colombo
Research Assistant San Francisco
G. Aguirre
Division Road Foreman Elko
C. L. Foss
Transportation Coordinator Sacramento
D. F. Meyer
Transportation Coordinator Sacramento
D. E. Davis
Transportation Supervisor Stockton
P. E. Scott
Transportation Supervisor Sacramento
D. R. Ian
Applications Programmer San Francisco
N. G. Ferguson
Budget Analyst San Francisco
J. J. Mooney
Manager-Intermodal Sales
& Services Chicago
M. Stroube
Manager-Financial Planning
& Analysis San Francisco
J. M. Jessen
General Roadmaster Sacramento
L. B. Chapman, Jr.
Roadmaster Stockton
E. A. Lowe
General Foreman - MofW Oakland
D. R. Applegate
Acting Roadmaster Oroville
W. F. Housel
General Foreman - MofW Keddle
D. W. Pamell
Bridge & Building Inspector Keddle
G. R. Groves
General Roadmaster Elko
C. D. Jones
Roadmaster Elko
J. E. Nipper
Assistant Roadmaster Gerlach
N. W. Lambert
Bridge & Building Inspector Elko
R. E. Shideler
Asst. Chief Mechanical Officer-Cars Sacramento
M. Evans
Manager-Car Maintenance Sacramento
J. S. Miller
Asst. Chief Mechanical Officer-
Locomotives Stockton
W. L. Pracht
Asst. Manager-Budgets &
Administration San Francisco
E. A. Daux, Jr.
Programmer Analyst San Francisco
G. T. Hayhurst
Manager-Freight Claims
Administration San Francisco
D. L. Smallen
Track Design Engineer San Francisco
J. R. Busser
Research Assistant San Francisco

In Memoriam

Mileposts wishes to record the deaths of the following active and retired Western Pacific employees and to extend condolences to their families and friends.

John B. Dolan
Electrical Inspector, Stockton Jan. 10, 1981
James A. Forst
Clerk, Sacramento Jan. 28, 1981
Harold Heagney
Clerk Jan. 18, 1981
James E. Hightower
Clerk, Stockton Jan. 22, 1981
Bernard I. Long
Clerk, Sacramento Mar. 10, 1981
Leslie D. McClintock
Signalman, Oroville Mar. 6, 1981
Edward M. Reynolds
Signal Maintainer, Sacramento Jan. 17, 1981
George T. Rutherford
Locomotive Engineer, Stockton Dec. 8, 1980
John F. Spowart
Clerk Feb. 9, 1981
Allen H. Wilkinson
Section Foreman, Virgilia Mar. 7, 1981

VOL. 33 NO. 2 SPRING 1981



MILEPOST 248: Looking west, the absolute signal guards the east switch at Merlin.

WESTERN PACIFIC MILEPOSTS

Personnel Department,
T. R. Green, Director
526 Mission Street

WESTERN PACIFIC MILEPOSTS
526 MISSION STREET
SAN FRANCISCO, CA 94105

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WP, UP, MP MERGER: A New Era for Railroads


Most of us recall the Golden Age of Railroading in terms of giant steam locomotives, the excitement of meeting the daily train, the adventure of pioneering the American West.

Now another exciting era of rail transportation is at hand — an era of new railroad systems, with strengths combined to heighten competition, serve rail users better with improved operations and new efficiencies, and meet changing national needs.

This is the story of three railroads leading the way into the new age of transportation, joining their resources to link America together.

New Links for America

Union Pacific, Missouri Pacific and Western Pacific, three historic railroads, will join their human and material assets, their experience and know-how, in a single new system.

Western Pacific 

Union Pacific 

Missouri Pacific 

They have applied to the Interstate Commerce Commission for approval of a consolidation creating a single system nearly 23,000 miles long, linking 21 states of the western two-thirds of America.

This cohesive network will stretch from the Pacific Northwest to the Gulf of Mexico and to Mexico itself; from the Great Lakes to Southern California; from the Mississippi River to the Major seaports of the West Coast.

With combined trackage long enough to reach nearly around the world, it will link vital trade centers and market areas which never before were accessible to each other on a single rail system.

It will be a truly transcontinental railroad, with connections to both Canada and Mexico.

