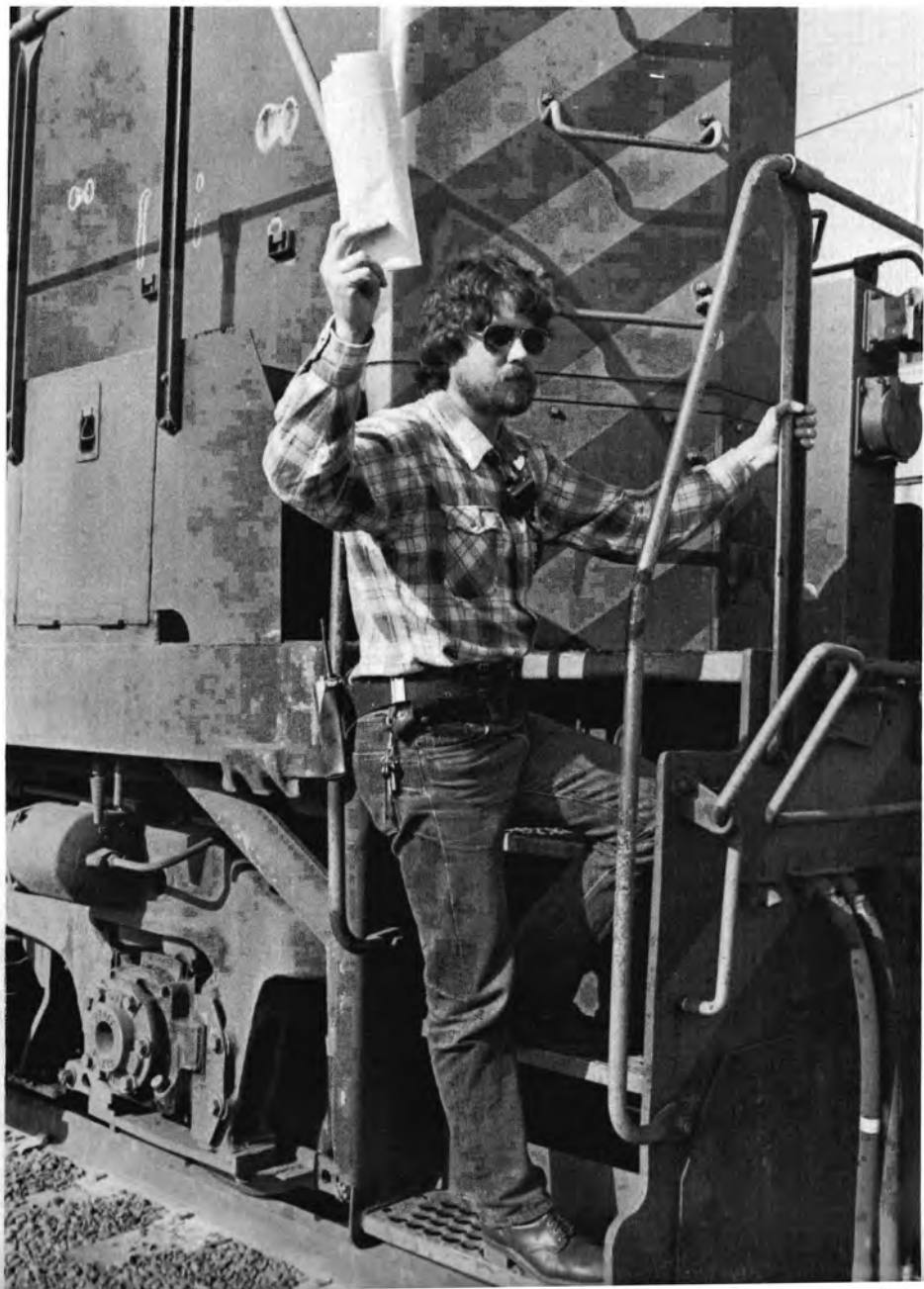


WESTERN PACIFIC

WINTER 1980/1981

# *Mileposts*



# 526 Mission Street

Recent passage of both the "Staggers Rail" and "Motor Carrier" Acts of 1980, while removing many outmoded regulatory shackles, significantly re-emphasizes the critical importance of prompt successful accomplishment of our merger into the Union Pacific System. This new, fiercely competitive environment, combined with continued inflation and the virtual elimination of rate bureau antitrust immunity, will surely test the mettle of our entire Western Pacific team during the next several years. I am encouraged to learn that the Interstate Commerce Commission will commence the evidentiary hearings on the proposed merger in Washington, D.C. on March 3, 1981 and we can anticipate the possibility of such hearings being successfully completed in early 1982 allowing a final Commission decision possibly before the end of the same year.

Meanwhile, it is imperative that each member of the Western Pacific team continue to perform to the maximum of their abilities in the constant effort to meet the very demanding continuing challenges as well as those inherent in the new "rules of the game" in the transportation industry. Our Marketing Services Plan for 1981 has been designed to promote the maximum use of all of our available talent in the development, initiation and progression of programs designed to best assure that Western Pacific's customers fully benefit from the opportunities which should result from the new regulatory environment.

It is by such dedicated effort that each of us can, and will, fill a critical role in guaranteeing that Western Pacific remains strong, viable and fully capable of contributing to the success of the new combined system in its response to the public's demand for and entitlement to rail service of the highest quality and dependability. I look forward to 1981 with total confidence in the future and to your collective and individual best efforts to continue to retain and deserve the support of those reliant upon our quality services.



*R.G. Flannery*

R.G. Flannery  
President and Chief  
Executive Officer

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## SPECIAL NOTICE

This issue of Mileposts returns to the familiar size and format of several years ago. The Personnel Department was given the mission of Mileposts publication effective with the first of 1981. The "Caboosing" section is one of the columns which is making a reappearance with this issue even though only a limited response was received to our request for station and terminal articles. We certainly would like to have correspondents at all facilities. Since we will be publishing on a quarterly basis, cut off times for inclusion will be January 2, April 1st, July 1st and October 1st of each year.

Another section which will be returning is the "Letters Received", which will appear in the next issue. We would be most appreciative of any comments relative to the "Mileposts" and will use them towards any improvements necessary. Unfortunately, we are not in a position to return manuscripts and photographs, so please keep copies of anything you send to us.

The address for "Mileposts" is:  
Western Pacific Mileposts  
526 Mission Street  
San Francisco, CA 94501  
ATTN: T. R. Green

## ABOUT THE COVER



Conductor R. A. (RAY) PAKISER passes signals during recent switching operations in the Oakland yard. Since joining Western Pacific in 1969, Ray has progressed from brakeman to conductor now is also a working yardmaster. Ray is highly representative of the more than 1500 Western Pacific train and engine service and clerical employees who make up the transportation force of the Western and Eastern Divisions. The transportation organization of the Western Division is featured in this issue of Mileposts.

COVER PHOTO: Ned Naninga

## Railroad Retirement Board Release:

### **Railroad Retirement Changes and Income Tax Reminders for 1981**

Starting in 1981, railroad retirement tax rates and the maximum amount of earnings subject to railroad retirement taxes will increase, just as for workers under social security. For retirees, liberalized earnings limitations are effective in 1981 which allow them to earn more without a reduction in benefits. On the other hand, new Medicare coinsurance amounts, also effective in 1981, will mean higher costs to beneficiaries.

The following questions and answers describe these changes affecting railroad workers and retirees.

#### **1. What is the regular railroad retirement tax rate for employees in 1981?**

The regular railroad retirement tax rate for employees increases from the 1980 rate of 6.13% to 6.65% for 1981. The maximum amount of earnings subject to taxes also increases, from \$2,158.33 per month for 1980 to \$2,475 per month for 1981.

Railroad retirement taxes are coordinated with social security taxes, and social security legislation in 1977 scheduled retirement tax increases, which affect both programs. In effect, railroad workers pay the same retirement taxes as workers covered under social security.

#### **2. How much more will railroaders pay in retirement taxes?**

Because both the railroad retirement tax rate and the maximum amount subject to taxes are increased, all railroaders will pay higher taxes in 1981, but higher salaried workers will have greater increases. A railroader earning \$1,000 per month will pay \$66.50 a month in railroad retirement taxes in 1981, \$5.20 more a month than in 1980. Employees earning at least \$2,475 a month, the maximum taxable in 1981, will pay \$164.59 a month in railroad retirement taxes, \$32.28 a month more than in 1980.

#### **3. How much do railroads pay in regular railroad retirement taxes?**

Under current law, railroads match employee retirement taxes plus pay an additional 9.5% tax on each employee's earnings up to \$1,850 per month for 1981. The maximum monthly amount of regular rail-

road retirement taxes payable by railroad employers for an employee is \$340.34 for 1981, \$46.53 more than in 1980.

#### **4. Are other railroad retirement taxes paid in addition to regular railroad retirement taxes?**

Employees pay only regular railroad retirement taxes. Railroad employers pay railroad unemployment-sickness insurance taxes and railroad retirement supplemental annuity taxes, in addition to regular retirement taxes.

Throughout 1981, railroad employers will pay a tax of 8% on the first \$400 each employee earns each month to finance the railroad unemployment-sickness benefit program, an increase from the 5½% rate effective in 1980. The unemployment-sickness tax rate for a calendar year varies according to the balance in the Railroad Unemployment Insurance Account at the end of the previous fiscal year. The tax rate is 8% in 1981 because the balance in the Account, on an accrual basis, was under \$50 million on September 30, 1980.

The supplemental annuity tax rate for the first quarter of 1981 will be 14¼¢ per work-hour, an increase from the 12¼¢ rate effective in 1980.

#### **5. Do the earnings limitations, that some railroad retirement annuitants are subject to, increase for 1981?**

Yes, Annuitants who work after retirement can earn more in 1981 without having their benefits from the Railroad Retirement Board reduced. The 1980 exempt earnings amount of \$5,000 is raised, allowing annuitants age 65 through age 71 to earn \$5,500 in 1981 before benefits are reduced. For annuitants under age 65, earnings in excess of \$4,080 in 1981 can cause a reduction in benefits. The special earnings limitations for disabled annuitants are not changed.

For those annuitants subject to earnings limitations, a reduction of \$1 in benefits is made for every \$2 earned over the exempt amount. However, if 1981 is the first year benefits are payable, reductions in 1981 benefits apply only to months in which earnings are more than \$459 for annuitants age 65 through age 71 and \$340 for those under age 65.

#### **6. Which railroad retirement benefi-**

#### **ciaries are subject to these earnings limitations?**

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their spouses, generally recent retirees and those who are also qualified for social security benefits. However, for retired employees and spouses, only certain annuity portions are subject to reduction; so the Board notifies those affected, on an individual basis, as to how earnings will affect their annuities.

Currently, these earnings limitations do not apply once an annuitant reaches age 72; in 1982, annuitants age 70 or older become exempt from these limitations.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month they return to work for their last pre-retirement nonrailroad employer.

#### **7. What are the new Medicare coinsurance charges?**

In 1981, a Medicare patient will have to pay the first \$204 of his or her hospital bills, \$24 more than the 1980 charge of \$180.

In addition, a patient's daily bill for hospital care for the 61st through the 90th day will be increased from \$45 to \$51, and the daily costs for posthospital care in a skilled nursing facility for the 21st through the 100th day will go up from \$22.50 to \$25.50.

If a beneficiary uses "lifetime reserve" days, the extra 60 hospital days a beneficiary can use when he or she needs more than 90 days of hospital care in the same benefit period, he or she will pay \$102 a day for each reserve day used, instead of the 1980 charge of \$90 per day.

### **Income Tax Reminders**

With income tax time approaching, many railroad workers and retirees are concerned whether the benefits they received from the U.S. Railroad Retirement Board are taxable.

The following questions and answers describe the conditions under which un-

taxable, the rules regarding railroad retirement-survivor benefits and income taxes, and other information.

#### **1. Under what conditions are the unemployment or sickness benefits paid by the U.S. Railroad Retirement Board subject to Federal income taxes?**

Under the Revenue Act of 1978, unemployment benefits paid under government programs, including sickness benefits paid in lieu of unemployment benefits, may be subject to Federal income taxes, depending on the total income and filing status of the beneficiary.

The Revenue Act specified certain income limits above which these benefits could be taxable. The total amount of adjusted gross income, plus unemployment benefits, plus sickness benefits paid in lieu of unemployment benefits, plus certain other income (disability income excluded from adjusted gross income) is considered in determining whether income exceed these limits. For married individuals filing joint returns, the income limit, above which unemployment and/or sickness benefits are subject to Federal income taxes, is \$25,000; for most other individuals, the limit is \$20,000. For some married individuals filing separate returns, the limit is zero; so their benefits could be subject to Federal income taxes regardless of the amount of other income.

If total income as described above does not exceed the specified limits, railroad unemployment or sickness benefits are not subject to Federal income taxes. When income does exceed the specified limit, in some cases the entire amount of unemployment and/or sickness benefits would be taxable, and in others only a small portion would be.

#### **2. What does "sickness benefits paid in lieu of unemployment benefits" mean?**

This refers to sickness benefits paid by the Board during a period when the beneficiary would otherwise have been receiving unemployment benefits. Such sickness benefits are subject to Federal income taxes, the same as unemployment benefits.

Of course, the final authority on the circumstances under which railroad sickness benefits are taxable is the Internal

## District Organizations Formed On Western Division During 1980

In early 1980 implementation was begun for the reorganization of the Western Division based on a three-district concept. The actual mechanics of this reorganization were the result of the collection and assembling of various thoughts and ideas worked on for over a year before the implementation began.

As support for an effective reorganization of the Western Division it was decided that proper decentralization of control was the key; therefore, concurrent with the Western Division reorganization, it was decided that it was necessary to separate distinct railroad functions into departmental categories. As a consequence of this type of thinking the functions of Transportation, Engineering, and Mechanical were departmentalized under a Vice President - Transportation, Chief Engineer, and Chief Mechanical Officer, all reporting to the Senior Vice President - Operation. With the Division Superintendent on the Western Division now able to concentrate on purely transportation matters, the concept of the three district organization could move into high gear.



Western Division Superintendent

During the course of 1980 the Western Division was separated into three basic transportation districts. Each is headed by a District Superintendent reporting directly to the Division Superintendent. The Bay District, headed by Mr. R. R. Ahearn, includes all of the railroad's operating territory from San Francisco to East Altamont, including the San Jose Branch.



Bay District Superintendent  
R. R. Ahearn.

Included in the Bay District are the terminals of Oakland and Milpitas as well as operations at San Francisco, San Jose and Fremont. Bay District headquarters is in Oakland.



Valley District Superintendent  
C. M. Pitts.

Headquartered in Stockton, the Valley District is responsible for the terminals at Stockton and Sacramento as well as the Tidewater Southern and the lower portions of the Sacramento Northern.

The Valley District, headed by Mr. C. M. Pitts, includes all of the railroad's operating territory from East Altamont to the East end of Mounkes, including the Tidewater Southern Railway Company, and the lower portions of the Sacramento Northern Railway. The Sierra District, headed by Mr. R. L. Meyer, includes all the territory from the East end of Mounkes to the clear point of the Southern Pacific Modoc Line switch near Flanigan, including the NCE, the Reno and Loyalton Branches, and that operating portion of the Sacramento Northern controlled out of Yuba City. Each of the above-described districts were separated into functioning units which can operate in an efficient and total manner within the appropriate areas of jurisdiction.



Sierra District Superintendent  
R. L. Meyer

The Sierra District, headquartered in Oroville is responsible for Portola and Reno, Yuba City and the upper portions of the Sacramento Northern as well as the Northern California Extension.

Each District Superintendent has a working staff of Senior Trainmasters, Trainmasters and Assistant Trainmasters working for him to accomplish the objectives of the District. The larger Bay Area and Valley Districts contain support staffs of District Administrators and Transportation Supervisors to further coordinate freight and yard office functions into an effective district unit.

Engine supervision was also enhanced with a Division Road Foreman Engines located in Oroville and two Road Foreman added, one in Stockton and one in Portola.

A considerable amount of philosophical and organizational thinking went into the formation of the district concept. It was felt that by creating an area of operating territory, headed by a District Superintendent, local supervision, with concurrent authority, could be brought closer to personnel who perform all daily transportation functions on the Western Pacific Railroad. By its very nature, this local supervision allows more awareness of local problems, better coordination of geographic and personnel factors which affect our railroad operation and a much closer liaison with both the public and the personnel that make up our railroad's work force. Projects which affect only the localized operating district could also be much better controlled when individually handled through the district setup than from afar in the Division Office. Certainly, the basic management techniques of planning, expenses and operation, closer personnel supervision and flexible organization structure were immediate by-products of the district concept.

As the Division Superintendent charged with overseeing all transportation functions on the Western Division of this railroad, Mr. Aadnesen feels that several basic concepts of good management will be accomplished by the movement to the three district structure. Certainly the decentralized structure will allow increased efficiency in the dissemination of instructions and information, better concentration on transportation activities by the removal of Mechanical and Engineering supervision from the structure, and closer and more responsive labor relations with

portation work on the Western Division.

The very nature of the reorganization into local operating units allows for more concentrated, but at the same time more flexible, supervision of transportation activities. From a Division point of view, Mr. Aadnesen recognized several other advantages to the reorganization. The entire organization has been broadened allowing for more activity of lateral and vertical movement of all division personnel. This lends itself to a much healthier atmosphere for training and education of transportation personnel; providing the vehicle for a more complete education through training and experience. Management of special projects becomes much more efficient in that ideas can be tailor-made to the requirements of a local operating unit.

With the advent of the District Administrator and Transportation Supervisor concept the District Superintendent has a staff that allows him to concentrate on cross-training division personnel in all aspects of transportation, including agency and yard office activities as well as train operations.

It is Mr. Aadnesen's belief that all railroaders are much more capable of doing their jobs if they are supplied with a complete working knowledge of the railroad by making them aware of the whole transportation process. ☐

**Editors Note:**

Future issues will feature other parts of the new transportation line-up as well as the Engineering and mechanical organizations.

## Appointments

A. V. Sikora	Regional Mgr. Intermodal Sales & Services	Oakland
C. F. Bratvogel	Regional Mgr.- Intermodal Sales & Services	Chicago
C. T. Mallory	Sr. Transportation Cord.	Sacramento
G. E. Steveson	Project Manager	San Francisco
M. J. Vernon	Mgr.-Treasury Operations	San Francisco
L. R. Gomez	Asst. Mgr.-Food & Consumer Products Mktg.	San Francisco

V. J. Harris	Data Conversion Supervisor- Data Entry	San Francisco
S. E. Jolly	Cost Analyst	San Francisco
H. C. Wong	Cost Analyst	San Francisco
A. C. Ching	General Attorney	San Francisco
R. L. Meyer	District Superintendent	Oroville
R. D. Cox	Sr. Trainmaster	Sacramento
W. K. O'Brien	Sr. Trainmaster	Milpitas
W. F. Schober	Chief Train Dispatcher	Sacramento
M. C. McManus	Mgr.-Transportation Projects	San Francisco
H. Hayes	Asst. Train- Master	Sacramento
R. L. Poitras	Asst. Train- master	Yuba City
K. A. Wilson	Treasurer	San Francisco
B. D. Stewart	Asst. Shop Superintendent	Stockton
D. R. Nowicki	Sr. Cost Analyst	San Francisco
L. R. Meyers	Sr. Transportation Analyst	San Francisco
C. G. Sofis	Dir.-Transportation Sys. Devel.	San Francisco
N. A. Frederiksen	Mgr.-Data Quality Control	San Francisco
W. J. Burnside	Mgr.-Management Services Admin. & Png.	San Francisco
L. D. Cox	Programmer	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.

<b>Thomas L. Boyce</b>	Machine Operator	Nov. 21, 1980
<b>Emmett E. Cronin</b>	Locomotive Engineer, Portola	Oct. 22, 1980
<b>K. L. Heineman</b>	Signalman, Oroville	Dec. 3, 1980
<b>John T. Kelly</b>	Yardmaster, Sacramento	Jan. 7, 1981
<b>Helen R. Kuntz</b>	Clerk (Ind. Dept.), San Francisco	Nov. 20, 1980
<b>Luster Peters</b>	Carman, Oroville	Oct. 17, 1980
<b>Pantaleon G. Reyes</b>	Section Laborer	Nov. 3, 1980
<b>Robert C. Roush</b>	Electrician, Oakland	Nov. 30, 1980
<b>Raymond J. Smith</b>	Conductor	Dec. 24, 1980
<b>Perl E. White</b>	Regional Sales Manager	Dec. 8, 1980

## More Help Is On The Way In 1981

Almost daily, newspapers along our system routes display articles informing us of the problems associated with drug abuse and addiction as well as its often disastrous results. The drug problem respects no age, sex or occupational area. Railroaders and their families may also find themselves as a news item. Like the excessive use of alcohol, drugs can ruin the lives of their victims and, it is not only the user, but often members of the user's family that also suffer.

Manager-Employee Assistance, Tom Cutter, has recently announced plans to tackle this most serious problem by bringing information about the various aspects of drug abuse directly to employees. Two eight-hour seminars will be held in San Francisco and Sacramento in early April with a third scheduled in Elko in late summer. Seventy five employees will be selected to attend each of the seminars. The selection will be from Union General and Local Chairmen, supervisors and others on a purely random basis. As Tom puts it, "I wish we could make this information available to every employee by direct seminar." Tom's hope is that those in attendance will bring the "word" back to

the other employees who weren't fortunate enough to have attended one of the seminars.

Tom has enlisted the aid and expert knowledge of two highly qualified and nationally respected experts in the field. Doctor Gary Q. Jorgensen, currently Assistant Professor of Psychology at the University of Utah and Gary F. Jensen, Deputy Director of the Council of State and Territorial Alcoholism Authorities of Washington, D.C., will form the team which will provide the expert discussion in the seminars.

The tone of each seminar will be practical in nature, providing participants with the ability to judge the effects of drugs with a minimal amount of knowledge. Participants will also be taught strategies to handle suspected drug abuse in conjunction with the Employee Assistance Program.

As Tom said recently, "If just one employee or a member of his family is helped by this program, the whole effort and expense will have been worth it."

Tom also asked us to remind everyone of his office address and telephone numbers which are here reprinted. ☐

### WESTERN PACIFIC EMPLOYEE ASSISTANCE OFFICE

41 WEST YOKUTS AVENUE, ROOM 205  
STOCKTON, CALIFORNIA 95207

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



Tom Cutter, Manager-Employee Assistance, completing plans for 1981 seminars.

# Annual Employee Safety Picnic and Golf Tournament

... at Pleasanton Fairgrounds and Sunol Golf Club, October 18, 1980



## Western Pacific Tournament Results

Ladies Low Gross		Mens Low Gross	
1. L. Quill	102	1. L. R. Gomez	79
2. N. Luebke	106	2. S. McVean	80
3. M. Metzdorf	110	3. R. Marquis	86
Ladies Low Net		Mens Low Net	
1. M. Hill	68	1. G. Plummer	59
2. F. Marquis	68	2. W. J. Fisher	63
3. G. Artusy	72	3. A. W. Quill	63

Long Drive, Men # 18 W. Miller



**3. I received railroad unemployment benefits last year. Is there any booklet which will help me to compute my income taxes?**

Yes. Internal Revenue Service publication 905 "Income Tax Information on Unemployment Compensation" describes tax calculations for individuals who received unemployment benefits. Copies are available from the Internal Revenue Service or from any Railroad Retirement Board district office.

**4. Will the Board send me a statement showing how much I received in railroad unemployment and sickness benefits during 1980?**

Early in 1981, the Board will send railroad employees a statement (Form G-1099-UC) showing the total amount of railroad unemployment benefits received during 1980, and it will report the amounts to the Internal Revenue Service. Those whose sickness benefits may have been paid in lieu of unemployment benefits and are, therefore, subject to Federal income taxes, will be advised accordingly by letter from the Board, so that they will be aware of their potential tax liability. But their notification will not indicate the amount of sickness benefits paid, because the Board's records do not show whether, or what portion of, such benefits were paid in lieu of unemployment benefits.

**5. Are railroad unemployment and sickness benefits subject to State income taxes?**

In the opinion of the Board's General Counsel, railroad unemployment and sickness benefits are not subject to State income taxes. However, some States do not agree with this opinion and may require that these benefits be reported for State income tax purposes.

**6. Are Railroad Retirement Board payments for supplemental unemployment benefits or new career training assistance under the Milwaukee Railroad Restructuring Act subject to Federal income taxes?**

The supplemental unemployment benefits are subject to Federal income taxes under the Revenue Act of 1978. The Board will notify beneficiaries accordingly and furnish amounts paid. However, new career training assistance payments

are not considered to be subject to Federal taxes.

**7. Are benefits paid under the Railroad Retirement Act subject to income taxes?**

Regular railroad retirement and survivor annuities and lump-sum benefits are not subject to Federal or State income taxes. They should not be listed on your tax returns. On the other hand, supplemental employee annuities paid under the Railroad Retirement Act must be included along with other taxable income on Federal income tax returns. Early in 1981, the Board will send individual annuitants statements (Form G-1099) showing the total amount of supplemental annuity payments received in 1980.

In the opinion of the Board's General Counsel, supplemental annuities are not subject to State income taxes. However, a number of States (including Alabama, Colorado, Idaho, Illinois, Kentucky, Maryland, Massachusetts, Michigan, Oklahoma and Wisconsin) do not agree with this opinion and require supplemental annuities to be reported for purposes of State income taxes.

**8. In addition to my full-time railroad job, I also had a part-time job in 1980. Both employers deducted retirement taxes, and I think too much retirement tax was withheld. Can I get a refund or credit?**

If you worked for 2 employers and total earnings exceeded \$25,900 in 1980, excess retirement taxes may have been withheld from your wages. You can claim a withholding tax credit when you file your Federal income tax return (U.S. Individual Income Tax Form 1040, under Excess F.I.C.A. or R.R.T.A. Tax Withheld). This does not require an itemization of deductions.

Some employees who work for 2 railroads arrange for the 2 roads to coordinate the withholding of their railroad retirement taxes, so excess taxes are not withheld. However, this is not possible for employees who work for a railroad and a social security-covered employer.

Those who are self-employed, in addition to working for a railroad, need only pay retirement taxes on total earnings up to \$25,900 in 1980. Normally, self-employed persons adjust their withholding from self-employment income

during the year, so as not to pay excess retirement taxes. If they do not adjust their withholding accordingly during the year, they may claim a credit for any excess retirement taxes on their Federal income tax returns.



Yes we will! The key note for Marketing Department's seminar held in San Francisco on November 24-25, 1980. At that time, 1980 results were reviewed and finalization of the marketing plan for 1981 was accomplished. Under direction of Senior Vice President Roger G. Meldahl, participants from the Marketing Services Section throughout the country in addition to those from Market Development and Pricing - plus Marketing Services-headquartered in San Francisco exchanged ideas to promote successful strategies for execution in 1981. This will provide for achievement of a business base leading to a profitable year.

At that time, Mr. Meldahl commented: "Indications are that 1981 will be another year of economic uncertainty. In addition, the rapidly changing competitive and regulatory environment will present formidable challenges to all of us.

"Continued aggressive action by our marketing group is essential to meeting these challenges and capitalizing on opportunities which will enable us to reach the objectives we have established.

"I am confident we can achieve our 1981 goals by your continued strong participation and contributions to the various action plans outlined."

One and three-quarter inch diameter buttons were distributed to all seminar participants, with the words "Yes We Will" superimposed on the Western Pacific logo in orange on a white background. Any and all Western Pacific employees desiring such buttons to wear reflecting Marketing's 1981 slogan can obtain them. A supply will be available through Marketing Services personnel.

"Yes We Will" - for Western Pacific, Sacramento Northern and Tidewater Southern success in 1981! ☐

## They Have Retired

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

- Richard F. Carter** Nov. 1980, 31 years. Electrical Engineer, San Francisco
- Donnal A. Davis** . . . Dec. 1980, 35 years. Mechanical Foreman, San Jose
- Vinnie S. Doyle** . . . Oct. 1980, 27 years. Accounting Clerk, San Francisco
- John D. Elkin** . . . . . Dec. 1980, 34 years. Agent, Reno
- Ervin E. Evans** . . . . . Dec. 1980, 39 years. Chief Clerk, San Francisco
- Richard C. Furtney** Dec. 1980, 32 years. Asst. Shop Superintendent, Elko
- Felipe N. Gonzalez** Aug. 1979, 21 years. Track Laborer, Stockton
- Loy E. Hibbs** . . . . . Dec. 1980 30 years. Claim Agent, Portola
- Francisco Moreno** Nov. 1980 34 years. Car Foreman, Stockton
- Richard M. Morgan** Sep. 1980 12 years. Carman, Sacramento
- Kathleen M. Murphy** Oct. 1980 30 years. Secty to Chief Surgeon, San Francisco
- Norma M. O'Neil** . . . Dec. 1980, 32 years. Accounting Clerk, San Francisco
- George Pollock** . . . . . Dec. 1980 35 years. Engineer, Stockton
- H. C. Robertson** . . . Dec. 1980, 40 years. Hostler Helper, Oroville
- Herman F. Schultze** Dec. 1980, 44 years. Sheetmetal Worker, Sacramento
- Leonard S. Webb** . . Dec. 1980, 13 years. Blacksmith, Sacramento



## MILPITAS

### Bernice Bell

Our congratulations to Robert D. Cox, Senior Trainmaster recently transferred to Sacramento, California, effective December 1, 1980. Bob had worked in Milpitas for the past 5 years, where the major industry is Ford Motor Co. Mr. and Mrs. Cox, and daughter currently live in Stockton, California. We did not "celebrate" Bob's departure, but he will be missed by all clerks and crews. Willard K. O'Brien, his successor, did take him out to lunch.

Willard K. O'Brien became Senior Trainmaster effective November 11, 1980. Bill formerly worked for the Rock Island RR in Chicago, Illinois where he had worked as an officer for the past 13 years. His last position was Assistant Division Superintendent.

Mr. and Mrs. O'Brien, and 4 children live in San Jose, California. Although this was their first Christmas without snow, it was a welcome change from the freezing weather in Illinois.

## SOUTH SACRAMENTO YARD

### Cy Bates

All WP-SN employees at Sacramento wish to express our heartfelt sympathies to the family of Yardmaster Tim Kelly on his untimely passing, January 7, 1981. Tim will indeed be missed by all.

Many friends attended the luncheon in honor of retired Clerk, Dick Hansen, held at the old Freight Office, Sacramento, on January 23, 1981. Dick retired after 11 years and 3 months of faithful service with the Western Pacific. An appropriate gift and many best wishes sent Dick off to a long and happy retirement.

We roll out the welcome mat for our new Senior Trainmaster R. D. "Bob" Cox.

Welcome also to Consuelo Bueno, our new GEB Clerk who recently arrived from Milpitas.

## SACRAMENTO SHOPS

### Herman F. Schultze

Many changes have taken place in our Shops this past year. Those of you who have retired or have not visited the Shops for some time are sure to notice the difference. We are now an all-car repair shop; locomotives very seldom make it into the Shop for repairs or inspection. As progress makes its changes, so does time with many new employees replacing those who have retired.

As you read in former MILEPOSTS, Management also made changes and promotions at Sacramento Shops. Dave Johnston is Assistant Superintendent of Shop, and Roger Price is General Superintendent of Sacramento and Stockton (Car) Shops.

Pitching horseshoes continues to be the favorite pastime at noon, with Laborer T. T. Keys and Machinist F. Caraska high scorers in most games.

As this will be my last column, I wish to thank all of you for your help in the past years of reporting. Having completed 44 years with Western Pacific and with over 34 years of U.S. Naval Reserve time, I will retire at the end of December. Marcella, former Shop Clerk and MILEPOSTS reporter, and I have done a great deal of traveling in the past and have plans to do more. Although Marcella plans to work a while longer, I have many activities to keep me occupied.

I wish you all the best in the coming year, and thanks again for your assistance.

## SACRAMENTO SHOPS

### (added by Jean Smith)

A special retirement party was held on December 29, 1980 honoring our two retirees - Herman Schultze, Sheet Metal Welder, retired completion of shift December 29, 1980 and Leonard S. Webb, Blacksmith, retired completion of shift December 30, 1980. A cake for each man wishing them a happy retirement and coffee was served at 9:00 AM on December 29. They were each presented with a safety jacket, plaque wishing them a happy retirement from Mr. Flannery with their years of service on it. Collection for each was taken up and presented to them. Several other gifts were also given to each. All of the Shop employees and Store Dept. employees attended.

Carmen Joe W. Smith & Ray L. Clary are both proud papas this month. (I don't know whether they had boys or girls.) Ray Clary was furloughed from Sacramento Shops in January and is now working in Elko, Nevada.

We have two new Journeymen Carmen at Sacramento Shops. Joe M. LaFranco and Jose A. Cardenas, both having completed 1,040 days work to qualify as Journeymen Carmen.

We also have two new Car Foremen at Sacramento Shops, Cecil L. Benningfield and Sam D. Nitsos.

R. F. (Bobbie) Lawton was presented with a special Western Pacific Cap on December 29 for having completed the year 1980 without any lost time due to sickness or injury.

## OROVILLE - TRANSPORTATION

### A. I. 'Rick' Reichenbach

It is GREAT to be back in the MILEPOSTS after the long absence. Many things have happened, too numerous to get in one column, over that period of time.

Recent happenings - Retired Conductor Wesley I. Bump was presented a plaque by Al Hill from the Sperry Rail Detector naming Bump 'Mr. Sperry Detector'. After 26 years as Conductor on the Detector on our lines, he deserved it.

Our area is gearing up for the change to

the new T.I.S. system - remodeling our Yard Office and training the personnel. We thank the TIS crew for their valued assistance.

Yardmaster Mike Marglin and Clerk Jack Burns won the Pro-Am golf tournament at our local course.

General Clerk Marvin McLain and Chief Clerk Joe Reed retired and are really enjoying it.

Our messenger, Ted Hammond, retired recently and his position was taken over by Ray Byrd who is keeping up the service that was started by Ted.

Clerk Ed Gerald has been off due to illness and hopes to return soon.

Hope you all had a Merry Christmas and that your New Year is all you want it to be.

## OROVILLE - ENGINEERING

### Don Dali

Welcome back, after a long layoff from an old injury, to Steven Rodriguez, Machinist, Gang 007, Equipment Shop.

Congratulations are in order for Ted Weidman, Weld. & Matl. Helper, Gang 810, on his recent marriage. Good luck to the happy couple!!!!

Foreman Gang 810 Frank Dominguez spent the Christmas Holidays in Mexico visiting family and friends - we are proud, since June of 1980, to have Frank a citizen of the U.S.

Our Railroad dog, Hobo is recovering very well after his close-encounter-of-the-vicious-dog-type. Hobo was attacked by vicious dogs while on duty guarding **our** Railroad. We would like to thank everyone who contributed to his medical fund, as he does not come under the Employee's Medical Department. Also, want to thank those contributing "doggie bags" - we have noticed only those contributed by Officers contain steak, however!!!!

*The CABOOSING section makes its reappearance with this issue. While only a limited response was received for our request for station and terminal articles, we are looking forward to hearing from correspondents at all facilities. To be included in the next issue of MILESTONES, your articles must be received no later than April 1, 1981*

WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, CA 94501  
Attention: T. R. Green





# Service Awards January/June 1980

## 40 YEARS

J. W. Naylor Telegrapher Salt Lake City  
M. W. Jiral Carman Sacramento  
E. C. Ryder Carman Sacramento

## 35 YEARS

A. Irwin Secretary San Francisco  
L. W. Marshall Service Rep San Francisco  
F. M. Rath Clerk San Francisco  
R. I. Pettit Brakeman/Conductor Elko

M. B. Tonelli Clerk San Francisco  
E. N. Marler Electrician Oroville  
D. E. Troupe Switchman Elko  
N. W. Holmes Engineer Portola

## 30 YEARS

R. D. Nordstrom Engineer-Bridges & Struct. Carman San Francisco

E. K. Wiley Carman Stockton  
E. R. Churchill Carman Milpitas  
A. H. Overturf Foreman Oakland  
P. W. Reinking Supr. M/W Equip. & Wldg. Sacramento

D. E. Hart Track Laborer Sacramento  
C. L. Allee Carman Sacramento  
R. B. Redus Director-Oper. Admin. Carman San Francisco

S. J. Latino Carman Sacramento  
W. A. Highsmith Switchman San Jose  
A. Lymas Mechanical Laborer Sacramento

R. E. Swets Conductor Stockton  
S. J. Putnam Engineer Winnemucca

## 25 YEARS

E. Valerio Machine Operator Oroville  
J. H. Aughe Machinist Oroville  
W. E. Blackerby Manager-Mktg Services Portland

H. E. Gramps, Jr. Track Foreman Oroville  
W. O. Stepp Ditcher Operator Keddie  
J. E. Kerber Brakeman/Conductor Portola

E. R. Obenshain Conductor Stockton  
D. D. Azevedo Brakeman/Conductor Winnemucca

J. H. Rogers Conductor Winnemucca  
J. C. Hastings Carman Elko  
D. L. Gregson Clerk Stockton  
J. H. Barrett Service Rep Portland  
W. Bryson Conductor San Jose  
J. W. Mendenhall Brakeman/Conductor Elko

W. M. Thompson Conductor Fremont  
M. McCullough Assistant Sacramento  
Foreman

P. H. Beason Engineer Oakland  
J. D. Henderson Conductor Oakland  
J. L. Jenista Conductor Winnemucca  
G. E. Morton Engineer Salt Lake City  
F. E. Lindbo Brakeman Milpitas

## 20 YEARS

A. Crowder Clerk San Francisco  
R. L. Foreman Stockman Stockton  
W. B. Robblee Dispatcher Sacramento  
V. M. Suer Clerk San Francisco  
G. L. Julian Brakeman Oroville  
D. C. Armitage Machinist Oroville  
A. S. Toth Sales Manager-Marketing San Francisco

G. W. Day Engineer Stockton  
J. J. Montoya Carman Milpitas  
G. R. Cannon Brakeman/Conductor Salt Lake City

C. J. Rizzo Carman Portola  
M. Tinoco Laborer Elko  
J. W. Edgar Brakeman/Conductor Oroville

J. E. Kaufman Brakeman/Conductor Portola  
E. T. Bills Conductor Stockton  
R. O. Borjas Conductor Elko  
R. D. Cox Terminal San Jose

J. R. McCaul Sr. Carman Stockton  
T. H. Shepherd Electrician Portola  
J. M. Butcher Conductor Stockton  
A. A. Kessel Brakeman Stockton  
H. E. Johnson Engineer Portola  
R. H. McNinch Conductor Stockton  
D. A. Tatomer Brakeman/Conductor Salt Lake City

K. E. Bunker Brakeman/Conductor Salt Lake City

## 15 YEARS

T. Atencio Foreman Keddie  
B. S. Hess Welder Elko  
T. L. White Conductor Oroville  
J. L. Bye Bridge Foreman Sacramento  
L. A. Deciero Clerk Milpitas  
N. J. Metz Revenue San Francisco

J. L. Haigh Brakeman Stockton  
I. F. Anaya Track Laborer Oakland  
A. Phillips Carman Stockton  
A. Olivas Foreman Portola  
R. M. McClure Clerk Fremont  
M. L. McLaughlin Engineer Oakland  
D. C. Kizer Engineer Stockton  
G. T. Clark Engineer Sacramento

W. A. Gardner Conductor Stockton  
K. L. Lamph Clerk San Francisco  
B. D. Stewart Machinist Stockton  
A. B. Robinson Mechanical Laborer Oakland

M. L. Pugh Engineer Oroville  
F. E. Spiva Engineer Portola  
D. R. Turner Engineer Keddie  
H. L. Burgess Conductor Salt Lake City  
R. M. Godwin Conductor Stockton  
G. M. Metzendorf, Jr. Conductor Portola  
R. L. Myers, Jr. Clerk Stockton  
T. W. Mageira Track Foreman Elko  
A. L. McNeal Clerk Oakland

## 10 YEARS

R. Nelson Shop Foreman Stockton

W. P. Thompson Clerk San Francisco  
R. J. Peralta Welder Winnemucca  
R. P. Martinez Track Laborer Oroville  
D. M. Macias Track Laborer Stockton  
J. M. Rebeles Machine Wendover  
Operator

S. Schuetz Electrician Stockton  
D. E. Gramps Track Laborer Oroville  
M. H. Adamson Conductor Oroville  
P. R. Diaz Foreman Sacramento  
D. H. Granade Carman Sacramento  
R. F. Reckner Wire Chief Elko  
M. Garcia, Sr. Engineer Stockton  
J. C. Navarrete Track Laborer Keddie  
R. C. Brown Miner Keddie  
B. C. Cammauf Welder Keddie  
V. M. Pinedo Track Foreman Virgilia  
D. L. Basinger Track Foreman Keddie  
N. L. French Quality Control Sacramento

R. L. Couch Assistant Signalman Greenville  
G. B. Partida Brakeman/Conductor Oroville

D. A. Rhoades Brakeman/Conductor Stockton  
Deckhand San Francisco  
J. G. Thompson Track Laborer Keddie  
C. D. Freer, Sr. Mechanical Laborer Stockton

R. H. Fuller Machinist Elko  
E. Rodriguez-Berriz Machinist Oroville  
J. A. Malaspina Manager-Mktg Services Stockton

L. R. Moser Foreman Portola  
E. T. Grove Carpenter Fremont  
E. V. Hernandez Track Laborer Oakland  
N. E. McCollum Yard Conductor Oakland  
B. A. Bailey Yard Conductor Portola  
J. G. Giovannoni Clerk Stockton  
L. V. Labarge Switchman Portola  
T. C. Marin Track Laborer Elko  
G. B. Jamison Deckhand San Francisco  
R. L. Lively Conductor Stockton  
J. T. Reed Mechanical Oakland

R. E. Byrd Clerk Oroville  
W. E. Krentz Brakeman Portola  
R. R. Taillefer Dispatcher Sacramento  
D. H. Britt Conductor Stockton  
J. S. Jurado Track Laborer Winnemucca  
N. E. Maners Carman Oroville  
J. W. Risley Foreman Oroville  
J. W. Boncyk Switchman Oakland  
J. F. Corso Yard Conductor Stockton  
R. J. Kennedy Clerk Milpitas  
D. G. Paul Roadmaster Keddie  
R. D. Black Engineer Stockton  
W. M. Hedden Carpenter Keddie  
A. Chavez Track Foreman Elko

## July/December 1980

D. W. Thickens Clerk San Francisco  
W. H. Thraillkill, Jr. Conductor Portola  
R. J. Lindley Engineer Portola

## 40 YEARS

M. L. McNally Brakeman Portola  
A. W. Quill Asst. to Director, Acctg. San Francisco  
P. L. Cameron Brakeman/Conductor Winnemucca

## 35 YEARS

D. A. Davis Mechanical Foreman San Jose  
P. L. Oels Roadway Clerk Keddie  
M. A. Zee Clerk San Francisco  
C. E. Humphreys Asst. Shop Supt. Stockton  
B. G. Brown Conductor Stockton  
N. I. Stanton Machinist Oroville  
P. R. Bechtel Carman Sacramento  
J. W. Corbin Machinist Oroville  
G. Pollock Engineer Stockton  
C. G. Wong Clerk San Francisco  
W. V. Blecher Clerk Stockton  
J. S. Fleishman Clerk San Francisco  
E. Maes Carman Sacramento  
H. Klein Manager-Industrial Projects San Francisco

A. Reichenbach, Jr. Agent Oroville  
J. G. Etchebehere Manager-Disbursements San Francisco

M. E. Venable Engineer Winnemucca  
G. H. Caldwell Inspector Sacramento  
W. E. Ginter Asst. Mgr. Marketing Oakland

## 30 YEARS

R. J. Mead Clerk Milpitas  
J. D. Bass Conductor Elko  
R. W. Baptist Brakeman Stockton  
T. R. Green Director-San Francisco Personnel

C. D. Perry Engineer Elko  
N. E. Potter Machinist Stockton  
G. A. Baumert Engineer Winnemucca  
R. O. Mattson Engineer Winnemucca  
H. W. Lohmeyer Mgr. Marketing Services Reno

K. M. Murphy Secretary San Francisco  
K. C. Nesi Engineer Salt Lake City  
G. M. Shattuck Switchman Oakland  
W. J. Williams, Jr. Engineer Portola  
M. Anzaldo Hostler Oakland  
C. T. Heckers Engineer Sacramento  
L. P. Wirthlin Engineer Winnemucca  
W. Anderson Conductor Portland  
P. E. Forkgen Asst. Mgr. Milpitas

M. J. Ragusa Engineer Oakland  
B. McGairty Store Helper Oroville  
A. B. Edwards Clerk Oroville  
A. L. Robinson Conductor Oroville  
C. L. Hawkins Engineer Portola  
V. J. Vallarino, Jr. Engineer Stockton  
R. C. Roush Electrician Oakland  
R. F. Golden Secretary San Francisco  
G. P. Lewis Signalman Stockton  
G. E. Sayne Carman Milpitas  
J. W. Hardy Brakeman/Conductor Portola

V. C. Robliver, Jr. Brakeman Reno

**25 YEARS**

A. W. Bristow Engineer Stockton  
 J. R. Droivold Engineer Stockton  
 M. C. Jacobs Yard Conductor Oakland  
 W. K. Brakeman/ Winnemucca  
 Mulleneaux Conductor  
 E. Bozeman Track Laborer Sacramento  
 F. G. Dominguez Track Laborer Oroville  
 C. C. Hanson Clerk Oakland  
 M. R. Smith Brakeman/ Portola  
 Conductor  
 L. A. Brunner Brakeman/ Elko  
 Conductor  
 R. Diaz Welder Helper Portola  
 B. J. Martin Track Foreman Sacramento  
 O. C. Nicholas, Jr. Electrician Oroville  
 C. E. Shipman Manager-Quality San Francisco  
 Control  
 E. E. Lovan Carman Stockton  
 E. J. Crusos Brakeman/ Stockton  
 Conductor  
 Q. T.  
 Hockenberger Conductor Portola  
 A. L. Frantz Conductor Salt Lake City  
 R. G. Slack Store Helper Stockton  
 W. R. Ihler Brakeman/ Portola  
 Conductor  
 B. G. Wheaton Brakeman Portola  
 H. I. Hilton Brakeman Stockton  
 R. M. Tofanelli Asst. Marketing San Francisco  
 Services  
 J. A. Nielsen Brakeman Oakland  
 D. D. Ewoldt Yard Master Stockton  
 A. J. Bochatay Secretary San Francisco  
 E. R. South Brakeman/ Elko  
 Conductor  
 L. R. Hamlin Yard Master Oakland  
 J. L. Berry Bridge Foreman Elko  
 K. B. Schulthies Engineer Portola  
 T. S. Maxwell Engineer Oakland  
 G. A. Schroeder Manager-Mktg. St. Louis  
 Services  
 M. J. Delury Clerk San Francisco  
 L. H. Parker Conductor Oroville  
 W. Glasses Machine Elko  
 Operator  
 D. E. Harding Machinist Wendover  
 S. C. Murdock Brakeman Keddie  
 D. V. Blagg Conductor Stockton  
 V. A. Shelton Conductor Salt Lake City  
 J. J. Delvalle Track Laborer Sacramento  
 A. A. Mezzanares Machinist Stockton  
 F. P. Brogdon Director, San Francisco  
 Purch. & Mat.  
 G. D. Shepherd Conductor Elko

**20 YEARS**

R. G. Hard Supv. of M/W Keddie  
 Equip. & Welding  
 K. L. Maybury Yardmaster Stockton  
 J. L. Gilley Electrician Stockton  
 J. H. Riley Clerk Oroville  
 J. P. Drake Brakeman Sacramento  
 D. W. McClure Carman Elko  
 E. Sears Carman Yuba City  
 J. W. Graham Clerk Stockton  
 R. Smalley Clerk Fremont  
 P. G. Quinn Clerk Oakland

**15 YEARS**

D. C. Miller Signalman Greenville  
 R. E. Collins Brakeman/ Portola  
 Conductor  
 P. A. Aguda Clerk San Francisco  
 H. R. Musser Communications Mtr. Sacramento  
 Engineer  
 M. W. Moore Brakeman/ Stockton  
 N. M. McManus Conductor  
 W. J. Goolsby Dispatcher Sacramento  
 R. G. Marshall Carman Portola  
 A. F. Anaya Machinist Oakland  
 C. A. Backman Section Stockton  
 Stockman  
 J. K. McCauley Lineman Stockton  
 R. A. Radcliff Machinist Stockton  
 A. Guzman Track Laborer Oroville  
 R. L. Barker Brakeman/ Portola  
 Conductor  
 M. A. Barnes Brakeman/ Portola  
 Conductor  
 L. A. Ballard Clerk Stockton  
 J. L. Palmer Engineer Winnemucca  
 J. R. Lipsett Diesel Foreman Stockton  
 P. E. Aviles Laborer Elko  
 W. H. Staplin Carman Sacramento  
 J. N. Caudle Carman Sacramento  
 R. A. Duncan Carman Sacramento  
 G. S. Nilsson District Agent Oakland  
 W. A. Butcher Brakeman Stockton  
 J. R. Larsen Signalman Wendover  
 D. C. Miller Signal Inspector Sacramento

**10 YEARS**

F. Jones Yard Master Stockton  
 R. K. Nisbet Track Patrolman Virgilia  
 D. A. Bahm Carman Stockton  
 D. E. Henke Trainmaster Portola  
 R. I. Evans Carman Oroville  
 F. Z. Reyes Machinist Stockton  
 S. P. Rodriguez Machinist Keddie  
 M. E. Dispatcher Sacramento  
 Edgeman, Jr. Yardmaster Sacramento  
 R. L. Tisher Switchman Sacramento  
 B. E. Enger Conductor Sacramento  
 N. Miles Brakeman Sacramento  
 A. J. Raper Brakeman/ Stockton  
 F. A. McHan Conductor  
 D. L. Rauch Brakeman Stockton  
 R. B. Miller Brakeman Portola  
 D. Prophet Supr. Salvage San Francisco  
 Sales  
 E. D. Springer Engineer Yuba City  
 H. F. Hornung Brakeman/ Elko  
 Conductor  
 R. S. Nelson Brakeman/ Sacramento  
 Conductor  
 R. L. Belew Track Laborer Stockton  
 G. T. Eddy Brakeman Portola  
 C. O. Robblee Carman Portola  
 R. L. Kent Brakeman/ Portola  
 Conductor  
 G. M. Wright Brakeman Oroville  
 L. D. Meredith Brakeman Sacramento  
 K. J. Thomas Clerk Portola

G. E. Iniguez Track Laborer Oakland  
 T. T. Spetter Clerk Stockton  
 C. L. Smith, Jr. Conductor San Jose  
 M. L. Gregson Engineer Stockton  
 E. Mizutani Secretary San Francisco  
 R. L. Thomas Brakeman Sacramento  
 M. A. Mitchell Engineer Stockton  
 G. E. McGee Engineer Stockton  
 C. G. Hague Machinist Stockton  
 M. T. Thornton Switchman Stockton  
 J. Dimas Machinist Stockton  
 H. P. Flores Hostler Stockton  
 W. J. Lundquist Engineer Keddie  
 A. A. Sauer Engineer Portola  
 M. C. Green Brakeman/ Salt Lake City  
 Conductor  
 P. F. Yunker Engineer Portola  
 C. L. Foss Dispatcher Sacramento  
 D. A. Hogan Engineer Stockton  
 D. L. Kuglin Engineer Portola  
 M. T. Burchardt Engineer Elko  
 R. G. Melvin Machinist Stockton  
 P. W. King Brakeman Portola  
 C. E. Green Clerk Stockton  
 C. E. Hart, Jr. Engineer Salt Lake City  
 B. A. Krevey Clerk San Francisco  
 D. L. Richins Brakeman/ Salt Lake City  
 Conductor  
 R. W. Ridinger Sr. Trainmaster Oakland  
 S. A. Seals Engineer Winnemucca  
 W. C. Centers Clerk Stockton  
 R. E. Hughes Brakeman/ Sacramento  
 Conductor  
 J. S. Medeiros, Jr. Brakeman Stockton  
 C. B. Miller Clerk San Jose  
 A. C. Swett Engineer Winnemucca  
 L. H. Brown Brakeman Stockton  
 J. Bayer Hostler Helper Stockton  
 C. D. Tillery Brakeman/ Stockton  
 Conductor  
 R. L. Evans Brakeman Portola  
 D. G. Kightlinger Brakeman/ Stockton  
 Conductor  
 C. R. Nelms Brakeman/ Winnemucca  
 Conductor  
 W. J. Anderson Clerk Sacramento  
 J. P. Mulloy Brakeman/ Salt Lake City  
 Conductor  
 W. B. Woodruff Brakeman Stockton  
 R. A. Brubaker Brakeman/ Portola  
 Conductor  
 C. M. Goodson Yardmaster Oakland  
 A. Montes De Oca Brakeman Elko  
 J. G. Wallmann Brakeman/ Stockton  
 Conductor  
 J. R. Sanford Engineer Oroville  
 D. Dalzell Carpenter Sacramento  
 T. Tapp Engineer Portola  
 R. A. Eiorza Brakeman Portola  
 D. L. Rauch Brakeman Stockton  
 L. S. Cope Brakeman/ Stockton  
 Conductor  
 D. L. McCune Brakeman Stockton  
 J. L. Norman Brakeman/ Stockton  
 Conductor  
 L. Rosa Clerk San Francisco

D. L. Dozier Carman Stockton  
 W. E. Powers Engineer Salt Lake City  
 J. H. Foster Engineer Portola  
 N. I. Norden Welding  
 Foreman Portola  
 E. R. Iborg Clerk San Francisco  
 M. D. White Engineer Stockton  
 J. H. Cornish Brakeman/ Salt Lake City  
 Conductor  
 D. J. Jones Brakeman Winnemucca  
 D. D. Mastin Brakeman Elko  
 R. L. Dickinson Engineer Elko  
 G. B. Mathis Engineer Stockton  
 A. N. Adriano Keypunch San Francisco  
 Operator  
 E. J. Deigal Engineer Stockton  
 E. Taylor Keypunch San Francisco  
 Operator  
 A. D. Richman Clerk Sacramento  
 D. E. Ulrich Keypunch San Francisco  
 Operator  
 H. P. Upton, Jr. Clerk Oroville  
 L. G. Womack Engineer Portola  
 J. S. Putnam Brakeman/ Winnemucca  
 Conductor  
 J. T. Fike Engineer Stockton  
 P. R. O'Kelly Roadmaster Salt Lake City  
 G. M. Hockenson Engineer Keddie  
 M. S. Johnson Brakeman Portola  
 R. R. Wert Brakeman/ Stockton  
 Conductor  
 S. Patsamarn Programmer San Francisco  
 R. C. Niemeyer Clerk Stockton

**Vol. 33 No. 1 Winter 1981**

Milepost 247: Looking East towards the approach to the West switch at Merlin.

**WESTERN PACIFIC MILEPOSTS**

Personnel Department,  
 T. R. Green, Director  
 526 Mission Street  
 San Francisco, CA 94105

WESTERN PACIFIC MILEPOSTS  
526 MISSION STREET  
SAN FRANCISCO, CA 94105

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ADDRESS CORRECTION REQUESTED

## ***The Partners: WP, UP, MP Merger Highlights***

	Western Pacific	Union Pacific	Missouri Pacific
Total mileage	1,719	9,577	11,464
Car fleet	6,117	69,274	55,178
Locomotives	146	1,589	1,303
Employees	3,000	29,163	21,700
Miles of average haul	502	711	425

## ***The New System: Highlights***

Total mileage	22,800
Total car fleet	130,569
Total locomotives	3,038
New jobs	237
Gallons of diesel fuel saved per year	10,000,000
States served	AR, CA, CO, IA, ID, IL, KS, LA, MO, MS, MT, NE, NM, NV, OK, OR, TN, TX, UT, WA, WY
Countries served	United States, Canada, Mexico
Invested in Western Pacific track	\$90,000,000
Increased car availability through more efficient use of equipment	3,368