

WESTERN PACIFIC

FALL 1981

Mileposts



526 Mission Street

This seems to be an appropriate time to provide an update on the current status of the merger proceedings. The hearings which began on March 3, 1981, are expected to conclude sometime in late November. All oral sessions, with the exception of field hearings in Denver, Dallas and one in San Francisco on September 30th and October 1st, have been held in Washington, D.C. To date there have been 79 days of oral hearings and on many of these days there were two Administrative Law Judges presiding in concurrent sessions.

Once the oral hearings are finally closed, and all the parties have completed submission of evidence, written briefs and oral argument, the matter will be submitted to the full Interstate Commerce Commission which must issue a final decision within six months after the record is closed. It is impossible at this time to make accurate predictions as to the date a final decision will be rendered but we remain hopeful that one will be forthcoming before the end of calendar year 1982. It all depends on the date the record is closed.

Whether there will be court appeals from the Commission's final decision is unknown and no meaningful evaluations can be made in that regard until the actual Commission decision is rendered. Assuming, as we must, a favorable decision on our proposal to merge, any subsequent appeals could be calculated to cause some further delay in finalizing the merger.

It would appear that our case has gone extremely well despite the continued vigorous opposition of our major large competitors such as Southern Pacific and Santa Fe. We were delighted with, and encouraged by, the very strong support received from our shippers and responsible officials in the States through which we operate and where Western Pacific is well known and respected for its tenacious efforts, sometimes against overwhelming odds, to provide quality competitive rail service. We also received what we consider to be strong support from the Federal Department of Transportation. We were disappointed, but not particularly surprised given their track record of opposing mergers, that opposition was received from the Office of Special Counsel - an independent agency within the Commission hierarchy. Earlier in the proceedings Conrail and the Chicago and Northwestern withdrew their opposition when the parties were able to agree on settlement arrangements which are expected to expand the public benefits to be generated by our merger.

It seems clear that the earlier noted strong shipper support for the merger demonstrated our customers' concern for maintaining Western Pacific in a strong, viable and competitive position. It also reflected a very clear understanding of the unique problems created by inflation, deregulation and the long single-line ratemaking advantages already enjoyed by our competition.

It is an inescapable fact that the loosening of regulatory controls as set forth in the Staggers Act can return benefits to the railroad industry as a whole only if there is concurrent intelligent restructuring through mergers. Absent such action, lines such as Western Pacific are at a severe disadvantage in competitive ratemaking, especially when their competitors enjoy the tremendous advantages of single-line hauls to major markets. Given these facts of life it is crucial that we all continue our dedicated effort to bring about a successful conclusion to this merger application.

Meanwhile, it is imperative that all of us at Western Pacific continue to redouble our efforts to keep Western Pacific as healthy and competitive as possible so that we can ultimately enter into our new family relationship in a strong and viable condition. This is action that is clearly not only in our own individual and collective best interests but, more importantly, in the interests of those dependent on our quality competitive services. The challenges are great but we can have every confidence that our entire team is up to the task.

We will be reporting periodically as the timetable allows more definitive information.



Walter G. Treanor
Walter G. Treanor
Senior Vice President - Law

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ON THE COVER



The Oakland Auto Terminal, built in 1978, has attracted two of our most important shippers, Chrysler Corporation and Volkswagen of America. Our cover story explains why and what other new business is being brought into Oakland by our Automotive Marketing Group. The cover photo, taken on a cloudy day, shows the many operations of the terminal including rail, storage and truck-away.

Cover photo by David Teller
Story begins on page 4

Oakland Auto Terminal Proves Successful

By Susan Taylor Neilson

It's 4:30 A.M. and the OMW has just arrived at the Oakland Pig Ramp. Before the ramp crew puts up the blue flags and begins working the cars, a switch engine pulls off the multilevels blocked at the rear of the train. These go directly in to the Oakland Auto Terminal. By 5:00 A.M. the night guard, Allen Babros, has opened the gates and the cars have been spotted.



The Chryslers and American Motors have been spotted on tracks 1-4, and the Volkswagens on tracks 9 and 10. They have made the trip from Chicago in 64 hours.

Photo by Andrew Partos, Berkeley, California.

Completed in 1978, the Oakland Auto Terminal has grown to include Chrysler Corporation automobiles and trucks, Volkswagen of America, American Motors Corporation, International Harvester trucks, and Tn'T, Inc., which specializes in shipping privately owned vehicles throughout the country. There are three reasons for this growth: 1) The terminal itself which represents the "state of the art" in size, facilities, and security; 2) The excellent service provided because of its proximity to the Oakland Pig Ramp; 3) The continuous strong sales effort put forth by the Automotive Marketing Group. This group consists of Roger Meldahl, Jay Ostrow, Dick Maclay, Norm Schlinger, Susan Taylor Neilson and Bob Ehrenthal in San Francisco.

The key to their success has been Andy Toth in Detroit who stays in touch with all the auto companies and has established excellent relationships there. Recently Subaru Mid-America decided to use the terminal for east-bound trilevels to points in the midwest on an experimental basis.

At 6:30 A.M. Commercial Carriers' rail crew comes to work. They drive the Pioneer self-propelled unloading ramps into position and raise the deck to the top level. Then they secure the ramp to the car, open the doors, and set the bridge plates across the line of cars until the way is clear to drive across. The rail crew can drive across a maximum of five railcars to the ramp. They then key the cars, unchain the tie-downs, start each car and drive it off the railcar across the bridge plates. Then they either bay it up for immediate loading on a truck-away or park it in the storage lot.



Commercial Carriers' rail crew begin their unloading operations.

Photo by Andrew Partos, Berkeley, California.

Ershel Hicks, Operations Manager for Commercial Carriers, estimates that one man can unload three railcars per day. Something always seems to slow down the operation - a dead battery, cars out of gas, or a flat tire. The battery has to be recharged, the tire fixed, and the gasoline added before the automobile (and those parked behind it) can be unloaded from the trilevel.

Once all the top decks are unloaded, bridge plates removed, and doors closed, the unloading ramp is lowered to the second deck where the operation is repeated. There are 15-18 automobiles on a trilevel and 9-12 on a bilevel. The Commercial Carriers' rail crew - Tom Smithson, Wayne Wentz, Steve Secrist, Dick Vavricka, Evert Hagmann and Arthur O'Sullivan - are also responsible for loading Mitsubishi's Omnis and Horizons on Chrysler trilevels that would otherwise return empty for shipment to Salt Lake City. This is one example of the efforts made by the Automotive Marketing Group to find two-way hauls for trilevels and bilevels terminating at Oakland.



Commercial Carriers uses a mobile unit to carry bridge plates, jumper cables, gasoline, and other equipment to the multilevels.

Photo by Andrew Partos, Berkeley, California.

Commercial Carriers' rail crew also unloads pedestal-mounted International Harvester trucks from flat cars at the East Yard Ramp on Middle



The crew just finished loading pedestal-mounted imported trucks for an experimental load to Maryland. The flat car came in with International Harvester trucks, and WP is using it with their permission in order to get a two-way haul.

Photo by Norm Schlinger.

Harbor Road. A crane is used to hoist the rear truck off its saddle. The crane then backs the truck on its rear wheels until it can be set down on the ramp. A crew member gets in the cab, starts the truck, backs down the ramp, and parks the truck in the auto terminal.

Meanwhile at the yard desk, Clerks Gloria Giovanetti and Hilary Martin and Yardmaster Arthur Robinson work on the waybills brought in by the OMW. At Commercial Carriers' offices at the entrance to the Auto Terminal, Les Secrist and Frank Balthazar supervise the trucking operations to Chrysler and American Motors dealers.

Commercial Carriers is the largest of the three operators who use the Oakland Auto Terminal. In fact, Commercial Carriers is the second largest truck-away auto carrier in the United States. Their general offices are at Southfield, Michigan, and they operate 22 terminals nationwide. They have 60 trucks and trailers at Oakland alone. They also operate a repair shop at the Oakland Auto Terminal employing a shop foreman and five mechanics.



The shop performs all major repairs to their truck fleet including engine overhauls and transmissions.

Photo by Andrew Partos, Berkeley, California.

Two other operators, Insured Transporters, Inc. and Import Dealers Services, Inc. (I.D.S.C.), also work in the Oakland Auto Terminal. Insured has terminals at Benicia, Richmond, and Los Angeles. They handle all unloading and drayage for Volkswagen of America. I.D.S.C. operates out of Alameda and Long Beach and loads and drays for Subaru Mid-America.

Insured Transporters' rail crew consists of Dave Hemphill and Gordon

Meyers. Their supervisor is Charlie Norris.

Richmond is the new port for imported Volkswagens which include Porsches, Audis, Jettas, Sciroccos, Rabbit Convertibles, and Vanagons. At Richmond the Rabbits and Rabbit Pickups from Westmoreland, Pa. which have come in to Oakland by rail will be merged with the imports, washed and delivered to dealers in Northern California and Nevada. Some Volkswagens are delivered to the piers for further shipment in containers to Hawaii.



Volkswagens aren't stored at the terminal. They are bayed up after unloading and immediately loaded on a truck-away for delivery to Richmond. Photo by Andrew Partos, Berkeley, California.

I.D.S.C. is loading the experimental movement of Subarus to points in the midwest. Tracks 7 and 8 have been opened especially for this. The I.D.S.C. rail crew - Richard and Steve Anderson, Bob Silva, and their supervisor, Richard Utis - are loading Subarus which have already been delivered to the terminal from Alameda. Because they are working off a shipload of Subarus, fifty trilevels have to be loaded and out on the OME within 5 working days. As this is the largest movement loaded at the terminal eastbound to date, David Teller, Assistant Manager - Quality Control, and Rusty Barnesky, Car Foreman, have personally inspected every vehicle tiedown.

This Subaru business is an excellent example of the kind of two-way hauls the Automotive Marketing Group has been looking for and that the Oakland Auto Terminal makes possible. Stu McVean, Jr., Director of Car Utilization, and Nick Coen, Chief Car Service Clerk, have been able to provide

Chrysler and Volkswagen cars which were made empty at Oakland for Subaru to load. In addition, they have worked with Ted Grabbe of the A.A.R. Ford Multilevel Pool to get additional cars brought in to Oakland through the Stockton interchange. The Multilevel Pool attempts to find loads back to the east for any Ford cars made empty on the West Coast.

By 3:30 P.M. the swing guard, Reggie Davis, is letting empty Commercial Carriers' trucks into the terminal. Yardmaster John MacLaren and Clerk Ray G. Williams have prepared waybills for the empty cars and the new loads of Subarus which will be sent out on the OME. The afternoon switch has pulled the cars, and the auto terminal is quiet.

The Oakland Auto Terminal was completed in late 1978 at the cost of \$3.5 million. Its present value is \$9 million. It was built in three phases, at first handling only Dodge trucks that had previously been unloaded at the Southern Pacific's Mulford ramp at San Leandro. The terminal occupies 30 acres which are fully paved, striped for parking, and lighted. Part of it was the



Every truck that leaves the terminal is completely inspected by the day guard, Terry Blanchard, and a list of vehicle inspection numbers is left before he gives security clearance. Photo by David Teller.



Current capacity is 2,687 vehicle bays, 58 auto carrier bays, and 46 railcar spots on 10 tracks. Service is excellent because of its proximity to the Oakland yard and Pig Ramp. Photo by Andrew Partos, Berkeley, California.

old Oakland roundhouse property where the California Zephyr engines and cars were stored and serviced.

The terminal is equipped with three Pioneer, self-propelled unloading ramps. These are the longest ramps available for maximum undercarriage clearance. There is a truck washing pad, a complete repair shop, diesel and gasoline fuel pumps and an oil separator on the premises.

In two and a half years of operation the Auto Terminal has never had a car stolen or experienced any problems with vandalism. This is because of the excellent security system designed by Leo Battaglia, Director - Quality Control and Freight Claims. The security system includes a Perimeter Alert Fence with wooden slats to reduce visibility from the outside. The fence produces an

alarm in the guard house four seconds after the perimeter has been disturbed. A control panel shows where the disturbance is. In addition the terminal is equipped with a Seeburg closed circuit television monitoring system. American Protective Services provides 24 hours, 7 days a week guard service, and the guard checks every vehicle going in and out of the gate. The gate is equipped with tire-spikes and a wooden barrier.

To sum up what building the Oakland Auto Terminal has meant to the Western Pacific, Chrysler Corporation and Volkswagen of America are two of our ten most important shippers. They would not be shipping on Western Pacific if the Oakland Auto Terminal did not exist. ☑

Jim Boynton's Last Run

Photo Story by Ted Benson

James Earl (Jim) Boynton entered service with Western Pacific as a Fireman on September 14, 1941. After service in the military from 1943 to 1946, Jim returned and was promoted to Locomotive Engineer on May 9, 1953. Jim retired with forty years of service on September 30, 1981. Jim's distinguished career included a two month stint as Training Engineer in 1974.

Jim's last roundtrip was a fairly quiet affair with little hoopla or celebration - pretty much the way Jim preferred it. Close friends turned out to bid farewell both in Winnemucca and upon his arrival back in Portola and of course there were lots of handshakes and best wishes. The nicest touch was the train order he received upon departure from Portola eastbound.



The Dispatchers in Sacramento had a special going away gift for Engineer Jim Boynton -- a personalized train order, delivered before Boynton took the WPX east on his last roundtrip between Portola and Winnemucca.

Photo by Ted Benson, Modesto, CA

Overall there was a lot of team spirit displayed in the comments from fellow Enginemen, Train Crews and Dispatchers, whom Jim thanked after his return.

Perhaps the best comment came from Locomotive Engineer Norman O'Neill: "There are some guys who you wish would never retire - Jim's one of



The last miles roll away as Engineer Jim Boynton pilots the BAF symbol freight westbound in the Sierra Valley near Hawley, California on August 21, 1981. This is Boynton's last turn at the throttle after 40 years with WP.

Photo by Ted Benson, Modesto, CA



"I couldn't come back if I wanted!" chuckles Jim Boynton after noticing a prophetic sign on the Portola office door. Boynton just arrived on the westbound BAF to bring his WP career to a close.

Photo by Ted Benson, Modesto, CA

them."

Being a lifelong WP "fan-- as well as an employee, Jim got a particular sense of satisfaction in making his last run 71 years to the day after steam locomotive 94 made its first official passenger trip west from Gerlach and down the Feather River Canyon on August 21, 1910. Even more of a coincidence was the fact that Jim passed through Gerlach and arrived in Portola close to the same time of morning that 94's train made its historic and much-noted journey.

Wrapping up 40 years of engine service doesn't mean the old rocking chair's got Boynton tied down either. Jim has a number of hobby interests, photography foremost among them, and is looking forward to lots of time to catch up on darkroom work. He and his wife, Betty, also have some



An hour before sunrise, WPX with Jim Boynton at the controls, cuts across the Nevada desert, dropping off Antelope Hill into Jungo in a swirl of light,

Photo by Ted Benson, Modesto, CA

large scale travel plans in mind and there's always a lot of work to do on their three acres near Quincy. Good luck in a well-deserved retirement, Jim!

Ted Benson is a professional photographer who lives in Modesto, CA and is a long time friend of Western Pacific and a frequent contributor to MILEPOSTS.

Sierra Pacific Power Company Begins Operation at North Valmy

by Walden Valentine

In recent years, coal has not been a major commodity on the Western Pacific Railroad. Earlier this year, however, this changed dramatically.

On July 2, 1981, Western Pacific handled the first trainload of coal for Sierra Pacific Power Company's North Valmy generating station. Although the first train consisted of 70 cars, service on a regular basis involves 60-car unit trains.

The coal is supplied by Southern Utah Fuel Company from a mine near Emery, Utah, and is trucked to Sharp, Utah on the Union Pacific Railroad. At the modern Sharp loading facility, cars are pulled by the train crew under the computer-controlled loading chute at a slow, continuous speed to permit complete and uniform loading of each car. Loading of the entire train with 5,700 tons of coal takes less than four hours. (The first 70-car train was actually loaded with over 6,600 tons of coal in 2 hours, 2 minutes and 31 seconds.)



The first trainload of Utah coal arrives at Northern Nevada's first coal-fired power plant. The train originates in Central Utah near Levan on Union Pacific Railroad which delivers it to Western Pacific Railroad at Salt Lake City for the run to Nevada. (Union Pacific Railroad photo)

After loading, the train is handled by United Pacific to Salt Lake City, where it is interchanged at Grant's Tower to the Western Pacific for the last leg of the 452-mile trip between Sharp and the Valmy generating station. Al-

though each 904 mile roundtrip is scheduled to take 48 hours, it has consistently been accomplished in 40 hours or less.

One of the efficiencies accomplished with the unit train movement is that the Elko to Valmy and return to Elko operation is run as a "turn". The Valmy coal unit train (known as the SVUW) leaves the westbound Mainline near Stonehouse, Nevada (SP) and operates over approximately 5 miles of private trackage owned by Sierra Pacific Power Company. It is moved over the utility's unloading trestle at a controlled speed of 3 to 5 miles per hour for the dumping process. The operation of the unit train during unloading is controlled by Western Pacific crews with constant radio communication between the conductor and locomotive engineer. The conductor, who is stationed in the control tower by the trestle, relays the appropriate instructions from the trestle operator. The coal cars used for this train are owned by the utility, and are of Ortner Rapid Discharge design. As the train proceeds across the unloading trestle, an automatic air mechanism is electronically activated by the Sierra Pacific operator, which opens the car doors to discharge the coal into the receiving pit. The unloading of the train is accomplished in two hours or less. (Under ideal conditions, the train can discharge its entire coal load in 20 minutes.) Once the unloading is completed, the train proceeds onto the Western Pacific eastbound main at Milepost 572, near Ellison, for the return trip to Elko.

Western Pacific will handle over 700,000 tons of coal per year for Sierra Pacific Power Company Valmy Unit #1. By 1983 or 1984, a second coal-fired unit will be brought on stream, which would double the amount of coal consumed by the utility. The origin for

the coal for Unit #2 has yet to be determined.



As the coal unit train moves across the trestle its cars are automatically unloaded through dump bottom doors. Nozzles under the trestle spray the coal with water to prevent dust. The train will make three deliveries a week at the North Valmy Generating Station in Nevada. (Union Pacific Railroad photo)

Valmy Unit #1 is a joint venture between Sierra Pacific Power Company and Idaho Power Company, and it is Sierra Pacific's first coal-fired power generating facility. Currently, the coal stockpiling process is taking place in order to build up a 90-day fuel reserve. The actual operation of the plant is scheduled to begin late in 1981. Power generation at existing Sierra Pacific facilities is currently hydroelectric or fueled by oil and gas. Sierra Pacific's service areas are in Northern Nevada, parts of Eastern California, and Southern Idaho.

Projects of this magnitude take considerable time to put together. In the case of the Valmy power plant, Western Pacific began work in the early 70's for what finally transpired July 2, 1981. There were competitive elements to be dealt with at all stages in securing this business, and it was a joint effort of many departments at Western Pacific that resulted in this success. During the course of securing the coal unit train business for Sierra Pacific Power Company, our involve-

ment included testimony at the Nevada Public Service Commission hearing in May of 1978. Finally, however, it was our rate package and our commitment to service, including maintenance of the utility's coal cars, which resulted in success.

Western Pacific has an agreement with Sierra Pacific Power Company to maintain their cars (VALX 80001 through VALX 80070) at Elko, Nevada. Sixty cars are regularly used in unit train service, and 10 spares are kept on hand at Elko to be rotated in and out of the train by Western Pacific as maintenance is required.

To date, we have handled over 36 trains for Sierra Pacific Power Company. As with any new large scale movement, there have been a few minor problems, but by working together with the utility, they have been quickly resolved. Western Pacific's success in handling the Valmy coal unit train places our railroad prominently on the roster of the nation's "coal-hauling railroads".



Protective Equipment For Your Safety

W. P. Grizard, Manager-Safety

This is a good time of year for sports fans. Football is under way and baseball is ending the most unusual season in history. Many of these sporting events are on TV for our enjoyment. Technological features such as stop action, instant replay and slow motion provide an additional perspective of the game. We can now watch professionals at work even better than the crowds at the stadium. "Up close and personal", as they say.

So what has all this got to do with safety, you ask? During the replay or stop action, did you ever notice the key role that the personal protective equipment provides to the success of that play? Those pads look bulky and the helmets appear to be hot but this is a minor inconvenience compared to the benefits gained by their use. The protective equipment worn reduces the risk of working in a hazardous environment and still allows the athlete to excel. The teams realize the importance of safety equipment. If key players are injured, the game could be lost.

Proper selection and fitting of the gear has much to do with the success of protective equipment. A half-back playing a football game in tennis shoes is not going to gain many yards. His chances of finishing the first quarter are slight if a 250 lb. line backer steps on his foot. Likewise, the catcher at the plate should not be catching pitches without using a mask and shin and chest protectors.

Proper selection and use of personal protective equipment is as necessary to us, both at home and at work, as it is to the professional athlete. Wear safety shoes when mowing the lawn; wear gloves and goggles when cleaning an oven with chemicals.

The loss of an eye, foot or hand can jeopardize your job whether the injury occurs on or off duty. The Safety Department is revising the safety shoe program and modifying our safety glass program to provide better on-the-job protection. However, use of protective equipment should not be limited to job situations. We are all responsible for our own safety whether at work or at home. ☐

JENNY

Marvin Townsend



August 1981, NATIONAL SAFETY NEWS

ELKO GOLF TOURNAMENT AND PICNIC

Photos by Fox Photo Service, Elko

The next to last 1981 Safety Golf Tournament and Picnic was held on August 22nd at Ruby View Golf Course and the Elko City Park. All of the outings in 1981 have been well attended and the Elko affair was no exception. The local organizers from the Eastern Division as well as the Safety Department are again to be congratulated. Everything went without a hitch and, although it was a hot day, the large shade trees in the Elko City Park made the afternoon picnic most enjoyable.

Besides the Golf and Horseshoe Tournaments, a softball game was played between Maintenance of Way

Employees and a team comprised of everyone else. The game was not finished and had to be called after the third inning. The score at that time was reported to be 14-3 in favor of Maintenance of Way. We leave it to you mathematicians to compute the final score of a seven or nine inning game if it had continued.

Mileposts congratulates the winners here listed and also presents some scenes of the day on succeeding pages. The last tournament and picnic of 1981 will be in Pleasanton on October 17th and Mileposts will report on it in our next issue. ☐

Golf Tournament Ruby View Golf Course

WOMEN

MEN

Low Gross

Low Net

Low Gross

Low Net

1st Irene Howell (92) 1st Jan Janista (66)
2nd Martha Green (98) 2nd Sherry Reich (68)
(tie) Pat Furtney (98) (tie) Anita Dickie (68)
Longest Drive - Irene Howell
Closest to the Hole - Irene Howell (19'1")

1st Bob Marquis (78) 1st Larry Stauffer (58)
(tie) Denny Terrill (78) (tie) Ron Reckner (58)
3rd Bill James (82) 3rd Curley
Rosengarten (63)
Longest Drive - Denny Terrill
Closest to the Hole - Lou Arano (8'8")

Horseshoe Tournament Elko City Park

MENS DOUBLES

Champion L. W. Stauffer and G. Aguirre, Jr
1st Place R. L. Salazar and D. R. Rogers
2nd Place F. L. Rainwater and D. R. Edwards
3rd Place H. G. Jester and B. B. Harding

1981 Drug Abuse Seminars See 150 Western Pacific Employees Participate In Sacramento And Elko

DRUG QUIZ

- 1. Which of the following are social costs of drug abuse?**
 - (a) loss of employee productivity
 - (b) increased possibility of auto accident
 - (c) depletion of already scarce drug abuse services
 - (d) (b) and (c) only
 - (e) (a), (b) and (c)
- 2. What is the most unpredictable drug of abuse on the street today?**
 - (a) PCP
 - (b) Heroin
 - (c) LSD
 - (d) Alcohol
- 3. When people become dependent on heroin, what is the primary reason they continue to take it?**
 - (a) experience pleasure
 - (b) avoid withdrawal
 - (c) escape reality
 - (d) gain acceptance among friends

These and similar questions have provided the basis for the 1981 Drug Abuse Seminars sponsored by the Employee Assistance Program under the leadership of Manager-Employee Assistance Tom Cutter. The final two seminars for this year were conducted in Sacramento on August 19th and in Elko on August 21st. Seventy-five employees attended each of the seminars.

The seminars centered on the definitions of the various types of drugs and dangerous substances in use on the street today and the causes and results of abuse.

Attendees were privileged to hear the advice and counsel of two of the foremost experts on the subject avail-

able in America today. Both Dr. Gary Q. Jorgensen, Assistant Professor of Psychology at the University of Utah and Gary F. Jensen, Deputy Director of the Council of State and Territorial Alcoholism Authority in Washington, D.C. were available to share their vast experience which includes the treatment of drug abusers.

It became clear to participants that the results of drug abuse extends much further than the eventual incapacitation of the user; investigators are finding that drug use on the job is a growing cause of employee theft, absenteeism and low productivity. Many were shocked to learn that even small habits of certain drug users can run into hundreds of dollars each day. The dual addiction of drugs and alcohol

which seems to be a growing phenomenon was also discussed. Since most of the employees in attendance also have families, the knowledge obtained will help everyone in understanding a problem which is increas-

ingly affecting the young. The clear message of the seminars was that the problem affects us all and that it is everyone's concern. The only real defense is education and honest information about drugs and their effects. ☑



An attentive audience listens to Dr. Jorgensen (rear near blackboard) describing the effects of drugs.
Photo: Mileposts



Gary Jensen (right front) narrates slide presentation on drug counselling used in rehabilitation of drug abusers.

Photo: Mileposts

Remember, if you need help

**THE WESTERN PACIFIC RAILROAD COMPANY
EMPLOYEE ASSISTANCE OFFICE**
MANAGER - TOM CUTTER
41 WEST YOKUTS AVENUE, ROOM 205
STOCKTON, CALIFORNIA 95207
BELL TELEPHONE: (209) 957-2452
COMPANY TELEPHONE: STOCKTON EXT 200

How did you do on the Quiz?
ANSWERS: 1 (e) 2 (a) 3 (b)

1981 Amendments to the Railroad Retirement Act

Amendments to the Railroad Retirement Act have been enacted as part of the budget reconciliation and tax legislation recently signed into law by President Reagan. These amendments were based on mutual recommendations negotiated by representatives of railway labor and management. The negotiations had been directed by Congress in previous legislation, after Railroad Retirement Board reports indicated financial problems which could have resulted in insufficient funds to make timely benefit payments during 1982 or 1983.

The amendments increase railroad retirement taxes on both rail employers and employees, provide the Railroad Retirement Account with authority to borrow funds when temporary cash-flow problems develop, and call for further financing recommendations.

Major changes in benefit provisions (1) revise the employee, spouse, and survivor formulas for annuity portions paid over and above social security levels, (2) continue certain employee and spouse cost-of-living increases and revise survivor cost-of-living increases, (3) broaden the current connection requirement applicable to certain career employee benefits, and (4) eliminate future supplemental annuity closing dates.

In addition, the new law provides benefits for divorced wives, surviving divorced wives and remarried widows which are like those provided under the Social Security Act.

The amendments also authorize the Railroad Retirement Board to reduce dual benefit windfall payments paid to annuitants with both railroad retirement and social security coverage. Reductions will be made when special funds appropriated for these payments are insufficient to cover full benefits. The further award of dual benefit windfall payments is restricted to vested employees with

dual coverage on their own earnings; no new awards of windfall payments will be made to spouses or widows.

The following questions and answers describe these major changes to the Railroad Retirement Act. The tax and benefit provisions are generally effective October 1, 1981. Exceptions to that date are noted.

1. How are railroad retirement taxes increased?

Both employee and employer taxes have been raised, primarily to fund the railroad retirement annuity portion called tier II, which is payable over and above the first tier social security level annuity portion.

While tier I taxes on employees and employers remain at the same rate as social security taxes (6.65% in 1981 on monthly earnings up to \$2,475), the additional 9.5% tier II tax paid by employers (on monthly earnings up to \$1,850 in 1981) is increased by 2.25% to 11.75%. And, employees will begin paying a tier II tax of 2% (on monthly earnings up to \$1,850 in 1981). The new taxes apply to compensation paid for services rendered after September 30, 1981.

2. Are additional financial measures provided on top of the tax increases?

Yes. The amendments give the Railroad Retirement Board the authority to borrow from U.S. Treasury general funds if Railroad Retirement Account funds are insufficient to pay benefits during a month. The amounts borrowed in any fiscal year cannot exceed income due the Account for that year from its financial interchange with the Social Security Trust Funds. Approximately 1/3 of the Account's annual income is currently derived from this financial interchange. The borrowed amounts are to be repaid with interest.

In any fiscal year in which the authority will be used to borrow 50% or more of estimated financial interchange income, the law requires railway management and labor, and the

proposals to Congress. Regardless of this contingency provision, the President is required by the new law to analyze options assuring the long-term financial integrity of the railroad retirement system and report to Congress by October 1, 1982 the results of the analysis, together with railway management and labor recommendations regarding these options.

3. What changes have been made which will affect the computation of employee and spouse annuities under the Railroad Retirement Act?

Under the 2-tier railroad retirement formulas provided by the 1974 Railroad Retirement Act, the tier I portion is computed like a social security benefit and based on both railroad retirement and non-railroad social security credits. Tier II, which is the staff portion of a railroad retirement annuity and comparable to an industrial pension, is based on railroad service alone.

For new retirees, the amendments provide a simplified benefit formula for the tier II portion. Tier II benefits will be equal to seven-tenths of one percent of the employee's average monthly earnings in the 60 months of highest earnings, times years of service, reduced by 25% of any employee dual benefit windfall amount otherwise due. With the new formula, the amount awarded an active railroad employee upon retirement will automatically keep pace with average wage increases in years prior to retirement.

The new law also ends the practice of rounding an employee's years of service as described in question 6.

The spouse tier II annuity portion is changed from 50% of the employee's tier II portion to 45%. However, the spouse maximum, which previously set a limit on the amount of a spouse annuity, has been eliminated.

To conform with social security law, the spouse age reduction factor has been changed from 1/180 to 1/144 for each month the spouse is under 65 when she or he elects to receive a reduced annuity (from a 20% reduction

4. What provisions for cost-of-living adjustments are made by this legislation?

The new law continues annual July 1 employee and spouse tier II cost-of-living increases payable to those whose annuities begin June 1 or earlier. These increases are equal to 32.5% of the increase in the Consumer Price Index for the first quarter of a current year over the Consumer Price Index for the first quarter of the previous year.

Under prior law, there was no provision for further tier II employee and spouse cost-of-living increases.

Tier I annuity portions increase automatically by the same percentage as social security benefits, 100% of the rise in the Consumer Price Index.

The tier II amounts of survivor annuities are to be increased annually by the same percentage (32.5% of the rise in the Consumer Price Index) as employee and spouse tier II amounts. Previously, survivor tier II amounts were increased by 100% of the rise in the Consumer Price Index. Tier I increases for survivors will continue to be the same as for social security benefits, 100% of the rise in the Consumer Price Index.

5. How are survivor annuity computations affected by these amendments?

A new survivor tier II formula is provided based on the new "high 60" employee tier II formula amount. Under the new survivor formula, a widow or widower generally will receive 50% of the employee's tier II amount, each child will receive 15%, and each surviving parent will receive 35%. The minimum total tier II amount payable to a family is 35% of the employee's tier II amount, and the maximum is 80%. During a 5-year transition period, most awards will continue to be made under the previous formula.

6. What effect will the elimination of rounding years of service have on service requirements?

Under prior law, an employee's last 6

be rounded up to provide credit for a full year of service. For example, an employee with 294 months of rail service (24 years, 6 months) would be credited with 25 years of service. On the other hand, an employee with 293 months of rail service would be credited with only the actual months and years of such service (24 years, 5 months).

The amendments eliminate this upward rounding of years of service. An employee will only receive credit for his or her actual months of service in the railroad industry. However, in cases in which an annuity application is filed before April 1, 1982, the years of service counted by the Board will not be less than the number that would have been allowed in September 1981, before the new law took effect. Thus, an employee who had 354 months of service in September 1981 could still qualify for an annuity under the 60/30 provision of the Railroad Retirement Act, provided he or she filed an application before April 1, 1982.

7. How has the "current connection" requirement been liberalized?

A "current connection with the rail industry" is required for a supplemental annuity, occupational disability annuity or survivor benefit paid by the Railroad Retirement Board. The requirement is normally met if the employee worked regularly in the railroad industry close to the time of retirement or death. Regular non-rail employment in the interim can break an employee's current connection.

The amendments maintain a current connection, for purposes of supplemental and survivor annuities, if the employee completed 25 years of railroad service, was involuntarily terminated without fault from the railroad industry, and did not thereafter decline an offer of suitable employment in the railroad industry. Under this provision, a termination of railroad service is considered voluntary unless there was no choice available to the individual to remain in service. Accordingly, an employee who is

allowance and retention of employment, and who chooses the separation allowance, would be considered to have voluntarily terminated his or her rail service. This provision is effective October 1, 1981, but only for employees still living on that date who left the rail industry on or after October 1, 1975, or who were on leave of absence, on furlough, or absent for injury on October 1, 1975.

The amendments also add the National Transportation Safety Board to 4 other government agencies administering railroad laws, for which an employee may work, after leaving rail service, without breaking a current connection. This provision is retroactive to January 1, 1975.

8. How is the supplemental annuity closing date requirement affected by this legislation?

Under prior law, an employee who worked in railroad service after a specified closing date, based on his or her 65th birthday, would permanently forfeit entitlement to a supplemental annuity payable by the Board. This restriction has been eliminated for those whose closing dates did not occur before October 1, 1981. However, an annuitant with a closing date prior to October 1, 1981 would still permanently forfeit entitlement to a supplemental annuity if he or she were to return to railroad service. In addition, supplemental annuity eligibility will be limited to employees with at least one month of railroad service prior to October 1, 1981.

9. Will the Railroad Retirement Act now provide benefits for divorced wives and remarried widows like the Social Security Act?

Yes. The new law extends railroad retirement spouse benefits to the divorced wives of employees, if the divorced wife has not remarried, has attained age 65 (62 for a reduced annuity), and was married to the employee for at least 10 years, and if the employee is age 62 or over. Other eligibility requirements are the same as for spouses. The amount payable is

limited to the tier I portion of an annuity, which is equal to what social security would pay, and subject to offset if other railroad retirement or social security benefits are also payable. The annuity terminates with the month before the month the divorced wife remarries. A divorced wife is considered a qualified railroad retirement beneficiary for Medicare purposes.

The amendments also provide survivor benefits for surviving divorced wives, divorced mothers and remarried widows. Eligibility requirements are the same as under the Social Security Act, and the amounts payable are limited to what social security would pay (tier I only). The survivor must be at least age 60 or have children in her care and, if divorced, must have been married to the employee for at least 10 years.

10. Will any benefit payments in force be reduced as a result of this legislation?

Yes. The annuities of some beneficiaries include a portion called a dual benefit windfall component, which will now be subject to reduction.

The Railroad Retirement Act of 1974 coordinated railroad retirement and social security benefit payments to eliminate certain duplications considered a windfall for dual beneficiaries. However, pre-1975 dual benefit rights were, in effect, preserved for individuals meeting certain vesting requirements. Although their railroad retirement annuities are reduced for social security entitlement just as for all annuitants, those vested annuitants receive a dual benefit windfall payment to partially offset the reduction.

The costs of these payments, which were to be funded out of U.S. general revenues, are now substantially more than the amount estimated at the time the 1974 Act was passed, and substantially more than the funds that have been appropriated. Also, in recent litigation, individuals have sought to expand eligibility to non-dependent male spouses and survivors

who were not eligible for dual benefits at the time the 1974 Act was enacted. The amendments establish a Dual Benefits Payments Account, separate from the regular Railroad Retirement Account, and the Board is authorized to prorate windfall payments from the new account so that the amounts paid to annuitants do not exceed the amounts appropriated. The first such reduction in dual benefit windfall payments will begin with the October 1, 1981 payment.

11. How does this legislation affect future awards of dual benefit windfall payments?

While vested employees may still qualify for these payments on the basis of their own pre-1975 earnings under both systems, the amendments preclude award of such payments to an employee based on a spouse's dual coverage, as well as precluding the further award of these payments to spouses, widows, or widowers. Also, the pre-retirement cost-of-living increases computed in windfall payments are, in effect, frozen.

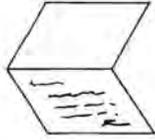
12. Where can I get more information on how these railroad retirement changes affect me?

You may contact the nearest district office of the Railroad Retirement Board. However, it will be a while before the Board's personnel are able to answer all questions. Annuitants on the Board's rolls will receive notices of any effects on their monthly payments. However, the Board would not have records of divorced wives or remarried widows who are now eligible for benefits, and these persons would have to contact a Board office to file an application.

Also, annuitants who may have been denied a supplemental annuity because they didn't meet the current connection requirement, but who might now be able to meet that requirement under the amended law previously described, should also contact their local Board office. And, any survivors denied railroad retirement benefits after 1974 because

employment for the National Transportation Safety Board prevented the employee from meeting

the current connection requirement should contact a Board office.



Letters Received

Dear Editor:

I would appreciate it very much if you would please put me back on your mailing list for the "Mileposts".

I retired in September of 1978 with 42 years on The Western Pacific as an Engineer.

Thank you,
J. D. Gregory
Quincy, CA

Thank you so very much for the long awaited and long looked for MILEPOST, Summer 1981. It has certainly brought back many wonderful memories of my years as a Pullman Conductor on 17 and 18. In fact, I made the first and last trips on the Zephyr; also the last trip on 39 and 40. You can readily understand my feeling when I see the beautiful pictures of the 913.

Again thank you for the MILEPOST and hope that I am still on the mailing list for future issues.

Sincerely,
Truman O. Stewart
Hayward, CA

EDITORS NOTE: Mr. Gregory and Mr. Stewart are both on the mailing list.

A note of thanks and appreciation to all who attended my retirement dinner and also to you who were unable to attend but contributed so generously to my retirement gift.

It is nice to be home with my husband who has been retired for some years. We plan to leave soon and take a trip north into Canada.

Sincerely,
Betty Hill
Retired Roadway
Clerk - Oakland



SAN FRANCISCO GENERAL OFFICE

Vice President-Marketing Services W. F. McGrath was among sixteen Western Pacific employees completing forty years service during the third quarter of 1981.



WP President R. G. Flannery (right) presents 40 year service award to Bill McGrath

Jan Callahan from the Medical Corporation traveled to Utah, Colorado and New Mexico on her recent vacation. She also rode an "old-timer" on the Silverton Narrow Gauge.

Congratulations to the family of Manager-Freight Claim Administration Gil Hayhurst whose oldest son Michael was appointed coaching assistant for both women's and men's varsity swimming at the University of Nebraska in Lincoln. Mike was a member of the 1980 and 1981 Big 8 championship swim team.

Secretary Anne Irwin of the General Claims Department retired September 30, 1981 after more than 36 years service. During her career, Anne had worked in virtually every department in both Sacramento and San Francisco. Anne is the wife of Dan Irwin, retired

Manager-Freight Claims. We wish her well in a deserved retirement.



Anne Irwin prepares to cut her retirement cake as well-wishers look on. Photo: David Teller

A. W. "Tony" Quill was honored at a reception at the Seven Hills Restaurant in San Francisco on July 3, in honor of his retirement on July 31.

Tony, who retires after 41 years of service, was Assistant to the Director-Car Accounting Nelson Kennedy. Tony had also served in the Management Services Department.

Tony will be missed by his fellow employees, especially by the Per Diem Clerks who worked closely with him.

We wish you luck and happiness, Tony.

Rose Ganassin/Flo DeSouza

Betty Hill, Roadmaster Clerk, retired in August after 37 years and 4 months service, was sufficiently wine and dined by her fellow employees and family members at Spenger's Fish Grotto in Berkeley. Coffee and cake was served at Oakland Yard on her last day of work. We will miss Betty's smile and quiet helpfulness.

The WP "Deadheads" softball team did us proud by winning a second place trophy at the end of their season with 4 wins, 2 losses. Yeah team!! They fought hard with a 15-16 loss on their last game.



Betty Hill (4th from left), her husband "Bud" to her left and other family members.

**STOCKTON YARD
Elaine Obenshain**

Engineer Ramon Wiley Randall, Sr., who was employed September 28, 1941 as a Fireman; promoted to Engineer May 16, 1953, retired July 28, 1981, with 39 years 10 months service. He was presented a scale model of an engine on completion of his last trip. We wish Wiley and his wife long and happy retirement.

Clerk Earl P. Miller, hired August 25, 1941, retired July 31, 1981, with 39 years 11 months service.

Clerk Gerald W. Churchill (Winnie) who was hired April 4, 1952 retired September 1, 1981, with 28 years 5 months service.

Their fellow employees honored Earl, Winnie and their families at a pot luck luncheon, with an appropriately decorated cake, on July 31, 1981, this being their last day of reporting for work. Both were presented with the scale model of an engine and other mementos during the festivities. We wish them both a long and healthy retirement.

The following employees have become proud parents and/or grandparents since our last issue:

Painter Arthur Lee and wife welcomed Laura Rebecca on May 27, 1981, weighing 8 lbs. She joined sister Melody, age 2 years, in the family nursery.

Engr. T. P. McCarthy and wife Sherry are the proud parents of their first child, daughter Shanan McKenna, weighing 6 lb. 6 oz., born September 14, 1981. Proud granddaddy is R. P. McCarthy.

Engr. and Mrs. Monte D. White are parents of 10 lb. 1 oz. Matthew Douglas, born August 21st, joining Timothy Douglas, age 2½ years, in the family home.

Jarred Eugene Obenshain was born August 3, 1981, to Eugene R. and Tamara Obenshain, the first grandson of the late Condr. Eugene R. Obenshain.

Senior Trainmaster and Mrs. D. L. Buccolo and Gina (age 3) welcomed Anthony David (weighing 7 lb. 2 oz.) on September 20, 1981.

Engr. and Mrs. R. D. Black are proud parents of Holly Marie, born April 19, 1981, weighting 7 lb. 14 oz. D. S. Black is granddad.

On July 22, 1981, Jennifer Ann was born to Bill (W.F.) and Judith Filbeck, weighing 8 lbs. Proud parents are conductor and clerk respectively.

**STOCKTON SHOPS
Tom Spetter**

Sheetmetal Worker Bob Madison and wife, Cathe, are the proud parents of a daughter, Erin Marie. Erin Marie arrived on September 11th and weighed 7 pounds, 8 ounces. She is their first child.

Welcome back to Storekeeper, Joe Sudderth, recently returned to duty after suffering a heart attack last April. Joe underwent a successful double bypass operation of the heart. It's good to have Joe back on the job where he belongs.

Former Oroville and Stockton Laborer, Bess George, is now a patient at the Yuba City Convalescent Hospital. Former co-workers may send a card of well wishes to that hospital at 521 Lorie Way, Yuba City, 95991.

William "Scotty" Gault, Shop Superintendent, has reached a milestone in

his long railroad career with the Western Pacific. On October 5th he completed his 35th year of service. Scotty hired out originally in Oakland as a Machinist. While in Oakland he was promoted to Diesel Foreman. In 1970 he was promoted to his present position at Stockton Shops.

**SACRAMENTO YARD
P.E. Scott & M.G. Nelson**

The third annual Sacramento Yard picnic was held at Curtis Park on July 18, 1981. This year also saw the second meeting between softball teams pitting Clerks, Carmen and Yardmasters against Switchmen and Engineers. In the first meeting, bragging rights went to the Switchmen and Engineers and they have been observed exercising those rights all year. This year, the Clerks, Carmen, etc. won by a lop-sided score of 11-4 and revenge was sweet. Switchman Captain, Monte Nelson had to present the trophy to the opposition Captain, Mike Root from a kneeling position. It seems that Nelson lost in several ways - not only the score but the bet? An egg toss was also held with the winners being retired Carman Ed Evers and retired Switchman John Switzer. Mr. Nelson, that poetical Switchman, awarded the "Golden Glove Award" (money) to the winners.



Some of the contestants in the Egg Toss.

Lola and husband Carl Landerman just returned from a week in London - to see the Queen no doubt. They stayed with friends met on a previous tour and also visited the Lord Mayor and Mayoress??? Wonderful, wonderful!

Norma Joseph and husband Joe also toured the continent, Europe that is. England, France, Germany, Switzerland

energy? Joe reported that he swam in the Mediterranean Sea.

Howard Brecht, retired Roadmaster and a former Manager of the Sacramento Employees Credit Union passed away in late August. Howard led a most interesting life, being at one time a secretary to both Woodrow Wilson and Wm. F. Buckley, Sr. He is fondly remembered by all at Sacramento.

We are certain that everyone knows that Elsie Gonsalves retired on July 31, 1981 with over 19 years service. God knows, everyone on the Railroad was at her party and seemed to be having a good time. With all the luggage she accumulated as a retirement gift, she could travel for the rest of her life and never use the same suitcase twice. By the way, the new voice you hear in the Superintendent's office belongs to Elsie's replacement, Leigh Vinson. Leigh comes to her new job via Oroville and the Sacramento Yard.



Retirement Party for Elsie Gonsalves. L to R: Mrs. P. E. (Barbara) Scott, Elsie Gonsalves, Rudy Gonsalves, C. Aadnesen, Mrs. C. (Elizabeth) Aadnesen, Mrs. C. G. (Rae) Yund

A new addition is now in operation at Sacramento Yard. New space added to the modular yard office provides more storage and office space as well as a lunch room. The new additions are most welcome.

**SACRAMENTO SHOPS
Jean Smith**

Another summer has passed and most of us have only our fond memories of our vacations.

Assistant Shop Superintendent, Al Slade and his wife Joyce, flew back to Massachusetts in August for the wedding of their son, Gene. Mrs. Slade enjoyed the country so much she is

Car Inspector Velbert Spomer and his wife Betty flew back to Grand Junction, Colorado to visit his family in August and drove back to Sacramento in their new motor home.

Machinist Harold Retaillic spent several days of his September vacation in Las Vegas. He didn't say whether he came home richer. We can only assume he was like the rest of us and will have to save again for the next time.

Your correspondent and her daughter, Charlene (who is a CPA), attended the National CPA Convention in Memphis, Tennessee in September, also visiting relatives they hadn't seen for 33 years and taking a side trip to Nashville to see the Grand Ole Opry which was really a special treat.

Congratulations to Carmen Jerry Boling, Jim Edgington and David Moore, who have completed 732 days as set-up Carmen and have been added to the seniority roster as Journeymen Carmen.

Manager-Car Maintenance, Maurice Evans' son, Chester (age 13), shot a large four-point mule tail deer in Plumas County the first weekend of October. This was Chester's first year of deer hunting. What a thrill.

Car Foreman George Spencer and his wife Pat spend several weeks in Europe during August. They visited Switzerland, Germany, Austria and Italy. George said Switzerland was his favorite by far.

Diesel Foreman, Mickey Pantalone, his wife Lila, his son Ron, and his two grandchildren, spent their vacation at their favorite condominium at Lake Tahoe. Mickey's grandchildren are the apples of his eye. He is constantly telling stories about them.

Yuba City

Clerk Benjamin Graves retired on August 28, 1981 with 27 years and 4 months service on the Sacramento Northern and Western Pacific. Ben will be missed by all who know him and we wish he and his wife Dora a happy retirement.



L to R: Assistant Trainmaster R. L. Poitras presents Ben Graves a Certificate of Appreciation on his retirement, Ben's wife Dora at right holds a model engine which also was presented to Ben.

OROVILLE

A. I. Reichenbach

Hazel Call, wife of Lineman Dick Call, recently received a Humanitarian Award from the Order of Eastern Star for her work in the Oroville Area. Our congratulations to Hazel for her work.

Art Reichenbach and wife Martha spend the past three weeks touring the western states and British Columbia for a total of 6,000 miles on vacation. Some mighty beautiful country in the world and right close to home... and best when you drive it.

We were all saddened by the tragic and untimely death of Lori Burns, daughter of Clerk Jack Burns. Western Pacific friends made contributions in her name to a scholarship fund. Our heartfelt sympathies to Jack and his family.

Trainmasters Clerk John Folkner is on vacation in Idaho and Nebraska. Have a good time.

Clerk Tom Reichenbach used his vacation moving into a new home and getting the yard work done.

Clerk Cynthia Shankel and husband Conductor Richard are on vacation.

Clerk/Opr. A. B. (Toni) Edwards recently purchased a horse and has taken up riding. I do not know for sure if her husband Virgil (retired Trainmaster) rides or not.

Messenger R. E. Byrd is amongst the deer hunters out for the first days of the

vacation checking out the deer and elk hunting areas.

Yardmaster Mike Marglin is off for a time with a broken wrist. That will probably raise heck with his golf game.

Clerk Marge Parnell is off on sick leave and hopes to return shortly.

Engineer Mike Quinn and wife Judy recently transferred to Portola and left us without a Credit Union Manager. This vacancy was shortly filled by Mary Giroux, wife of Conductor Bill Giroux. We were very sorry to see Judy leave but were lucky enough to find an excellent replacement.

Conductor John Edgar (photo) was presented his Safety jacket by Agent Reichenbach.



John Edgar, Conductor with his Safety Jacket

C. E. McCarty, retired Switchman, visited our office recently. (See photo). He is 93 years young and has been retired since July 1, 1953.



he is a member and Secretary for the past 15 years. Club President Dr. T. W. Bone presented Rick with a Paul Harris Fellow Award on behalf of the club membership. Needless to say Rick was very proud and overwhelmed by the presentation.

Don Dali, Engineer Materials & Operations chaired an exposition of local businesses that was put on to bring about an awareness of the economic base of our community. The Western Pacific had a booth manned by Dali, Ken Jackson and Pete Norgaard of Marketing. Don is to be commended for his excellent handling of the expo.

PORTOLA and RENO

Karen Thomas

With summer drawing to a close, two long-time engineers from Portola, G. W. Snyder and J. E. Boynton, began their much earned retirements.

G. W. Snyder hired out with the Western Pacific in Oakland as a student fireman on August 30th, 1941. He worked both out of Oakland and later Portola, where his last 30 years have been spent. He worked as a fireman on the passenger train, the Exposition Flyer between Oakland and Oroville. Graham says he is enjoying his new freedom and doesn't miss getting called out at all hours of the day and night. His woodworking hobby keeps him busy. Congratulations on 40 years of service.

J. E. Boynton, who began his career with Western Pacific just 15 days after G. W. Snyder had hired out, started as a student fireman in the Bay area. He worked at Stockton, San Jose, San Francisco, and all over the Western Division. In 1943, Jim joined the armed forces for three years and returned to the railroad after the war. Most of his 40 years was spent working the hi-line, as well as the California Zepher, Feather River Express and the Royal Gorge, a passenger train connecting with the D&RG out of Salt Lake City. Mr. and Mrs. Boynton plan to continue their residence in Quincy where Mr. Boynton pursues his hobby of railroad history and photography.

On September 26th, the Portola area lost one of its finest citizens. Dr. Charles W. Brown, who was appointed Division Surgeon by the Western Pacific in 1956 and had served as a doctor in Portola since 1952, died suddenly at a doctor's convention at the St. Francis Hotel in San Francisco. In his mid 70's, Dr. Brown still worked three half-days a week, which allowed him to pursue golf and fly fishing. Dr. Brown was instrumental in the building of our new hospital, which recently honored him at its 10-year anniversary last August. With scarcely a family in Portola that has not been helped by Dr. Brown, he will be sadly missed.

Since our last issue, with sadness we report the passing of retired Conductor A. L. Hay, retired Conductor W. M. Peterson, and retired Roadmaster J. J. Martin. Our deepest sympathy is extended to their families.

ELKO

Theda Mueller

Brenda Harry, daughter of Mr. and Mrs. Arby Harry, was voted the winner of the Miss Elko County contest and was awarded a \$1,000 Scholarship, a cash allowance, wardrobe allowance, and a gold charm of the State of Nevada. She was also voted Miss Photogenic and winner of the talent contest. Arby is employed as a Carman. Brenda graduated from Elko County High School and is now attending Northern Nevada Community College.



Brenda Harry, Miss Elko County 1981-82. Shown with Pageant Escort, Gene Griffin.

Betty and Ken Archer just returned from an enjoyable vacation at Lake

Powell. Ken's family had a reunion and all rented a house boat and had a great vacation. Betty is a yard office clerk and Ken is an Engineer.

Conductor Bill Smales and wife Josie are busily getting their vacation trailer into shape for the hunting season. They are spending three weeks at Midas - hunting chuckars and deer. Every year there is a large gathering of hunters in trailers heading for Midas and they always report a great vacation.

Ralph Johnson, Roadway Clerk, recently returned from a week's vacation spent traveling around Idaho. Ralph attended a family reunion at Donwetta Hot Springs and then headed home driving a brand new Citation four-door sedan.

Gene and Carol Groves, accompanied by Dee, Penny and Tim Pruitt, all enjoyed a great trip to British Columbia, Canada this summer. They visited all the special places they could in two weeks - Banff and Jasper National Parks, Lake Louise, and all the beautiful lakes and mountains along the way. The highlight of the trip was a fishing excursion for the guys into a remote lake in northern BC. They flew into Stewart Lake and really had a great time fishing (most of the REALLY big ones got away). Tim landed the biggest fish and probably will never let his Dad and Gene forget it!! Carol and Penny enjoyed shopping and seeing the sights in Prince George while the fellows were away. Gene Groves is General Roadmaster and Penny is Roadway Clerk.

On a more serious note, Gene's wife Carol is recuperating at home from recent back surgery. She is feeling better every day and their many friends wish her a speedy and complete recovery.

SALT LAKE CITY

Mrs. Ed. Hart

Railroading and more railroading was the general topic of conversation at the Annual WP Engineer's Picnic at Sugarhouse Park in Salt Lake on September 12. This annual gathering of both retired and working Engineers was again a great success - the only

complaint being that the food was too good and everybody ate too much. Engineer Norman Brown, who recently retired on disability, was honored in absentia and our best wishes go out to him and his family for a productive retirement. It is always good to see the "old timers" and we hope to see more of them next year.

Brakeman Gary Cannon is on the road to improvement after a heart attack while cutting wood in Kamas on September 16. He spent several days in the Kamas Hospital before being transferred to St. Mark's Hospital in Salt Lake City. He has now been discharged and is resting at home. His wife Cass anticipates having to rope him to the bed before too long in order to keep him resting.



Service Awards July - September 1981

40 YEAR

A. A. Thomsen	Engineer	Portola
E. M. Flahive	Clerk, Mgmt Services	San Francisco
C. F. McDonald	Engineer	Reno
R. E. Stansberry	Engineer	Oakland
R. M. Wakefield	Engineer	Portola
L. Porter	Brakeman	Salt Lake City
J. G. Ford	Clerk	Elko
E. P. Miller	Clerk	Stockton
J. A. Vrismo	Brakeman	Reno
G. W. Snyder	Engineer	Salt Lake City
J. H. Belmont	Division Road Foreman	Oroville

Twenty years from now expect to see the name Jared Jeffrey Worthington on the seniority roster of the Western Pacific. Born September 9, 1981 and weighing 7 lbs. 5 oz. he is the son of Brakeman Jeff and Mrs. Worthington and the grandson of Engineer and Mrs. Steve Worthington. Congratulations on a job well done!

We are saddened to report the death of Samuel Floyd Hiatt, retired Engineer, and the father of Engineer Teddy Hiatt. Although he spent the majority of his working career in Portola, he moved to Salt Lake to work for a short time before his retirement ten years ago. He died at LDS Hospital on September 11. Our deepest condolences go out to his family.

J. E. Boynton	Engineer	Portola
B. Perri, Jr.	Brakeman	Salt Lake City
G. I. Patterson	Engineer	Portola
W. F. McGrath	VP Marketing Services	San Francisco
R. W. Randall	Engineer	Stockton

35 YEAR

H. Mettel	Head Car Foreman	Milpitas
J. B. Clark	Clerk	Elko
R. F. Lawton	Machinist	Sacramento
W. D. Smith	Signalman	Elko
M. I. Silva	Clerk	Sacramento
J. F. Finley	Manager Special Projects	San Francisco
M. B. McFadden	Clerk, Communications	San Francisco
M. Bapatsicos	Clerk, Revenue Acctg.	San Francisco
C. A. Bates	Clerk	Sacramento
M. P. Gordon Jr.	Clerk, Car Acctg.	San Francisco
L. R. Remy	Clerk	Stockton

30 YEAR

O. L. Hocker Jr.
Asst. VP Industrial Marketing . San Francisco

L. Monks
Water Service Foreman . Stockton

J. P. Rodriguez
Track Foreman . San Francisco

R. L. Millhiser
Asst. Shop Superintendent . Stockton

N. A. Joseph
Clerk . Sacramento

G. Nolsat
Clerk . Fremont

R. O. Daniels
Engineer . Winnemucca

L. Matteoni
Engineer . Winnemucca

C. C. Baugher
Yardmaster . San Jose

25 YEAR

J. Baranesky
Car Foreman . Oakland

G. D. Gleber
Signalman . Wendover

M. B. Brunner
Conductor . Salt Lake City

D. J. Amos
Conductor . Portola

R. E. Hale
Brakeman . Portola

W. E. Wakeland
Clerk . Stockton

E. O. Hood
Machinist . Sacramento

A. F. Chaplin
Communications Supervisor . Elko

R. T. Peterson
Conductor . Oakland

H. A. Owens
Brakeman . Oroville

J. E. Nowlin
Brakeman . Stockton

J. O. Perrigo
Brakeman . Sacramento

F. J. Crandall
Conductor . Salt Lake City

K. K. Jones
Conductor . Stockton

A. J. Bugni
Manager-Real Estate . San Francisco

20 YEAR

J. J. Kociban
Brakeman . San Jose

J. H. Godat
Yardmaster . Stockton

H. W. Miller
SN Brakeman . Sacramento

J. G. Freeman
Brakeman . Stockton

R. Ehrenthal
Rate Analyst-Marketing . San Francisco

A. H. Beech
Welder . Oroville

W. H. Holt
Supv. M/W Equipment Shop . Oroville

A. R. Soto
Assistant Track Foreman . Keddie

D. E. Petersen
Carman . Elko

J. E. Madison
Section Stockman . Oroville

L. T. Martinez
Track Laborer . Reno

15 YEAR

D. S. Moberg
Brakeman . Stockton

R. F. Stenovich
Chief Special Agent . San Francisco

D. E. Dewitt
Brakeman . Salt Lake City

W. F. Filbeck
Brakeman . Stockton

J. Loera
Track Laborer . Sacramento

G. A. Carroll
Brakeman . Stockton

M. I. Root
Clerk . Sacramento

S. T. Wegner
Carman . Oakland

10 YEAR

D. E. Fox
Brakeman . Oroville

J. A. Domek
Machinist . Sacramento

W. C. Mac Phall
Clerk . Stockton

W. E. Ricks
Brakeman . Stockton

A. C. Gonzales
Machine Operator . Keddie

D. H. Grlmshaw
Brakeman . Sacramento

J. W. McLaughlin
Brakeman . Stockton

A. F. Dees
Boilermaker . Stockton

L. A. Wiltcher
Brakeman . Oroville

R. J. McClellan
Brakeman . Stockton

B. G. Davis
SN Brakeman . Sacramento

S. P. Yunker
Brakeman . Portola

G. E. Cowbark
Engineer . Portola

D. M. McGrew
Brakeman . Salt Lake City

L. W. Sternberg
Brakeman . Portola

J. A. White
Mechanical Laborer . Stockton

R. L. Jones
Brakeman . Salt Lake City

E. J. Hess
Brakeman . Stockton

M. R. Gray
Clerk . Oakland

L. P. Chapman
Brakeman . Oroville

R. E. Artusy Sr.
VP - Transportation . San Francisco

B. A. Stoddart
Brakeman . Elko

R. R. Diggs
Engineer . Portola

D. M. Parker
Brakeman . Portola

B. G. Baker
Brakeman . Stockton

R. T. Courter
Engineer . Stockton

W. W. Hentz
Brakeman . Oroville

R. Ruiz
Brakeman . Stockton

M. V. Solls
Hostler Helper . Stockton

C. R. Barnes
Engineer . Modesto

K. B. Downer
Engineer . Oroville

A. I. Mark
Brakeman . Portola

R. A. Gaskins
Brakeman . Stockton

R. R. Miakar
Brakeman . Portola

M. Evans
Assistant Supt. Cars . San Francisco

S. L. Ferguson Sr.
Brakeman . Stockton

J. G. Zervos
SN Brakeman . Sacramento

M. D. Marglin
Yardmaster . Stockton

T. L. Williams
Brakeman . Oakland

G. W. Hansen
SN Brakeman . Sacramento

J. D. Kucala
Brakeman . San Jose

S. Marin
Track Foreman . Elko

G. F. Reilly
SN Brakeman . Sacramento

J. J. Way Jr.
Brakeman . Portola

G. Groombridge
Brakeman . Stockton

G. P. Stalhos
SN Engineer . Sacramento

J. G. Ybarra
Clerk . Yuba City

L. Brown
Clerk . Oakland

R. F. Rapp
Brakeman . Sacramento

J. R. Diaz
Track Laborer . Oakland

M. E. French
Clerk . Oroville

A. S. Garcia
Track Foreman . Keddie

H. A. Marquez
Brakeman . Oroville

A. E. Theroux
Brakeman . Stockton

K. L. Maybury
Brakeman . Portola

C. M. Pizarro
Clerk-Accounting . San Francisco

D. K. Dewitt
Brakeman . Salt Lake City

R. A. Sheleby
Engineer . Elko

E. S. Ross
Brakeman . Portola

D. T. Howard
Brakeman . Oroville

P. W. Harrison
Brakeman . Oroville

D. W. Libro
Brakeman . Winnemucca

S. L. Brown
Engineer . Portola

V. E. Way
Clerk . Stockton

W. Kawaguchi
Clerk-Operating . San Francisco

Appointments

W. P. Grizard
 Manager-Safety Sacramento
L. A. Lambert
 Manager-Labor Relations San Francisco
B. M. O'Neill
 Staff Assistant-Marketing San Francisco
D. R. Applegate
 Roadmaster Oroville
A. E. Heezen
 Market Information Analyst ... San Francisco
C. B. Mead
 Manager-Car Utilization San Francisco
K. R. Sawyer
 General Roadmaster Keddie
P. E. Aylward
 Roadmaster Keddie-NCE
W. D. Kaelin
 Assistant Engineer San Francisco
H. Fialer
 Supvr.-Estimated Revenue San Francisco
 Statistics
T. J. Lucero
 Programmer Trainee San Francisco
L. L. Barnes
 Sr Project Manager-TIS San Francisco
R. R. Campbell
 Assistant Shop Superintendent-Cars Stockton

They Have Retired

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

James E. Boynton Engineer, Portola	Sept. 30, 1981	40 yrs.	St. Clair Murdock Motor Car Maintainer, Keddie	Aug. 1, 1981	26 yrs.
Gerald W. Churchill Clerk, Stockton	Sept. 1, 1981	28 yrs.	Anthony W. Quill Asst. to Director-Car Accounting	July 31, 1981	40 yrs.
Edward N. Dickle Carman, Elko	Aug. 31, 1981	30 yrs.	Ramon W. Randall Engineer, Stockton	July 28, 1981	40 yrs.
Elsie R. Gonsalves Secretary, Sacramento	July 31, 1981	19 yrs.	Paul W Reinking Supervisor, MofW Equipment & Welding, Sacramento	July 31, 1981	31 yrs.
William T. Gower Lineman, Stockton	Sept. 1, 1981	17 yrs.	Graham W. Snyder Engineer, Portola	Sept. 3, 1981	40 yrs.
Benjamin R. Graves Clerk, Yuba City	Aug. 28, 1981	27 yrs.	Marvin E. Venable Engineer, Elko	July 8, 1981	36 yrs.
Betty J. Hill Roadway Clerk, Oakland	Aug. 15, 1981	37 yrs.	James P. Wirick Train Dispatcher, Sacramento	Sept. 30, 1981	19 yrs.
Anne Irwin Secretary, San Francisco	Sept. 30, 1981	36 yrs.	Catherine G. Wong Accounting Clerk, S.F.	Sept. 30, 1981	36 yrs.
Jack H. Jones Roadmaster, Oroville	July 4, 1981	35 yrs.	Ascuncion M. Ynostrozo Track Laborer, S.F./Oakland	Aug. 28, 1981	32 yrs.
Earl P. Miller Clerk, Stockton	Aug. 1, 1981	40 yrs.			

"Once I Built A Railroad"

Did you know that:

WILLIAMS' LOOP, CALIFORNIA (MP294.38) was named for J. F. Williams, construction engineer in charge. Here, in a mountain meadow, the WP track describes a complete circle nine-tenths of a mile in circumference to maintain the ruling grade of a one percent compensated. The diameter of the loop is approximately 1,500 feet.

or that . . .

SULPHUR, NEVADA (MP 474.7) takes its name from the sulphur mines on the west flank of the Kamma Mountains to the south. Kamma is probably derived from "gamoo", the Indian for jack rabbit.

or that . . .

BLACK ROCK, UTAH (MP 910.06) is an outstanding landmark on the eastern division of the WP. Black Rock rises abruptly from the Great Salt Lake, the "dying sea of America". To the north, and not far distant may be seen Antelope Island, one of the nine islands of the lake which was made a refuge for a herd of buffalo a few years ago.

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.

Pedro Aguilera

Track Laborer - Oroville June 20, 1981

Thomas M. Baldwin

Rate Clerk - S.F Sept. 22, 1981

Howard F. Brecht

Roadmaster-Credit Union
Mgr - Sacramento Aug. 28, 1981

Walter A. Curry

Machinist - Oroville July 10, 1981

Doris A. Doherty

Clerk - S.F Sept. 17, 1981

Lawrence Gerring

Clerk - S.F July 10, 1981

Balser D. Hefner

Mechanic Aug. 24, 1981

Samuel F. Hiatt

Locomotive Engr - Salt Lake City Sept. 10, 1981

David A. Jordan

Track Laborer - Elko Sept. 12, 1981

Ruth Lyon

File Clerk - S.F August, 1981

Merle D. McDonald

Welder's Helper - Portola July 24, 1981

Lewis E. Maciel

Carman - Sacramento July 16, 1981

John J. Martin

Roadmaster - Portola Aug. 12, 1981

William M. Peterson

Conductor - Portola July 19, 1981

Floyd E. Robinson

Welder - Sacramento Sept. 8, 1981

Loyd R. Robinson

Machinist - Stockton Aug. 30, 1981

Peter J. Thill

Locomotive Engineer - Portola . June 27, 1981

Willie R. Turner

Locomotive Engineer - Oroville . July 2, 1981

Matthew G. Willoughby

Clerk - S.J./Milpitas June 4, 1981

Charles T. Wright

Track Laborer - Sand Pass June 6, 1981

Michael D. Wright

Brakeman - Elko Sept. 12, 1981

**YOUR
SYMPATHY
WON'T
REACH
HER.
YOUR
MONEY
WILL.**



UNITED WAY



As Americans, we have a vested interest in continuing to fight crime, poverty and disease, which can be done by your supporting the UNITED WAY. The 1981 campaign begins in early November and, as it is the **only** organization solicited on Western Pacific, each employee is urged to participate to the fullest extent possible.

VOL. 33 NO. 4 FALL 1981



MILEPOST 250: A view of the east portal of Tunnel 15. Tunnel 15 is 3117.8 feet long and was constructed in 1956 after the massive flood of 1955.

WESTERN PACIFIC MILEPOSTS

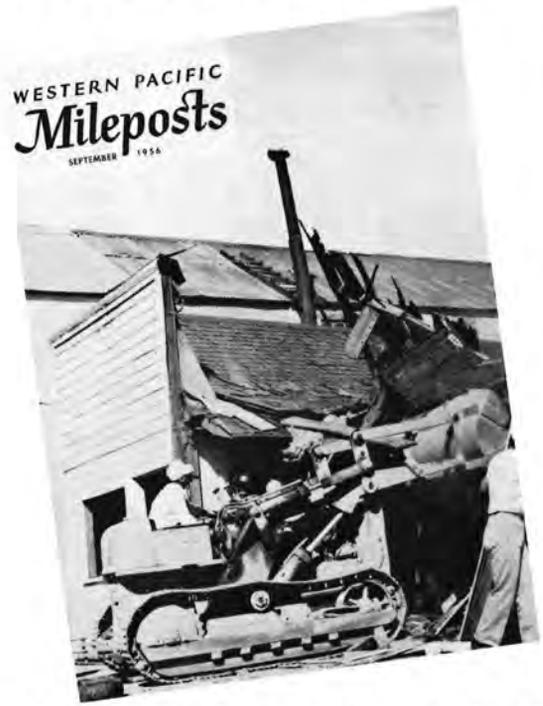
Personnel Department
T. R. Green, Director
526 Mission Street
San Francisco, CA 94105

WESTERN PACIFIC MILEPOSTS
526 MISSION STREET
SAN FRANCISCO, CA 94105

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ADDRESS CORRECTION REQUESTED

On the Cover 25 Years Ago



Section Foreman A. Glenn noses a tractor-shovel into an old building, coached by Yardmaster Hank Parrish, during Portola's "Operation Cleanup" in 1956.

TJ. BROWN
1011 WALTHAM RD
BERWYN

PA 19312