

WESTERN PACIFIC

WINTER 1981 - 1982

Mileposts



526 Mission Street

Each of us in our personal lives has felt the impact of the rapid increase in the cost of energy over the past decade. As a result, many of us have worked to reduce our personal fuel bills by establishing goals and taking steps to get the most possible for each of our energy dollars.

I am sure that you have found as I have that to make conservation work at home takes a combination of a willingness to make adjustments in lifestyle and a consistent effort to take advantage of opportunities to save.

Our company has established similar objectives to reduce its energy bills. As in our personal lives, the success of such a program depends on our individual commitment to it and the encouragement of our fellow workers to participate. Our locomotive engineers, for example, can play a critical role in making fuel savings by changes in the way they handle their trains. And Mechanical forces can make an equally significant contribution by shutting down idling locomotives in terminals. Virtually all Operating Department employees can make a contribution in some way as we implement this program. Therefore, I have made reducing the Operating Department fuel expense and improving fuel efficiency one of the primary goals of our department in 1982.

The fuel conservation program has my personal support for two principal reasons. First, it offers us an opportunity to work together to reduce operating expense. Secondly, in the current competitive and economic environment we must take advantage of every possible opportunity to reduce our cost structure.

Each of us directly feels the impact of the incredible increase in the price of fuel each time we fill up the family car. Our company has experienced a similar escalation in the cost of Diesel fuel. From 1971 to 1981 the price we pay for Diesel fuel has grown 965%, from 9.5 cents a gallon in 1971 to \$1.01 a gallon in 1981. Our company's fuel expense as a percentage of total costs has grown from 3.9 cents of each cost dollar in 1971 to 14.1 cents of each cost dollar in 1980. In Operating Department terms, 35% of our transportation expense through November 1981 was accounted for by fuel.

While the Operating Department accounts for the largest share of the company's total fuel bill, it also has the

greatest opportunity to reduce fuel expense. The program described in the following article is based on our own testing and research; the successful experience of other carriers and input from our line officers and craft employees. This article begins a department-wide effort to inform our employees how they can affect fuel savings. We will be showing a fuel conservation training cassette to all engineers and selected other employees and a fuel conservation newsletter will be published quarterly to keep you informed of our progress.

Our corporate goal is to achieve what many of us have achieved at home: To get the most possible for our energy dollar. There are literally millions of dollars to be saved as we change our operating practices and train handling procedures. These changes can only be made with the personal commitment of our Operating employees. And, I know from personal experience that many of you have valuable suggestions as to how our company can make further fuel savings. If after reading the accompanying article, you have a suggestion or idea that could aid in our conservation efforts, please advise our Manager - Fuel Conservation at the San Francisco General Office by company mail.

We know that other Roads have achieved a 4 to 6% improvement in fuel efficiency in the first year of a conservation program. We expect to do even better. With our employees' cooperation, we know that we can.



R. C. Marquis

R. C. Marquis
Senior Vice President-Operation

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ON THE COVER



Hostler Helper Arthur Lee fuels a Western Pacific locomotive at the Stockton fuel facility. Fuel costs on Western Pacific now account for 35% of the total transportation expenses.

Cover Photo by Ted Benson
Story begins on page 4

New WP Program Takes Aim At Growing System Fuel Expense

Operating Department Plan Targets 10% Improvement In Fuel Efficiency During 1982

Fuel costs on American Railroads have grown so rapidly during the past decade that they now equal in magnitude expense for all engine and train crew wages combined. No single expense has grown more rapidly. On our own Railroad, fuel outlay has escalated in the past four years alone from \$11.5 million in 1978 to \$28.5 million in 1981. Vice President-Transportation Dick Artusy emphasizes that, "We must reduce our fuel expense if we are to remain competitive. Deregulation and the current economic situation create a tremendous pressure to reduce operating expense while maintaining our service levels."

During the past year several successful efforts were made to reduce fuel expense by eliminating waste and theft. Chief Mechanical Officer Bob

Mustard explains that, "Mechanical Coordinator John Craig and Budget Analyst Pete Martin made a detailed study of waste and spillage in our fuel tank car fleet and at local fuel facilities. As a result of these efforts, several changes have been made which make us confident that such waste has been reduced to a minimum." "At the same time," adds Fuel Committee Chairman Bob Redus, "We were concerned that our fuel monitoring procedures required tightening up. Manager-Transportation Costs and Budget Warren Lee and Craig undertook a review of these practices and as a result revised reporting procedures were put in place for all fueling points. A dependable weekly review of fuel balances is now conducted leading to an early detection of discrepancies in fuel volumes."

Chief Special Agent Bob Stenovich feels that this is particularly critical now that fuel prices exceed one dollar per gallon. "Of relatively high value, easily transportable, and with a ready market, Diesel fuel is a prime candidate for theft," says Stenovich, who stresses that constant checking of fueling locations and delivery procedures is essential to prevent missed deliveries and unauthorized use of company fuel. Stenovich's people have been assisting in making such an effort since early last year.

During 1981 we also changed the stop and proceed signal indication to proceed restricting allowing us to save the fuel associated with making a complete stop at such signals. Computer simulations show from 15 to 30 gallons may be saved for each stop eliminated depending upon train length, powering level and terrain. At the same time we achieved two other benefits. Train accident data indicates a slightly lower

roads which do not require a train to come to a complete stop at such a signal and we also reduce the potential of high in-train forces and break-in-tows when stopping and starting trains.

Director-Operations Planning Tom Brown explains, "While we were confident that progress was being made in eliminating theft and waste, we also felt that we were leaving money on the table by not putting an active conservation program into place aimed at improving terminal and train operation fuel efficiency. It remained for us to identify the elements of such a program which would be applicable on Western Pacific and determine a realistic estimate of potential savings. Once we did this, it became apparent that such a program would pay back implementation costs many times over."



Hostler helper Arthur Lee takes care not to spill any #2 Diesel oil while fueling units at Stockton. Photo by Ted Benson, Modesto, California

Efforts to reduce train speeds and horsepower per trailing ton as well as changes to train handling practices as implemented on other railroads were closely examined. A series of test trains was operated during the Summer of 1981 to verify the results of computer simulations which measured the impact of reducing powering levels and maximum speeds on non-expedited trains. While work is still being done to analyze the results of these tests, they did demonstrate that mainline trains could be operated at 1.6 horsepower per trailing ton without impairing our ability to make service commitments. Revised system power guidelines and

consequence of this and other work, a goal of reducing fuel consumption by 10% in 1982 was established. Achieving this goal could mean a reduction of over \$2.5 million in fuel expense in the coming year. Operating personnel acknowledge that this is an ambitious goal but hasten to add that they believe it can be accomplished.

Manager-Fuel Conservation and Operations Analysis Warren Egan describes the WP Program as "Focused on the Locomotive Engineer but dependent upon the cooperation of many Operating Department employees." Egan indicates that the program has three primary parts: First, changing train handling practices to favor use of the dynamic brake and drifting techniques and minimizing power braking (power or "stretch" braking involves applying power against a train with brakes applied); Second, holding powering levels down on through trains to only that required to make schedule; and Third, shutting down idling locomotives. Egan adds that further opportunities exist to reduce fuel expense by ensuring that box car doors are closed



Critical to WP's efforts to reduce fuel consumption is increased dependence upon the dynamic brake while minimizing the use of "stretch" braking. Photo by Ted Benson, Modesto, California.



Reducing horsepower to trailing ton ratios plays a key role in reducing system fuel consumption. Photo by Ted Benson, Modesto, California.

before movement in train to eliminate unnecessary wind resistance; by using WP and Foreign road fuel savers on equipped locomotives; by centering the reverser on idling locomotives to take advantage of the low idle feature, and by avoiding increasing engine RPM unnecessarily when charging the train air brake system.

Assistant Chief Mechanical Officer- Locomotives Jack Miller describes his department's commitment to the fuel saving program as "total." "We're doing everything in our power to ensure that idling locomotives will be shut down in terminals when ambient temperature is 40 degrees F. or above. We've also added the engine low idle feature to about 75% of the road locomotive fleet resulting in potential savings of 25% in fuel consumption at idle." (With this modification, engine idle speed is reduced whenever the reverser is centered.) Also being modified are the Touchstone fuel savers to eliminate the problems experienced with shutting down trailing units when the fuel saver is engaged with the leading unit in throttle 5 or 6. System locomotive shut down instructions were issued as Yellow Notice 10-23 in November and Miller asserts that compliance at Oakland and Stockton has been excellent. "With warmer weather", says Miller, "It will become possible to enforce shut down practices at other terminals as well."

Egan has been working with Division Road Foremen Jack Belmont and Guy Auguirre as well as Road Foreman Engines Steve Humphreys to revise system train handling instructions and determine where the greatest benefit from fuel efficient train handling practices can be made. An examination of the principal line segments is being made from the locomotive cab and special attention has been directed to the First Subdivision, Fourth Subdivision and westbound paired track, where undulating line profiles provide the greatest inclination to use power braking. Moreover, savings can be achieved everytime a train is slowed down, whether in undulating territory or not, by drifting down to

reduced speeds or through use of the dynamic brake rather than power braking. For example, assume the speed of an average train is reduced from 55 MPH to 40 MPH. If the Locomotive Engineer uses the dynamic brake to gently gather slack and reduce speed, nearly 15 gallons of fuel will be saved over using power or stretch braking slowdown techniques and the running time will be increased by less than 10 seconds. If, for the same example, reducing the throttle and drifting down in speed is used instead of power braking, almost 35 gallons of fuel will be saved and the running time will be increased by less than 40 seconds. If an Engineer saves 15 gallons of fuel three times each trip, and that Engineer makes 20 trips each month, this alone would save over \$10,000 a year at the present cost of fuel.

Another area of great potential savings comes with the consistent use of fuel saving devices on road locomotives. Fuel savers enable the Engineer to reduce unneeded locomotives in consist to run 1. Simulations of trains OMW and OME demonstrated that consistent use of the fuel saver to reduce power on the units not needed to make track speed would result in about a 500 gallon savings per trip for the OME and approximately 350 gallons for the OMW.

Planning ahead becomes the essential ingredient for the Engineer to apply



Most WP road locomotives are equipped with this Touchstone fuel saver shown (above). Located on the control stand within easy reach of the engineer, this device enables units unneeded to make track speed to be reduced to Run 1. Photo by Ted Benson, Modesto, California

these techniques and this brings us back to the need for the involvement of the many different Operating Department crafts. The Dispatcher can enable the Engineer to plan ahead by advising him in advance of meets and passes. Carmen, Switchmen and Trainmen can take an active part in this program by ensuring that box car doors are closed before trains leave terminals.

Director-Personnel Tom Green feels that the approach being taken in implementing this program is very positive. "A strong effort to inform and motivate is being made. It is critical that we clearly and accurately communicate to people in the field what we

expect of them and this program strives to do that."

During the early months of this year Egan and the Road Foremen will be meeting with Locomotive Engineers. A video training cassette will be shown and informative literature distributed as well as providing an opportunity for questions and discussion.

Western Division Superintendent Chris Aadnesen summarizes the program as "A key element in the continued financial viability of our Company," and adds, "I am confident that all of our Operating Department employees will do their part to ensure the success of this program." □

'WPX Freight Systems' And Employees Help Deliver Surplus Cheese

On Thursday, December 28, 1981, the Butte County Food Bank was the recipient of a 36,000 pound shipment of U. S. Government surplus cheese destined for the handicapped, underprivileged and needy. Final distribution was made beginning January 4, 1982.

Bill Lutz, a driver for Western Pacific Transport Co., a subsidiary of WPX Freight Systems, volunteered his time to pick up the cheese from a warehouse in Union City and make the delivery in

Oroville. WPX donated the tractor, trailer and fuel needed to haul the cheese.

The pasteurized processed cheese was delivered in 1,200 cases, each with about 30 pounds of cheese packaged in 5-pound blocks. The cheese program was made possible when the U. S. Government released 3 million pounds of surplus cheese being held in Federal warehouses in late December, 1981. □



Volunteers unload cheese at Butte County Food Bank in Oroville. WPX driver Bill Lutz is seen at left in photo carrying two boxes of cheese.

(Photo by Mac McDonald, Oroville Mercury Register Newspaper and used by permission.)

After New Year's Eve --

Our Costly, Deadly Problem

With New Year's Eve behind us and a new year ahead, this is an appropriate time to reassess one of the costliest and deadliest problems plaguing American life: Alcoholism.

The excessive use of alcohol may be measured by several yardsticks: Economic & Social, Psychological & Medical. The problem is multi-faceted and so widespread that it must be understood and treated as a major threat to society.

Most of us are aware that alcoholism is an insidious disease, attacking health in many ways, affecting even the lives of non-users and killing and injuring thousands of people each year on our streets and highways. Complicating the picture is the fact that the drug is dangerous to the minority and is relatively harmless to the majority who can practice moderation.

The big question has long been - What can be done to combat alcoholism? Researchers have identified two areas of attack:

1. There must be a change in society's attitudes toward drinking so that a person with a problem will be encouraged to seek help.
2. There must be a clearer understanding on the part of the medical establishment of the causes and treatment of alcoholism.

The chief hope in combating alcoholism lies in education with emphasis on the young. To be fully effective, education must start in the home with adults setting a good example in the proper, moderate use of alcohol at all times. Each of us can contribute to this effort. It may be the most productive approach to a baffling and costly problem.

Due to Western Pacific's deep con-



TOM CUTTER
Manager-Employee Assistance

cern over the loss of valuable, experienced employees through the excessive use of alcohol, the Employee Assistance Program has been initiated and is a cost-free employee assistance project, primarily aimed to help those suffering from the disease of alcoholism.

Under the Program, employees and their families are encouraged to voluntarily seek assistance. The Employee Assistance Counselor has been given special training to enable him to diagnose a wide variety of problems, such as physical illness, mental or emotional illnesses, finances, drinking, drugs, marital or family stress or other difficulties and secure the necessary assistance.

The purpose of this Program is to help people get assistance with problems at the earliest possible time so human and financial loss can be kept at a minimum. ☑

Remember, if you need help

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EMPLOYEE ASSISTANCE OFFICE**
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Third Management Training Class For 1981 Graduates In Oakland, December 4, 1981



Pictured above are the graduates of the Management Action Program held in Oakland, November 30 through December 4, 1981. From left to right the new graduates are: G. E. Halstead, Management Services; G. S. Nilsson, Operating; (behind Nilsson) G. Y. Neu, Operating; L. L. Barnes, Management Services; E. L. Brown, Management Services; R. H. Tims, Finance; N. A. Frederiksen, Management Services; L. R. Meyers, Operating; J. D. Swan, Law and O. R. Brown, Law. Not pictured is G. E. Steveson of Management Services who had to leave early to attend a computer crisis. These graduates bring the total receiving this training in 1981 to 41. ☑



"Buckle Up" For Safety

A. Kinicki, Director - Rules & Safety



In appreciation of your efforts to work safely
Robert G. Flannery
PRESIDENT

They were a long time in the making but we finally made good on a promise to provide Western Pacific belt buckles to field employees in the Transportation, Mechanical and Maintenance of Way Departments not having any personal injuries in 1980.

The buckles were distributed in December after a 2 month delay in manufacturing due to the difficulty the artists experienced with the design. Our supplier tells us this buckle was the most detailed and intricate buckle the manufacturer has produced. In fact, the buckle was picked by the president of that company to be featured on the cover of their 1982 catalog.

We wanted to produce a high quality buckle that would stand above any of the cheap and superficial buckles available through hobby shops. We have achieved this goal and more. It is very possibly the best railroad buckle made. It took time, effort and determination to produce this buckle. It took the same qualities to earn one.

This special message from Mr. Robert G. Flannery, President and Chief Executive Officer of the railroad is embossed on the reverse side of the Western Pacific brass buckle. The message and signature makes the belt buckle a truly unique safety award. Involvement with safety is part of every railroad employee's job - from the President on down. To emphasize management's commitment to safety, Mr. Flannery recently made a presentation of the safety award buckle to Section Gang Foreman Jose Rodriguez. Jose's gang has not had any injuries for at least 5 years. In fact, Jose cannot remember when the last injury occurred on his gang. ☐



President Flannery presents Safety Buckle to Jose Rodriguez (Right). Photo by Ken Meeker.

Safety Is Our First Concern Every Year

W. P. Grizard, Manager-Safety

Whether 1982 appears to be a good year or a bad year for you, the future is one thing that **should not** be left to chance, luck or hope. The **lack** of safety can cost all of us more than we can repay.

Paying for injury losses for someone else is mild compared to becoming the big loser yourself. When an injury occurs, something has gone wrong and for the injured person this may be the first of a long list of wrongs. Dealing with the pain is first on the list. The family is worried and upset. The pay

check may stop coming. Bills tend to stack up. The cupboard begins to look bare. All these things are avoidable and need not happen. Safety is part of doing a good job. Safety must be understood as an integral part of good job performance and not just window dressing to be added after the job is finished. Safety is something that has to be planned for and budgeted from the onset just as material or labor must be estimated and cost justified. Safety is a good investment - invest wisely. Make 1982 a safe year for you. ☐



Not having a reportable injury for over 10 years, Durrant Spinner (Right), Machinist, Stockton Diesel Shop, was presented with a safety jacket by his Foreman Phil Burch. Photo by A. Kinicki.

Bay Area Golf Tournament And Picnic

Photos by Lisa Kroeber

A total of 643 family and employees attended the Company picnic October 17th at the Alameda County Fairgrounds. The fall day was warm and sunny - a perfect setting for the Octoberfest theme highlighted by the special appearance of the Union Pacific German Band from Omaha, NE.

In addition to the regular picnic fare of hamburgers and hot dogs, a special section devoted to German food was available. It featured liverwurst, German headcheese, knockwurst, sauerkraut and hot German potato salad.

Even with the great food and music, some people found time to sit in the sun and watch the baseball game or the horseshoe tournament. Winners of the golf tournament, horseshoe

tournament, baseball game and door prize were announced at the picnic and are listed below for information.

The rollerskating rink and miniature golf course again proved to be favorite haunts of the youngsters. The music, food, weather and activities combined for the best Bay Area picnic yet. Many compliments were received for all those responsible for planning the picnic. The committee included: Al Hill, Bill O'Brien, Angelia O'Brien, Phil Marquis, Ed West, Bob Brew, Andy Kinicki, John Craig, Steve Millar and Stu McVean, Sr.

Special thanks are due to the Union Pacific German Band under the direction of Bill Erickson and featuring: Ivan Summer, Joe Genovesi, Vern Luddington, Brian Casterline, Red Travis and Frank Siedlik. 📷

Winner of the 12-pound Armour brand turkey door prize:

Jim Rogers

Winner of the softball game between the Oakland "Dead heads" and the Stockton team (no name - just drink beer and play ball):

Stockton 11 - 10 over Oakland

Golf Tournament Sunol Valley Golf Club WOMEN

Low Gross

1st M. Green (92)
2nd N. Luebke (104)
3rd M. Mustard (108)
Longest Drive - S. Fisher
Closest to Pin - M. Green

Low Net

1st M. Hill (71)
2nd S. Fisher (75)
3rd M. Green (77)

MEN

Low Gross

1st L. Gomez (75)
2nd B. Thompson (77)
3rd (tie W. Miller & R. Meldahl (81)
Longest Drive - W. Miller
Closest to Pin - H. Frost

Low Net

1st C. Smith (58)
2nd B. Strachan (66)
3rd R. Stillwill (67)

Horseshoe Tournament Pleasanton Fairgrounds Women's Doubles

Champs Mrs. R. W. Mustard
Mrs. C. G. Yund
1st Place Kitty Sullivan
Carole Koester
2nd Place Lu Wheeler
Nettie Giulio
3rd Place Mrs. T. R. Green
Mrs. Geo. Benedict

Men's Doubles

Champs Laurel Fisher
Walter Fisher
1st Place Andy Kinicki
Ray Holderman
2nd Place Bill Stevenson
Bill Connolly
3rd Place Mark Thompson
Ray Warner

Annual Employee

Safety Picnic And Golf Tournament

at Pleasanton Fairgrounds and Sunol Golf Club, October 17, 1981





The Kids Were There Also - - - - -





Derailment At Sunol Valley!!



Our intrepid photographer came upon this scene at the Bay Area Golf Tournament and Picnic. Since there are several courses in the area, we aren't certain that this "derailment" was caused by a Western Pacific golfer. However -----??? At any rate, Mileposts believes we may have an unreported accident and would like to solicit any information leading to the exposure of the culprit or culprits of this most dastardly deed. All entries must be submitted to the Editor of Mileposts in appropriate form on the Accident Report Form 518. The best entry will be published next issue. Anonymous entries WILL BE ACCEPTED. ☐

Railroad Retirement Adjusted Again

Starting in 1982, 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 subject to earnings limitations, higher limits are effective in 1982 which allow greater earnings without a reduction in benefits. On the other hand, new Medicare deductible and coinsurance amounts, also effective in 1982, will mean higher costs to beneficiaries.

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

1. What are the regular railroad retirement tax rates for employees in 1982?

Beginning January 1, 1982, the tier I retirement tax rate for railroad employees increases from 6.65% to 6.70%, and the maximum amount of compensation subject to this tax increases from \$2,475 a month to \$2,700 a month. Tier I is the social security level portion of a railroad retirement annuity, and the railroad employee tier I tax rate is the same as the social security rate. Both the tier I tax rate and the amount of earnings subject to the tax increase whenever there is a corresponding increase in these amounts under social security law.

The additional 2% tier II tax on employees that became effective October 1, 1981 will apply to monthly earnings up to \$2,025 in 1982.

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

Because the railroad retirement tier I tax rate and the maximum amount subject to taxes are both increased, all railroaders will pay higher taxes in 1982; but higher salaried workers will have greater increases.

A railroader earning \$1,000 per month will pay \$87.00 a month in railroad retirement taxes in 1982, 50¢ more a month than in the last quarter of 1981. Employees earning at least \$2,700 a month, the maximum taxable in 1982, will pay \$221.40 a month in railroad

retirement taxes, \$19.81 a month more than in the last quarter of 1981.

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

Railroad employers match the tier I taxes that employees pay. The 11.75% tier II tax on employers, which has applied since October 1, 1981 to earnings up to \$1,850 a month, will apply to earnings up to \$2,025 a month in 1982.

Thus, for employers, the maximum monthly regular retirement tax on an employee's earnings increases from \$381.97 to \$418.84.

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 1982, railroad employers will continue to pay an unemployment-sickness insurance tax of 8% on the first \$400 each employee earns monthly. The supplemental annuity tax rate for the first quarter of 1982 will be 17¢ per work-hour, a 2½¢ increase from the 14½¢ rate effective throughout 1981.

5. Do the earnings limitations to which some railroad retirement annuitants are subject increase for 1982?

Yes. Annuitants who work after retirement can earn more in 1982 without having their benefits under the Railroad Retirement Act reduced. The 1981 exempt earnings amount of \$5,500 is raised, allowing beneficiaries age 65 through age 71 to earn \$6,000 in 1982 before benefits are reduced. For those under age 65, the 1981 exempt earnings amount of \$4,080 is raised to \$4,440.

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 1982 is the first year benefits are payable, reductions in 1982 benefits

apply only to months in which earnings are more than \$500 for annuitants age 65 through age 71 and \$370 for those under age 65.

Earnings limitations do not apply to any annuitants age 72 or older. The special work restrictions which apply to disability annuitants have not changed.

6. Which railroad retirement beneficiaries are subject to these earnings limitations?

Railroad retirement earnings limitations apply to 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; therefore, the Railroad Retirement Board notifies those affected, on an individual basis, as to how earnings will affect their annuities.

Earnings consist of all wages received for services rendered, plus any net earnings from self-employment. Interest, dividends, rental income or income from stocks, bonds, or other investments are **not** considered earnings for this purpose.

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 in which they work for their last pre-retirement nonrailroad employer.

7. What are the new Medicare coinsurance charges?

In 1982, a Medicare patient will have to pay the first \$260 of his or her hospital bills, \$56 more than the 1981 charge of \$204.

In addition, a patient's daily bill for hospital care for the 61st through the 90th day will be increased from \$51 to \$65, and the daily costs for posthospital care in a skilled nursing facility for the 21st through the 100th day will go up from \$25.50 to \$32.50.

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 \$130 a day for each reserve day used, instead of the 1981 charge of \$102 per day.

Recent legislation has also changed the enrollment requirements for medical insurance under Medicare. As of October 1, 1981, an individual can enroll for medical insurance only when initially eligible or during the first 3 months of any year.

COMPARISON OF TAX ADJUSTMENTS		
1981:		
	Monthly Maximum Amounts	
	Employee	Employer
Tier I		
6.65% of \$2,475	\$164.59	\$164.59
Tier II		
2% of \$1,850	37.00	—
11.75% of \$1,850 ...	—	217.38
Supplemental Tax		
14¢ per manhour		
200 hrs. average		
per month	—	29.00
	\$201.59	\$410.97
Effective January 1, 1982:		
	Monthly Maximum Amounts	
	Employee	Employer
Tier I		
6.7% of \$2,700	\$180.90	\$180.90
Tier II		
2% of \$2,025	\$ 40.50	—
11.75% of \$2,025 ...	—	\$237.94
Supplemental Tax		
17¢ per manhour		
at 200 hrs avg.		
per month	—	\$ 34.00
	\$221.40	\$452.84

Railroad Retirement 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 rules regarding railroad retirement-survivor benefits

and income taxes, the conditions under which unemployment and sickness benefits are taxable, and other information.

1. 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 income 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 1982, the Board will send individual annuitants statements (Form G-1099) showing the total amount of supplemental annuity payments received in 1981.

In the opinion of the Board's General Counsel, supplemental annuities are not subject to State income taxes. However, a number of States do not agree with this opinion and require supplemental annuities to be reported for purposes of State income taxes.

2. In addition to my full-time railroad job, I also had a part-time job in 1981. 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 or more employers and total earnings exceeded certain amounts in 1981, excess retirement taxes may have been withheld from your wages. If excess taxes were withheld, 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 that 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, normally 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.

3. Are both tier I and tier II railroad retirement taxes considered when determining if excess retirement taxes were withheld?

If the employee worked for 2 railroad employers, both tier I and tier II taxes are considered, however, they must be considered separately. If the employee worked for a railroad employer and a nonrail social security covered employer, or was self employed, only the tier I taxes would be considered in determining if excess retirement taxes were withheld.

If an employee's W-2 form does not distinguish between his tier I and tier II taxes, or does not show them at all, and he needs this information for the above purposes, he should contact his rail employer.

4. Under what conditions are the unemployment and sickness benefits paid by the U.S. Railroad Retirement Board subject to Federal income taxes?

Unemployment benefits may be subject to Federal income taxes, depending on the total income and filing status of the beneficiary. Also, sickness benefits paid by the Board in lieu of unemployment benefits may also be subject to Federal income tax.

The tax law specifies 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 exceeds 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 and 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.

5. 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 Revenue Service.

6. 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 of from any Railroad Retirement Board district office.

7. Will the Board send me a statement showing how much I received in railroad unemployment and sickness benefits during 1981?

Early in 1982, the Board will send railroad employees a statement (Form C-1099-UC) showing the total amount of railroad **unemployment** benefits received during 1981, 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 would, therefore, be 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, these benefits were paid in lieu of unemployment benefits.

8. 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.

**BACK A
FIGHTER**



Give to



**Easter
Seals**



**GENERAL OFFICE - Transportation
G. Eichner**

Welcome to Warren Egan, new Manager Fuel Conservation & Operations Analysis and to Patrick Fernan, new Senior Analyst & Programmer.

Sorry to lose Lu Wheeler and Jacqueline Helekunihi to Oakland. Our loss is Oakland's gain.

Your "friendly customer service center" held a Western Pacific tee shirt day which then prompted them to add to their outfits and stage Engineers Day on Halloween.



"Your Friendly Customer Service Center" celebrating Halloween as Engineers in San Francisco General Office.

Back row - left to right: Jacqueline Helekunihi, Sandy Sterni, Anna McManus and Lu Wheeler. Front row - left to right: "Casey" and Virgil Shealey. (Photograph courtesy of David Teller, S.F. Freight Claims.)

Virgil Shealey, our world traveler, transferred from Customer Services to Communications and is planning another trip to Hawaii and later to the Carribean. Let us hear about it, Virg!

Speaking of travel, when making your business or pleasure plans also make a note that Tom Freitas' wife, Evelyn, is now in the Travel Agency business. Tom is in the Mechanical Department.

Wayne Pracht, also of Mechanical, and his wife, Hella, provided shelter for three families displaced by the recent flood in Vallejo. Hella did the cooking, driving and washed up all those muddy things - Now we know why Wayne was in extra early - there were 13 people, 4 dogs, 2 cats and a bird at home.

Before signing off, a word of appreciation for the Christmas Luncheon which was catered for the first time for Sixth Floor Marketing and Operating personnel. A special thanks for those engineering and making the arrangements.

**Management Services Department
J. L. Artusy**

Fall of 1981 has been a busy time for Management Services employees. Two of our employees are new parents. First, Larry Barnes, Senior Project Manager and wife Teara are the proud parents of Michael Andrew born November 8, 1981, weight 7 lbs. 2 oz.; and Elinore Halstead, wife of Project Manager George Halstead, gave birth to Emily Ann weighing in at 7 lbs. 2 oz. on December 18, 1981. Congratulations are also in order for Programmer Analyst Ely Dauz who was married December 5, 1981 to Annie Dionisio.

Control Operator, arrived in mid-December to stay permanently with her family in Oakland. Mrs Suer had a long eventful trip from Turkey, including a 24-hour delay in a London airport. Mr. and Mrs. Suer are also the proud grandparents of Leyla Elizabeth Schaps born on September 21, 1981 to their daughter, Nil.

Last but not least, Edna Brown, Assistant Manager Computer Operations, was awarded a diamond necklace by Vice President Chuck Hughes in commemoration of her 30 years service with Western Pacific. The mid-December award presentation included cake and coffee for the Management Services staff.

Best wishes for a happy and prosperous New Year to all fellow Western Pacific employees.

OAKLAND/SAN FRANCISCO YARDS **Rose Ganassin/Flo De Souza**

Oakland Yard welcomes back Lu Wheeler to our forces. Her smiling face and cheery voice will be around again since her job in San Francisco is "no longer" and she returned to her original habitat.

Carman Al Mariucci retired on November 20, 1981 after 30 years and 11 months of service. He and his wife Anne live in Vallejo and are the parents of two daughters and the grandparents of three. His fellow workers presented him with personal gifts at a party in his honor plus a safety award, jacket and cap.

We will miss Al's unmistakable melodious tones over the radio, "Carman to the Yardmaster." He and his wife plan to travel in their motor home "all over the country." We envy them!



Carman Al Mariucci (right) receives safety award from Car Foreman J. Baranesky.

SAN JOSE YARD

A gala dinner/dance was held at the "Rendezvous" in Fremont honoring the retirement on November 5th of Switchman E. J. "Smitty" Smith with 19 years service and also honoring the previous retirements of Charlie Otis, Engineer and George Shattuck, Yardmaster, Oakland Yard.

"Smitty" and his wife Elinor will retire to Santa Rosa, California and plan to do a lot of traveling with Canada first on the list. His co-workers in San Jose threw a party on his last day of work, complete with personal gifts, plus a certificate of appreciation, a safety



Smitty holds his "retirement cake".

jacket and a model VW engine engraved with his name, from the Company. We all wish "Smitty" and Elinor the best of luck and much happiness.

STOCKTON YARD **Elaine Obenshain**

Brakeman and Mrs. D. G. Stanley welcomed their first child when Erica Nicole was born on November 17, 1981. The little miss weighed 7 lbs. 14 oz.

Switchman and Mrs. K. L. Wilkinson presented a baby sister to his sons Ken Jr. and Dameon when Kendra Joan was born November 28, 1981 weighing in at 7 lbs. 5 oz.

Clerk and Mrs. R. L. Myers, Jr. welcomed Marilyn Anastacia on December 14, 1981 weighing 6 lbs. 14 oz, 19½" tall. (Note: No relation to R. L. Meyer, District Superintendent at Oroville).

Our deepest sympathy to the family of retired Engineer Ambrose McGraw who passed away January 11, 1982 in Stockton. Mr. McGraw, who retired in 1969, is survived by his wife Katherine of Stockton. Also to the family of retired Clerk Aliene Myers Lee, who passed away December 14; her husband Wilbur Lee passed away December 16, 1981.

Retired Engineer Jack A. Grubbs passed away December 22, 1981. Our sympathy to his family. Father of Diesel Foreman Richard Grubbs.

Congratulations to Carman J. T. Hernandez who retired December 15, 1981 with 26 years of service. We wish you a long and happy retirement.

We also wish to congratulate W. C. Collins who was recently promoted from Carman at Sacramento to Car Foreman at Stockton.

Carmen D. W. Colen, G. E. Hurley and R. N. Ramos are to be commended for not missing any days work during 1981. Keep up the good record!

The Valley District was well represented at the "Western Pacific, Sacramento Northern/Tidewater Southern's Annual Golf and Horseshoe Tournaments and Picnic"

held October 17, 1981 at the Pleasanton-Alameda County Fairgrounds. The Valley District softball team, consisting of Trainmaster D. L. Buccolo, Programmer Larry Barnes, Clerks P. E. Ricketts and Sandi Sterni, Switchman Mike Herriage and wife, Phil Ricketts, FGE, Elizabeth Sterni, Leigh Vinson, Division Superintendent's Office captured the Bay Area Softball Trophy with a score of 11 to 10. The Valley District team has challenged the Bay and Sierra District softball teams to meet at the Oroville picnic in 1982.

STOCKTON SHOPS **Tom Spetter & Patty Wehe**

Lorrie Sue Lightle, daughter of Electrical Foreman, Richard Lightle, was crowned Manteca's 1982 Junior Miss on November 13, 1981. Lorrie will represent the City of Manteca at the State competition to be held in Santa Rosa during the last week of January. She will be competing against 66 other young ladies from throughout the State. Since winning the local contest, Lorrie has been very busy participating in parades, pageants and preparing for Santa Rosa. She states that she was very surprised and excited to win the local competition. Lorrie will represent the City of Manteca during the year and says she will never forget the fun and excitement from this experience. All in Manteca and Stockton wish to congratulate her and wish her success in Santa Rosa.

Machinist, Jess LaRosa, spent the holidays in his native Hawaii. He, his wife and three children were there for almost a month. While there, they visited friends and relatives; attended the wedding of Jess' brother, and did the usual sightseeing. Another highlight of their trip was a Christmas luau with relatives.

The Amusement Club had its annual Christmas party on December 5th at the Stockton Inn. The party consisted of a steak dinner, an abundance of cocktails and dancing to a country rock band. Approximately 150 people

all.

The Diesel Shop also has some new arrivals to announce. Laborer Dennis Price and wife, Jackie, are the proud parents of Michael Eugene. Michael was born November 21st and weighed in at 7 pounds, 2 ounces. Also born in November was Keri Michell McCabe. Keri, the new daughter of Laborer Mike and wife JoAnn McCabe, arrived on the 22nd and weighed 6 pounds, 9 ounces. Another Laborer was also the recipient of a new arrival. James and Maxie Raquel are the proud parents of Jason James. Jason arrived Just in time. He was born on December 31st and weighed 7 pounds, 13 ounces. James and his wife can now claim another deduction on their 1981 income taxes. Congratulations from all at the Diesel Shop to the above families.

SACRAMENTO - Transportation Gerry Cocreham

Congratulations to Transportation Supervisor P. E. Scott who was chosen "Boss of the Year" at the recent Sacramento Candlelight Chapter meeting of American Businesswomens Association held at the Zombi Hut in Sacramento, being nominated by members Daryl Rickman and Frances Andersen. Heard on the streets, Mr. Scott danced a mean Disco-Hula in celebration of his award. For you skeptics, a marble paperweight with inscription can be viewed in Mr. Scott's office as evidence of said award.

Our friendly Assistant Chief Dispatcher James P. Wirick threw in the towel after 19 years with the Western Pacific Railroad. A retirement party in his honor was held at the Palomino Room on October 24th. Further on Jim's jogging and mountain climbing in subsequent issues.

Happy retirement to Conductor D. A. Yniguez, retiring on November 20th after 35 years with the Western Pacific. Co-workers presented Danny with a gift during a ceremony at South Sacramento. Noteworthy - Danny worked for all those years with a clear

26



D. A. Yniguez with retirement cake.

Hats off to: Dispatcher Steve Oels - got a deer, 4 pointer, bow hunting around Portola. (Asked for specific location but Steve would not elaborate)....James "Tiger" Baird, Jr., 9 years old, (son of Power Coordinator Jim Baird) just received his Cub Scout Bear Badge and Gold Arrow....Jim Smith, Clerk at South Sacramento got a new baby boy born on November 18th weighing in at 9 pounds even....Retired Superintendent of Maintenance Operations Patrick Sullivan just celebrated his 71st birthday on November 20th.

Welcome to Norma Lill, newly arrived in clerical ranks at South Sacramento.

SACRAMENTO SHOPS Jean Smith

On December 3, 1981 Safety Service Awards were presented to four Sacramento Shop employees. Recipients were Ed Hood, Machinist 25 years (watch band); Bobby Lawton, Machinist, 35 years (locket); Joe Domek, Machinist, 10 years (tie tack) and Timmy Marty, Laborer, 15 years (tie tack).

The following employees received their Journeyman Certificates in

December: Steve Williams, Electrician; David and Floyd Moore, Carmen. Congratulations.

The largest project at Sacramento Shops during the month of December was the refurbishing of the Oroville derrick.

On December 23, 1981 the Sacramento Car Department had a Christmas Pot Luck Luncheon which was great - all the wives did the cooking.

Eight Sacramento Shop employees received attractive Western Pacific belt buckles for completing the year 1981 without a personal injury.

Western Pacific's Car Department is to be congratulated for ending the year with one of the lowest bad order freight car ratios in the country. Our employees came through with a 3.8% ratio which is considered outstanding.

OROVILLE A. I. Reichenbach

We hope you all had a wonderful and happy holiday season and that you are enjoying a good New Year.



Our Christmas Office Party with, left to right: Jack Burns, Clerk; Bob Sherwood, Yardmaster; John Folkner, Clerk; Morrie French, Clerk and Toni Edwards, Clerk

We regret the passing of Jeannie McLain, mother of retired Clerk Marvin McLain and grandmother of Clerk D. A. McLain. She was 83 years young. Our condolences to the families were expressed.

Also retired Clerk George F. Campbell passed away New Year's Day. Our regrets to wife Frieda and the

family.

On the brighter side, vacations abounded during the waning weeks of the year. Chief Clerk Ed Gerald spent his 5 weeks hither and yon....Clerk/Opr. Jim Redd was on his vacation the last week of 1981....Crew Clerk Charlie Lear was off on Christmas week....Agent and Martha Reichenbach took their three granddaughters to Disneyland just prior to Christmas.... Jack Burns, Clerk, went to San Francisco to watch the 49'ers clean up on the Giants....Crew Clerk John Riley was gone during Christmas week.

Midge Arruda and Billie Woods, retired Telegraphers, are about and well. I talked to Midge the other day and she sends her best to everyone.

Trainmaster Dave Henke is very busy plotting his new home to be built in the foothills.

Recent personnel changes have lowered our local roster with Clerks Jeff Warren, Pete Detlefsen and Joy Y'Barra going to Sacramento....Clerks Cynthia Shankel and Linda Morgan and Ray Byrd to the furlough list and Clerk Morrie French to Reno.

Everyone have a goooooo New Year!

PORTOLA and RENO Karen Thomas

Fierce storms have been in the news throughout the State this winter bringing large amounts of rain, snow, floods and near hurricane-force winds. It was during the height of one of these storms on Friday, November 13, that brakeman E. J. Wood lost his life when the pickup-camper in which he was riding was blown into the Feather River. Although his wife, two daughters and a friend driving the vehicle reached safety, Ed was never found.

Ed first hired out on the Western Pacific as a Clerk in 1964, a few months after graduating from Portola High School. But Uncle Sam soon called and Ed went into the Army where he served working with the Canine (dog) Patrol in Vietnam. He did not return to the railroad immediately after his

discharge but later rehired as a Switchman at Portola. After the Portola switching yard closed, he worked in Stockton and Oroville. When he was later bumped at Oroville, he returned to Portola to work on the Brakemen's Board.

"E. J.", as many of his friends called him, was the third generation of Woods to work for the Western Pacific. Grandfather William T. Wood worked as a Section Foreman at several locations throughout the system and his father, Martin C. Wood worked as a Laborer, Section Foreman and Extra Gang Foreman for a total of 43 years. Ed also had two older brothers, Ernest and Martin, Jr., and an uncle, John Wood, who have worked for the railroad in the past.

He had many interests - a firewood business, fishing, hunting, and he was an active church member. His friends were many, as was evidenced by the joining of hundreds who rushed to aid his family. Systemwide in excess of \$3,000.00 was collected to help financially. Wife, Geneva, would like to extend her sincere thanks in behalf of herself, daughters, and all the Wood family, to all those who helped monetarily or in the search.

Congratulations to the former Sandra D. Cothran and Allen B. Pruitt who were wed on December 12th. The couple, both Brakemen for Western Pacific, have made their home in Delleker, near Portola.



Photo by R. Larson

Pictured is retired Engineer Graham W. Snyder (on right) who retired last September, receiving his service

award plaque from Road Foreman of Engines Don Black (on left) with Portola Depot in the background. We have several other long-time employees who just retired: Engineer W. H. Conant, Engineer G. I. Patterson, Engineer C. F. McDonald, Conductor W. H. Thrailkill, Conductor J. S. Ede and Brakeman M. L. McNally. More about them in the next issue.

Crews have commenced work on the new TOFC Ramp Terminal Track at North Reno. Early in 1982 this new facility will include two 20-car each TOFC Tracks with new office terminal.

Another change at Reno is in the clerical forces. Maurice French, previously from Oroville, displaced Clerk John Ellis, who transferred to the Portola Extra Board.

ELKO Theda Mueller

The most talked about news on the Eastern Division, especially at Elko, is the weather. As of this writing Elko's low was 18 below zero --- and that's cold. In the surrounding areas reports came in as low as 28 and 30 degrees below zero. We didn't think too much about it but these California natives were sure shivering and stepping around pretty fast. Several Trainmen were muttering something about "going back to Stockton and all points west."

Bud Baldwin and Ken Curtis spent considerable time in the yard office and telegraph office in December instructing the Clerks in setting up the new Terminal Information System - better known as TIS. They were taking turns working around the clock covering all shifts.

Telegrapher Buzz Baumgardner and wife will be spending the next two week on vacation in Searcy, Arkansas visiting grandparents. This is Buzz' first time flying and is already getting jitters. He may not like the transportation part of it but I'll bet he'll enjoy the temperature change.

Guy Aguirre, Road Foreman of Engines, is recuperating from back surgery in the LDS hospital in Salt Lake

City. He says he will be back on the job in a couple of weeks. We'll be glad when he's back on the job again. We enjoy having him around the office.

Conductor Joe Parker has a new grandson named William Knowlton. Joe's son Randon called to tell him he was born December 1st in Ogden, Utah. He joins three other children in the family. However, that happy news was saddened by the death of Joe's mother who passed away December 29th, one day after celebrating her 93rd birthday. She lived in Salt Lake City. We offer our condolences to Joe and his family.

SALT LAKE CITY Ed Hart

Engineer and Mrs. Ed Hart are proud to announce the arrival of a new granddaughter, Amie Elizabeth Randa, at the Portola Hospital on November 12, 1981. She is the greatgranddaughter of Retired Carman and Mrs. Glenn Pinney, formerly of Portola and now of Salt Lake City. It might be mentioned in passing that her parents are Engineer and Mrs. Peter Randa of Portola. She joins her brother Michael and sisters Melissa and Samantha in rounding out the family circle.

The Hart family also acquired another member when their daughter Linda married Kelly Dickerman on November 20 and last but not least the absolute newest addition to the family was Derek Alan Tonge, son of daughter Kriss and her husband Alan, born December 23, 1981. Michael was glad to finally welcome another boy to the family after 11 years of girls.

Gary Cannon is recovering nicely from his heart surgery and is doing very well indeed.

News of interest to the young brakemen is that three conductors retired in Salt Lake. Bruno Perri after 45 years and 10 months of service, Lamar Porter after 40 years and Frank Rankin with 39 and 1/2 years.

Bruno first hired out with the D & RG on January 19, 1936 as an engine watchman for steam engines. He stayed with that until July 1941 when

he got a chance to go braking on the D & RG. That didn't last long so he hired out on the Western Pacific on September 17, 1941 as a brakeman. He was promoted on November 4, 1944 and stayed in service until March of 1981 when a bout of osteoarthritis forced him to remain at home. His retirement on October 27, 1981 marks the end of a long and sometimes very interesting railroad career. During his tenure on the railroad he worked every terminal in the eastern division and, of course, like all the conductors of his seniority had the chance to work the California Zephyr train during its hey day. Bruno and his wife, Kathryn, plan to do some traveling, visiting with their married daughter and son and mostly enjoying their one year old granddaughter, who strangely enough is the light of their life.

Lamar and Shirley Porter have the right idea about retirement. They are going to go south during the winters. I'm sure when he hired out on August 1, 1941 he didn't know how cold a caboos could get. The majority of his railroading life was spent in Salt Lake and Elko with a short time out in Oroville during the 1950's, also working on the Zephyr. He was promoted to Conductor on November 4, 1944 and his official retirement date is October 2, 1981. Lamar and his wife, Shirley, who is a retired telegrapher and agent on the Western Pacific, having retired on disability January 8, 1974, have a son and daughter and 8 grandchildren.

Frank Rankin retired on December 1, 1981, after hiring out as a brakeman on April 22, 1942. His railroad career has covered 15 years in Winnemucca, a move to Salt Lake with 7 years spent as the Trainmaster and finally Terminal Superintendent in Salt Lake City. He returned to the ranks as a Conductor in April 1977 until his recent retirement. Frank and his wife, Fay, have three children. Their son Ken is a brakeman on the Western Pacific and one daughter is married to Brakeman Greg Sorensen. They have ten grandchildren. Frank and Fay will now have a

chance to really enjoy their home in Centerville but are planning a trip to Mexico in the very near future. Traveling once in a while and fishing with Ken seems like a good way to

enjoy retirement.

We wish them all well and know they are going to enjoy their leisure time with no thoughts of how many times out they are.



Service Awards October-December 1981



Left to Right - Sr. Vice President - Industrial Development A. P. Victors admires the 25-year service award recently presented to A. J. Bugni and the 30-year award presented to O. L. Hocker, Jr.

45 YEAR

B. T. Price
Brakeman-Condr. Salt Lake City

40 YEAR

W. H. Conant
Engineer Portola
D. I. Watts
Brakeman Sacramento
C. A. Moll
Supervisor Buying San Francisco
A. J. Beaty
Brakeman-Condr. Milpitas
A. L. Carpenter
Brakeman-Condr. Oroville
N. G. O'Neill
Engineer Portola

H. A. O'Rullivan
Manager-Budgets & Admin. .. San Francisco
J. P. Rice
Engineer Stockton
W. H. Otts
Engineer Oroville

35 YEAR

W. Gault
Shop Superintendent Stockton
J. E. Taylor
Dispatcher Sacramento
D. A. Yniguez
Brakeman Sacramento
F. J. Hyatt
Scale Insp. Sacramento
J. W. Mills, Jr.
Asst. Director-Rev. Acctg. San Francisco

M. L. Brown
Clerk San Francisco

30 YEAR

B. G. Whitenon
Electrician Stockton
M. F. Wilcox
Secretary San Francisco
A. Sanders
Painter Oroville
R. E. Sherwood
Yardmaster Oroville
J. R. Goff
Brakeman-Condr. Stockton
H. L. Lemons, Jr.
Yardmaster San Francisco
E. L. Brown
Asst. Mgr.-Computer Opers .. San Francisco
B. R. Lamka
Brakeman-Condr. Stockton

25 YEAR

B. D. Mc Elhaney
Machinist Oroville
W. F. Schober
Chief Train Dispatcher Sacramento
D. J. Landgraf
Asst. Mgr.-Marketing Svcs. Chicago
R. R. Larson
Engineer Portola
W. G. Kelley
Brakeman Portola
O. J. Farmer
Clerk Stockton
N. N. Claw
Track Foreman Wendover

20 YEAR

D. H. Larsen
Signal Operations Engineer ... Sacramento
R. Washburn
Secretary San Francisco
D. L. Morgan
Clerk Sacramento
E. F. Wilson
Machine Operator Fremont
J. R. Rivera
Track Laborer Keddie
M. B. Church
Brakeman-Condr. Elko
M. L. Ward
Clerk Sacramento

15 YEAR

K. A. Schake
Machinist Keddie
G. Eichner
Clerk San Francisco

R. S. Capun
Clerk San Francisco
H. P. Maciel
Track Foreman Portola
H. E. Meeker
Asst. Director-Economics &
Cost Analysis San Francisco
D. P. Withrow
TCS Maintainer Yuba City
R. J. Holderman
Track Foreman Modesto
G. A. Barnes
Roadmaster Portola
A. G. Gonzalez
Track Laborer Sacramento
T. P. Marty
Mechanical Laborer Sacramento
B. Y. Lee
Clerk San Francisco
R. E. Dorsey
Secretary San Francisco
M. G. Lusk
District Administrator Stockton
D. R. Drennan
Brakeman-Condr. Sacramento
D. A. McLain
Clerk Oroville

10 YEAR

J. D. Housen
Brakeman-Condr. Portola
H. Grigsby
Brakeman-Condr. Stockton
J. W. Greer
Brakeman-Condr. Oroville
G. C. Gerlach
Carman Stockton
T. K. Hervey
Brakeman-Condr. Portola
W. L. Ghidossi, Jr.
Engineer Stockton
K. V. Sullivan
Secretary San Francisco
R. S. Nowland
Clerk Portola
W. Warren
Signalman Stockton
R. B. Rodriguez
Mechanical Laborer Stockton
L. T. Gordon
Brakeman-Condr. San Jose
R. D. Carson
Electrician Stockton
D. N. Glover
Track Laborer Keddie
S. E. Roth
Asst. Track Foreman Oroville
W. H. Stiles
Brakeman-Condr. Sacramento

N. T. Reyes
Track Foreman Oroville

G. W. Conant
Engineer Portola

T. J. Dolan
Brakeman-Condr Stockton

J. W. Long
General Supv.-Demurrage San Francisco

D. L. Stevenson
Carman Portola

J. M. Smith
Clerk Sacramento

G. Velazquez
Track Laborer Winnemucca

F. G. Mayorga
Track Laborer Sacramento

S. R. Riddle
Welder Sacramento

J. J. Wong
Wire Chief San Francisco

M. D. Hutchison
Clerk Stockton

P. L. McDaniels
Brakeman-Condr Stockton

R. E. Brown
Engineer Stockton

OOPS! We forgot some awards for the third quarter of 1981.

15 YEAR

K. A. Burke
Secretary to General Sales Mgr Chicago

K. R. Johnson
Signalman Hayward

R. E. Carson
Brakeman-Condr Oroville

R. D. Oxford
Electrician Stockton

E. P. Killip
Track Foreman Elko

K. R. Reiswig
Brakeman Stockton

J. G. Daniels
Brakeman-Condr Stockton

G. S. Elmore
Brakeman-Condr. Elko

C. W. Brink
Engineer Portola

S. T. Wegner
Carman Oakland

J. L. Eichner
Clerk San Francisco

A. N. Giulio
Clerk Oakland

Appointments

T. R. Brown
Director-Operations Planning . San Francisco

M. C. McManus
Manager-Service Quality Control San Francisco

R. C. Plumlee
Supervisor-M of W Equip & Welding Sacramento

W. Valentine
Manager-Coal Marketing San Francisco

H. G. Jester, Jr.
Manager-Marketing Services Dallas, TX

W. B. Egan
Manager-Fuel Conservation &
Operations Analysis San Francisco

R. H. Tims
Asst. to Director-Car Accounting San Francisco

L. R. Routzon
Asst. to Director-Car Accounting San Francisco

R. L. Irving
Supervisor-Data Quality Control San Francisco

E. A. Daus, Jr.
Senior Programmer Analyst . San Francisco

M. D. Nowell
Applications Programmer San Francisco

R. L. Mickley
Senior Programmer Analyst . San Francisco

M. K. Petersen
Data Quality Control Analyst . San Francisco

They Have Retired

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

Arthur W. Bowers
Carman, Burmester Dec. 28, 1981 40 yrs

Ardin L. Carpenter
Brakeman, Oroville Dec. 29, 1981 40 yrs

William H. Conant
Engineer, Portola Dec. 22, 1981 40 yrs

Edward M. Flahive
Asst. Chief Clerk,
San Francisco Oct. 31, 1981 40 yrs.

Jose E. Gonzales
Track Laborer, Winnemucca Nov. 13, 1981 26 yrs.

Manuel Gonzalez
Track Laborer, Sacramento Dec. 4, 1981 18 yrs.

Joe T. Hernandez
Carman, Stockton Dec. 15, 1981 34 yrs.

John H. Kaler
Engineer, Milpitas Dec. 28, 1981 40 yrs.

Chester F. McDonald
Engineer, Portola Dec. 28, 1981 40 yrs.

Milton L. McNally
Brakeman, Portola Oct. 21, 1981 41 yrs.

Aldo Mariucci
Carman, Oakland Nov. 20, 1981 14 yrs.

Gilbert I. Patterson
Engineer, Portola Dec. 28, 1981 40 yrs.

Bruno Perri
Conductor, Salt Lake City Oct. 27, 1981 40 yrs.

Frank M. Rankin
Brakeman, Salt Lake City Dec. 1, 1981 40 yrs.

Leah Rosa
Acct. Clerk, San Francisco Nov. 13, 1981 11 yrs.

Elchard J. Smith
Brakeman, Oakland Nov. 5, 1981 19 yrs.

William H. Thrailkill
Brakeman, Portola Dec. 30, 1981 46 yrs.

Daniel A. Yniguez
Brakeman, Sacramento Nov. 22, 1981 35 yrs.

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.

- Paul R. Brewer**
Brakeman - Stockton Sept. 27, 1981
- Vergil A. Bright**
Retired Carman - Oakland Nov. 28, 1981
- George F. Campbell**
Retired Clerk - Oroville Jan. 1, 1982
- Carolyn Crowley**
Retired Chief Clerk
San Francisco Jan. 5, 1982
- Ralph O. Daniels**
Engineer - Winnemucca . . . Nov. 3, 1981
- William H. Francis**
Retired Boilermaker -
Oakland Sept. 28, 1981
- Jack A. Grubbs**
Retired Engineer - Stockton Dec. 22, 1981
- Charles R. Jarman**
Retired Yardmaster - Oakland Dec. 1, 1981
- Aliene C. Lee**
Retired Clerk - Stockton Dec. 14, 1981
- Arthur J. Pimm**
Retired Sheetmetal Worker -
Stockton Sept. 29, 1981
- Charles A. Self**
Retired Yardmaster - Oakland Oct. 27, 1981
- Charles Smith**
Retired Brakeman - Oroville Oct. 8, 1981
- Edward J. Wood**
Brakeman - Portola Nov. 13, 1981

"Once I Built A Railroad"

Did you know that:

BLAIRSDEN, CA (MP 310.4) was named for the country home of James A. Blair of Blair & Co., prominent in the early financing of the Western Pacific. Blairsden is located in the Mohawk Valley. Mohawk is an Indian word imported from the east and signifies "eater of live meat."

or that:

PHIL, NEV. (MP 430.6) was named by Virgil Gay Bogue for Philip L. Wyche, son of Thomas J. Wyche, Construction Engineer on the Eastern Division and later Chief Engineer. Philip L. Wyche was once Assistant to the Vice President.

or that:

ELLERBECK, UT. (MP 892.9) was named for Dr. W. L. Ellerbeck of Salt Lake City, who discovered lime deposits at Flux and Dolomite.

WP - UP - MP Merger Update

The oral hearings before the Interstate Commerce Commission closed in early January, 1982. Opening briefs are due March 8, 1982 and reply briefs must be in the Commission's hands by April 23rd. The filing on April 23rd will close the record and the Commission decision is due within 6 months from that date.



Letters Received

Dear Editor:

My retirement luncheon at the Holiday Inn, San Francisco, on September 30, 1981 was really beautiful.

I wish to take this opportunity to thank all who attended, and to all who were unable to attend but contributed to my retirement gift - thanks again.

I shall never forget the many friends which I have accumulated since working 25 years in the Transportation Department and the friends for the last 11 years in the Accounting Department.

As my husband and I are still active in ballroom dancing and I am still an avid badminton player, our plans for building the sundeck were postponed to this year.

As for the future, I wish all of you good luck, good health and happiness.

Sincerely,

Catherine Wong
Retired Head Cashier
Revenue Accounting, SF

I very much look forward to keeping in touch with some of my old compatriots through "Mileposts" with its various sections dealing with Appointments, Retirements, Service Awards, Caboosing and In Memorium. I also enjoy articles on the progress of the merger with the Union Pacific system.

Cordially,

Russ Cleland
Walnut Creek, CA

VOL. 34 No. 1 WINTER 1981-1982



Member-Association
of Railroad Editors

WESTERN PACIFIC MILEPOSTS

A quarterly publication for the employees of
The Western Pacific Railroad Company
526 Mission Street
San Francisco, CA 94105

T. R. Green, Director-Personnel
A. P. Schuetz, Manager-Personnel
and Editor, Mileposts



MILEPOST 251: Looking west toward the East portal of Tunnel 15. The intermediate signal (rear center) is located on an 8°45" curve. Note the slide fence at the right. The Buck's Creek power station is located off to the left.

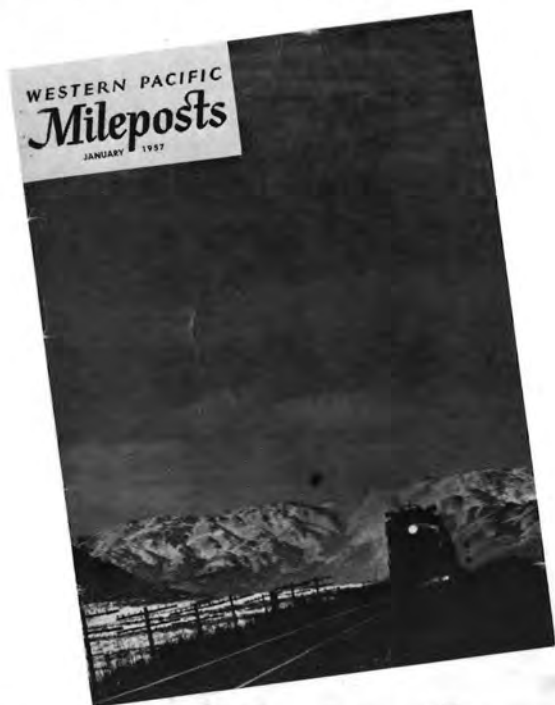
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On the Cover 25 Years Ago



A westbound freight heads out of snow covered hills a few miles east of Portola.