

WESTERN PACIFIC
Mileposts
JUNE 1955



WESTERN PACIFIC Mileposts

Vol. VI, No. 11

JUNE, 1955

*Milepost No. 71

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor
Maurice Notter, Sports Editor

Member

*American Railway Magazine Editors' Association
International Council of Industrial Editors
Northern California Industrial Editors' Association*

* Milepost No. 71: A long westbound freight rolls by just after passing Carbona, one mile eastward.

COVER

A close inspection is made of a rail for a defect recorded by instruments aboard the "detector car." Few defects were found in Western Pacific's tracks.



CONTENTS

| | PAGE |
|-------------------------------------------------------|------|
| Electronic Sleuth Rides Rails..... | 3 |
| Good News for Railroads..... | 6 |
| Promotions and Transfers..... | 8 |
| New Equipment Coming..... | 9 |
| Safety Patrol Units Rewarded..... | 10 |
| Employees Study Finance..... | 12 |
| Quick Action Avoids Hazard..... | 13 |
| My European Railway Tour (fourth installment)..... | 14 |
| Mileposts in Gold..... | 17 |
| Paul Jenner sez: "Don't Be HALF Safe!"..... | 18 |
| Caboosing..... | 20 |
| Sports..... | 30 |
| Railroad Lines..... | 36 |



MILEPOSTS



The "detector car" takes a side track outside Tunnel 1 to give an eastbound freight the main line.

ELECTRONIC SLEUTH RIDES RAILS

THAT bright yellow self-propelled car you may have seen rolling along Western Pacific rails during May carried no revenue passengers or freight, but was magically performing a difficult, expensive and essential job of track maintenance.

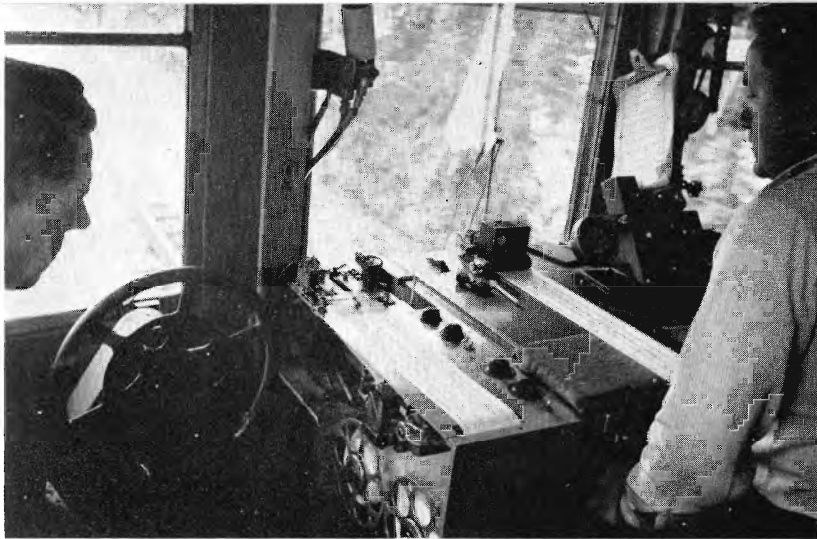
One of 17 such cars owned and operated by Sperry Rail Service of Danbury, Connecticut, this "detector car" continuously rides the tracks of many of the nation's railroads looking for defects in steel rails. The car supersedes old-fashioned methods of rail inspection, not only because it can test up to 50 miles of track a day, but also because it can spot fissures, cracks, or other faults internally located in the rails and invisible to the human eye.

Delicate inked pens located in the operator's compartment record voltage dips on a continuously moving paper tape, thereby assuring a perpetual and reliable record of the types of defects found. Any defect or flaw in

the rail causes a voltage drop which is immediately sensed and the rail is automatically marked at that spot with a daub of paint. The car is brought to a halt and with the aid of testing equipment utilizing electric currents which are introduced into the rail and then picked up by recording devices, the crew can ascertain the nature and extent of the defect.

Experience shows that this electronic sleuth is nearly 100 per cent efficient. Perfect performance is necessary, since transverse defects, regardless of size, can rapidly and unpredictably grow to dangerous proportions under concentrated pounding of today's longer, heavier and faster trains.

A summary of the reports on defective rail following completion of the test indicates that Western Pacific's tracks are in very fine condition. The service failures reported over the last year have been normal with reports



Sensitive instruments automatically record on paper tapes any defects in the rails as the Sperry car passes by at testing speeds up to 12 miles per hour. When defects are detected the car is brought to a halt and a careful on-the-ground inspection is made with other instruments by Chief Operator H. L. Ames. Principal Assistant Engineer A. D. Quackenbush, left, and other Western Pacific engineers also rode car.

of transverse defects being extremely low. After testing 709 miles of track, total failures amounted to only 33 transverse defects and 12 defects of other types not considered so serious. The transverse defects averaged only 4.65 per 100 miles of track.

Western Pacific's rail renewal program averages between \$1½ and two million each year. It is hoped this figure can be reduced with continued use of control-cooled rail which was first laid on the WP in 1938.

The \$200,000 rolling laboratory is manned by a handpicked crew of four especially trained operators who have technical experience, long apprenticeship and proven ability to get along with others. Their knowledge and experience may span a quarter-century of work and includes a dozen sciences. They both live and work aboard the

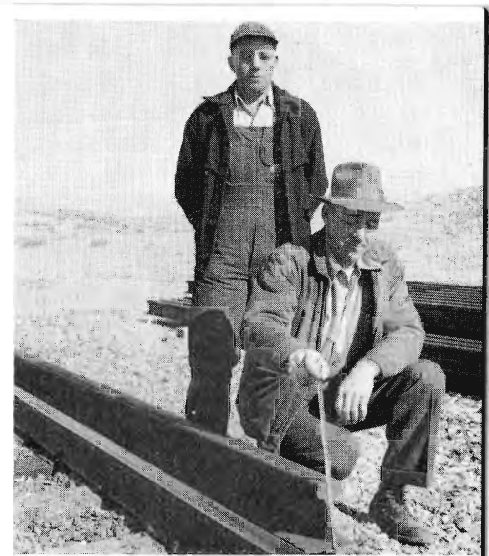
cars, which they can operate day and night, as required.

Sperry detector cars began operating in 1928 with the development of the first car by Dr. Elmer A. Sperry, noted American scientist, who invented also the gyro-compass, super-charger, gunfire control system and numerous other devices. The 17 Sperry detector cars annually survey about 160,000 miles of track, and since 1928 the cars and crews have located more than 1½ million potentially dangerous rails in the United States, Canada, Mexico, France, Alaska and elsewhere.

Prior to the use of the Sperry detector cars, railroads could guard against defective rails only by mass and speculative rail replacement programs. The method was inefficient and expensive since some faulty rails were missed,

and many perfectly good rails were wasted.

Track maintenance is one of many public safety precautions so meticulously and unobtrusively performed by railroads like the Western Pacific that passengers never think about it. The railroads' concern with safety has made rail travel the world's safest form of transportation. The record shows that a passenger could cross the American continent 250,000 times without an accident of any kind. In fact, if doomed to accidental death on the rails he could travel a thousand miles each day, yet reach the ripe old age of 4,000 before meeting his fate.



Crew members and WP engineers make further test of rail recorded defective by instruments aboard the car. Trainmaster R. A. Henderson leans over to read heat number stamped on rail by manufacturer to Roadmaster John Connelly, taking notes (far right).

Roadmaster John Martin, Portola, checks new 136 lb. rail adopted by WP for unstable sub-grade, being installed near Sano, Nev., by Section Foreman McMahon, standing, and his gang. The new rail is also being installed at other locations on the line.



GOOD NEWS FOR RAILROADS

WHAT appears to be a most important milestone in the development of a fair public transportation policy in this country, is the long-delayed transportation report prepared by a Cabinet committee headed by Secretary of Commerce Sinclair Weeks, and recently made public by the White House.

If the panel's recommendations, enthusiastically endorsed by President Eisenhower, are accepted by Congress, the Interstate Commerce Commission would have less authority to fix rates for railroads, trucks, busses and barge lines. One of the chief effects would be to enable the rail industry to compete on more even terms with other kinds of transportation.

In its report, released by the White House on April 18, the Advisory Committee found:

That the public interest requires the maintenance of a sound and vigorous common carrier transportation system, adequate for an expanding economy in peace and for the national security in war.

That, in many respects, present government policy prevents—or severely limits—the most economical use of the nation's transportation plant and imposes large and needless costs upon common carriers, and so upon travelers, shippers and the consuming public.

That common carriers should be permitted greater freedom to utilize their economic capabilities in the competitive pricing of their services so long as their prices do not exceed reasonable maximum

rates or are not less than reasonable minimum rates fixed by the Interstate Commerce Commission.

That the cornerstone of a modernized regulatory program under a system of dynamic competition is increased reliance on competitive forces in rate making, to enable each form of transport to reflect its abilities by aggressive experimentation in rates and service in order to demonstrate to the full its possibilities for service to the shipping and traveling public.

The report of the Presidential Advisory Committee contains other sound recommendations intended to establish and maintain the "progressive and financially strong system of common carrier transportation" which the committee feels is of "paramount importance to the public interest."

That's why the railroads regard the report as a distinct step toward greater equality in transportation, with improved service and economy to the public and increased security for railroad jobs.

EISENHOWER ENTHUSIASTIC

President Eisenhower, in a recent press conference, had this to say:

"The transportation report is a brilliant piece of work in its analysis of our difficulties and in the purposes it announces that it wants to achieve.

"It was seven, I believe, seven Cabinet officers before whom appeared the transportation experts of the United States.

"The purpose, of course, is to make competitive influences more governing in our whole transportation system,

and looks forward to that kind of a result.

"The person to remember, of course, is the general consuming public. They are the people who use the transportation, both the personnel transportation and the freight.

"There are details of that report that will be most argumentative, and will give rise to, I think, a very lot of discussion, probably heated discussion. And it should be so. But I think the basic principles are commendable. Certainly I approve of them perfectly, and the purposes they announce."

Identical bills have been submitted in the Senate by Senators Smathers, Magnuson and Bricker, and in the House by Representatives Priest and Wolverton, which would carry out the recommendations of the Report.

BROTHERHOODS' COOPERATION ASKED

The importance of these bills to railroad employees was stressed by William T. Faricy, president of the Association of American Railroads, who said in an address before the 1955 Grand Lodge Convention of the Brotherhood of Railway Clerks at Boston on May 11:

"No one is in better position than you gentlemen of the Brotherhood of Railway Clerks to know what has been the effect upon railroads and railroad men of competition stimulated by government expenditures and carried on under inequitable conditions. The railroad industry, and railroad men, have no fear of competition upon an equal basis. Indeed, they seek greater freedom to compete on such a basis, with the thought that under such conditions the inherent advantages of the rail method of moving persons and things in trains of cars on tracks will be sufficient to secure for the railroads that traffic which they can handle best, with greatest efficiency and at lowest cost.

"Those with a selfish interest in hanging on to the inequitable advantages they now enjoy will not give them up without a real struggle. To the extent that this brotherhood believes that the proposals and recommendations are in your own interest, and in that of the public—and to that extent only—railroad management asks for your cooperation in the coming effort to secure the more equitable treatment and opportunity which is all that the railroads need or seek."

LOSS AND DAMAGE COST TO WP REDUCED 7%

| | |
|-------------------------------|--------------|
| First three months, 1955..... | \$150,309.99 |
| First three months, 1954..... | \$162,312.90 |

PROMOTIONS AND TRANSFERS

To keep abreast of latest railroad engineering advancements in which Western Pacific has been a pioneer, the company has enlarged the staff of its research section, effective April 1.

Newest member is Stewart F. Mulford, transportation engineer, a graduate of the University of California's department of engineering. His assignments at Western Pacific will include carrying out field testing and engineering analysis of new equipment designs.

Mulford was born in Berkeley on February 12, 1920. Following employment with the Southern Pacific Company, the Besler Corporation, and Stewart-Warner Corporation at Indianapolis, he returned to the University as a member of their staff in August, 1948. While there he taught statistics, dynamics, elementary strength of material, thermodynamics and engineering drawing, both at Los Angeles and at Berkeley. He has contributed to research projects for the Atomic Energy Commission, the State Division of Water Resources, and the State Water Pollution Central Board. He has applied for copyrights on several reports for which he has been the principal author.

Mulford makes his home in Orinda with his wife, Gertrude, and three sons, Stephen, Walter and Kenneth.

* * *

With the expansion of the research section, Donald L. Loftus, transportation engineer, has been appointed supervising transportation engineer. He will supervise economic studies, investment analyses, traffic cost studies and assist in general with other research fields.

Other members of the staff are Leo



A technical problem is discussed by staff members Eldridge, Loftus, Brew, Delventhal, and Mulford.

F. Delventhal, Jr., and Colin C. Eldridge, transportation engineers, and Robert F. Brew, assistant transportation engineer. * * *

Two promotions in the operating department have been announced, effective May 1.

W. W. Geil becomes assistant trainmaster at Stockton, and T. A. Nelligan, assistant terminal trainmaster at Oakland.

Both men have in excess of 30 years of railroading behind them and were yardmasters until their present appointments.

Geil's duties will cover the entire western division as assigned by Superintendent G. W. Curtis. His headquarters will be Stockton. Nelligan will have jurisdiction over the yards in Oakland and San Francisco, formerly handled by Trainmaster P. F. Prentiss, who is presently assigned to Milpitas.

Effective May 1, territory assigned to

NEW EQUIPMENT COMING

Designed as a result of consultation between the management and the Order of Railway Conductors and Brakemen and the Brotherhood of Railroad Trainmen, Western Pacific's new all-steel "bay window" cabooses will embody latest developments in car design.

Fully insulated with fiberglass and welded throughout, the cars will have specially designed Type CR6-2 long-travel rubber draft gears for cushioned s'ack action, swing motion high speed caboose trucks and roller bearings. Interior design will include electric lights, radio communication, modern sanitary facilities, oil heaters, water coolers, and foam rubber cushions. Passenger-car type windows (double paned) will be equipped with roller shades. Colors have not yet been selected for the interior but will be DuPont's "Dulux" enamel. Exterior will be painted the familiar WP orange with Scotchlite rear-end protection.

The 35 cabooses are being manufactured at the Kenton, Ohio, plant of the International Railway Car Company at a cost of approximately \$500,000. Two to three cars are scheduled for delivery each week beginning in September, with completion of the order expected by the end of the year.

Purchase has been authorized for

road foremen of engines at Stockton and Oroville is as follows:

T.D. Hunter, headquarters Stockton, with jurisdiction San Francisco to and including Stockton (Stockton Yard).

N. F. Roberts, headquarters Oroville, with jurisdiction from Stockton Yard to but not including Keddie Yard.

eight additional diesel locomotives at an estimated cost of \$1½ million.

The 1750-horsepower general purpose (GP-9) single-unit road locomotives are expected to be delivered by Electro-Motive Division, General Motors Corporation, in August and September of this year.

June delivery has been scheduled for a 70-ton General Electric diesel road locomotive for Sacramento Northern, at an estimated cost of \$85,000.

HETTINGER NEW BOARD MEMBER

Albert J. Hettinger, Jr., investment banker and economist, has been elected to the Board of Directors of Western Pacific, effective April 29. Board members now total fifteen.

A native of Strang, Nebraska, Hettinger received his A. B. and M. A. at Stanford University in 1916 and 1917, respectively. In 1920 Harvard conferred a Ph.D upon him and from that date to 1926 he was an assistant professor in the Harvard Graduate School of Business. He is presently a director of Certain-teed Products and of Jones & Laughlin Steel Corporation, as well as Glens Falls Indemnity Co., Lincoln National Life Insurance Co., National Fire of Hartford and General Reinsurance Company of New York. Hettinger is also a member of the finance committee of the Ford Foundation.

He makes his home in New York City and at Chapel Farm, Pawling, New York.



San Lorenzo School District Coördinator E. P. Bono and Officer Ayres watch City Ticket Agent L. R. Pember deliver tickets to 2 young Patrol members.

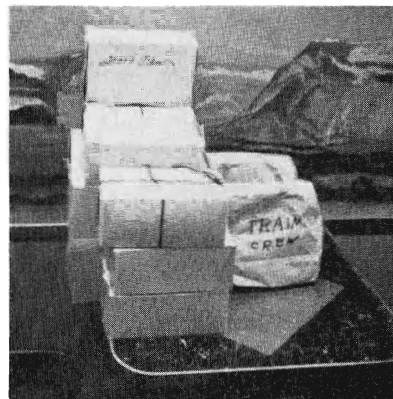
SAFETY PATROL UNITS REWARDED

In recognition of their services in guarding cross-walks for their schools and communities, 700 members of the Junior Traffic Patrols of eastbay schools were given a roundtrip ride on



Three Patrol members read up on railroading. Hats and literature were distributed to all the children.

Some of them ate box lunches in the diner . . .



In appreciation, they brought along a well-filled box lunch for each member of the train-engine crew.

the famous *California Zephyr* April 22.

The ride was sponsored through the cooperative efforts of service clubs, parents' organizations, Western Pacific, and the California Highway Patrol. Arrangements were made with Ray Pember and Tal Kelly, Oakland city ticket office, by Edison Ayres, school detail officer for the Highway Patrol, who supervised the event for the children. Each school was allotted a designated number of seats and all were given an opportunity to ride in the domes and visit other cars in the train. A narrator broadcast information about the train, its operation, scenic views and other instructions over the train's public address system during the ride between Oakland and Carbona.

In addition to charging only minimum \$1 fares, required by I. C. C. regulations, the railroad furnished milk for the children and coffee for accompanying adults without charge. Railroad hats and literature were also distributed by the railroad.



Others ate box lunches in the domes . . .



Looking through a train window is lots of fun . . .

"Heh, mister, take our picture?"





Attending the final class were from left around the table: N. A. Schoepflein, auditor of revenues; G. J. Welch, assistant auditor of revenues; A. L. Lloyd, Jr., public relations representative; R. F. Brew, assistant transportation engineer; guest speaker L. J. Gosney, comptroller and general auditor; J. L. Michael, assistant treasurer; G. S. Rogers, assistant engineer; V. W. Geddes, assistant auditor of revenues; and E. F. DeMotte, assistant auditor of disbursements. All have passed their examinations.

EMPLOYEES STUDY FINANCE

A 17-week course in corporate finance was concluded last month by a limited class of 11 general office employees. Developed by R. E. Larson, treasurer, and J. L. Michael, assistant treasurer, at the suggestion of F. B. Whitman, the course was first held after hours during 1954 for members of the treasurer and accounting departments.

Conducted by Michael, the course covered briefly all points of basic corporate finance and, much like a college seminar, included surprise quizzes, two examinations, and a comprehensive term paper.

Guest speakers during the classes included R. E. Larson, treasurer, L. J.

Gosney, comptroller and general auditor, M. M. Christy, assistant to the president, J. H. Wade and W. D. Brew, assistants to general auditor, who discussed various phases of the subject as pertaining to their respective departments.

Those attending the classes received a basic understanding of the company's capital structure, and were acquainted with the purposes of balance sheets, annual reports, income statements, and other financial reports. Text book used during the course was "Security Analysis," by Benjamin Graham, WP director, and James L. Dodd.

It is tentatively contemplated to repeat the course next year.

QUICK ACTION AVOIDS HAZARD

Mr. G. T. McCoy
State Highway Engineer
State of California
Sacramento, California

Dear Mr. McCoy:

On April 20, a large rock was noted between the rails of our main track between Virgilia and Rich Bar by State Highway Department employes working under direction of Foreman L. F. Ball. My information does not indicate whether it was Mr. Ball himself who first noted the rock, or some of the men working under his jurisdiction. However, he immediately contacted Western Pacific employes at Rich Bar and told them of the situation, which enabled our employes to contact the train dispatcher, who in turn set the CTC signals at "stop" to prevent any train entering the block between Virgilia and Rich Bar.

Arrangements were then made with two of our section crews, who were working at Virgilia, to proceed to the location of the rock, remove it from the track and make any needed track repairs.

Naturally, we are very grateful to Foreman Ball and his men for their observation and prompt action in notifying us. If this had not been done it is altogether possible that one of our trains might have struck the rock, and in that event, a serious accident might have resulted. Under the circumstances, I would be glad if you would express to Foreman Ball and his men our appreciation of his prompt action on this occasion.

Sincerely,
G. W. Curtis
Superintendent

Mr. G. W. Curtis
Superintendent
Western Pacific Railroad Co.
Sacramento, California

Dear Mr. Curtis:

Acknowledgment is made of your letter dated April 25, advising of the action taken by our Highway Foreman L. F. Ball of Quincy in detecting and advising of the hazard of a rock between the rails of your main line track.

The alertness and action taken by Mr. Ball are particularly gratifying and you may rest assured that our employees will continue to appreciate the importance of reporting any hazard to your operations which might be detected.

Thank you for your comment of appreciation which we will gladly forward to Mr. Ball.

Very truly yours,
G. T. McCoy
State Highway Engineer

Basel, Switzerland—A Swiss engineer, whose train ran away from him after being left unattended, had to chase it almost five miles before catching it and bringing it to a halt. Arriving at a small station near here, all passengers detrained and the engineer was reporting to the stationmaster when the empty train took off by itself. Returning to the train platform, the engineer barely glimpsed the train's rear signal markers vanishing around a curve in the track and, commanding a car, he gave chase. After racing through three stations—while all grade crossings were closed and all other trains put into sidings to prevent crashes and head-on collisions—the runaway train began to slow down. The pursuing Swiss hogger—who was speeding along a highway running parallel to the tracks in the borrowed car—finally managed to get ahead of the train, swing aboard as it passed him, and stop the fugitive. T&P TOPICS.

* * *
The man didn't say a word when they ran over his cat with a steamroller. He just stood there with a long puss.

* * *
Lady guest: "Where is that cute little blonde who was around here serving cocktails?"
Host: "Looking for a drink?"
Lady guest: "No. Looking for my husband."

This is the fourth installment of an article by Mr. Madsen given as a talk before the coast convention of the Superintendents' Association at Portland, Oregon, last August. It was so

well received there that he was asked to repeat the talk for the Chicago South Shore and South Bend Railroad Veterans' Association at Michigan City, Indiana, in November, 1954.

My European Railway Tour

By Robert C. Madsen
Trainmaster, Oroville

MY tour of the British Railways was very intensive, yet highly satisfactory, because it reflected the excellent planning of the itinerary and its direction by my host, the British Transport Commission. The program included visiting three hump yards; two freight stations; signal tower, London suburban working, locomotive backshop and test plant and engine depot, in addition to covering some 2,700 miles from Edinburgh to Southampton.

"The cordial hospitality expressed by the railway officials, as well as the solicitous interchange of information was very gratifying.

"Any description of British Railways is impossible without resorting to superlatives when describing the volume of passenger traffic. In 1952 they carried over a million passengers on 20,000 route miles, or more than any other European system; over a greater mileage, too. Passenger receipts account for over a third of the revenue, while coal and merchandise make up almost the other two-thirds of the total annual revenue of 400 million pounds.

"Freight statistics reveal that net ton miles per total engine hour was 605, the highest level attained. Freight trains averaged 22.59 loads for an average haul on merchandise of 126 miles,

minerals of 78 miles, and coal of 56 miles.

"The Temple Meads Goods Station at Bristol serves South Wales and the western region of England. It accommodates eight 600-foot platforms and is the largest covered shed in the British Isles for receiving, transferring, and forwarding of LCL merchandise. The vastness of the operation is readily apparent from the following average daily performance records:

| | |
|-----------------------------|----------|
| Shed tonnage, inward..... | 260 tons |
| Shed tonnage, transfer..... | 800 tons |
| Shed tonnage, forward..... | 500 tons |

| | SHEM | YARD |
|----------------------------------------------|----------|------|
| Average number cars cleared daily | 400..... | 35 |
| Average number cars forwarded daily | 370..... | 120 |
| Average number trains, main line daily | 18 | |
| Average number trains, transfer daily | 25 | |

"Two switch engines are employed exclusively at this shed around the clock. The rate of working averages are: Inward, 2.35 man hours per ton; Outward, 2.52 man hours per ton.

"The functions of the British Railways traffic department (called the commercial department) overlap the



Pacific locomotive 60009 with Perth train, Scotland.

operating department responsibilities in practice here. The soliciting, billing, storing, and forwarding of traffic from a freight depot are under the complete jurisdiction of the commercial department. The warehousing of traffic, in addition to pickup and delivery service, is used as an inducement for traffic, since warehouse space is very critical. The truck drivers are assigned specific districts, determined by area and volume of traffic, since a bonus system of 11 pence per ton is applied as an aid for additional solicitation of traffic, and as an aid for increased efficiency. The bonus system also applies to the depot staff, but the bonus has one distinct advantage. It restricts the maneuverability of labor since members resist transferring to other work if there is reduced opportunity for obtaining a bonus.

"The depot operating as regards assigned hours of personnel can be geared to periods of maximum traffic by staggering the assigned working hours of the staff, individually not collectively, which allows the employment of labor to parallel the traffic demands.

"The switching operations present

quite a problem because the surrounding terrain only permits two lead tracks to serve this depot. However, this handicap is minimized by employing two switch engines around the clock to pull and set up the platform tracks as soon as the cars are loaded or unloaded. Usually as soon as one platform track's cars are unloaded, they are immediately pulled, and set over to another platform to be loaded, and loaded cars set back in the pulled track.

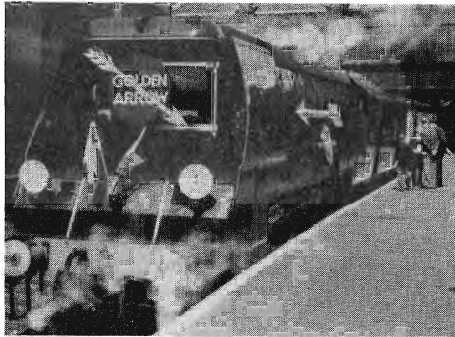
"At this freight depot a new method of billing has been instituted since the first of the year. All LCL merchandise less than one ton, with the exception of vulnerable traffic (liquor, tobacco) is billed at origin depot and forwarded, without individual bills, by package marking only and checked at the destination terminal. Since inaugurating this system the loss claims have increased slightly, but this additional cost is more than offset by the reduction of about 10 per cent in the depot staff with the innovation of billing.

SEVERN TUNNEL OPERATION

"I surveyed the Severn Tunnel operation in the Bristol district, which is a focal point for South Wales and Devon. The double track tunnel is al-

"4:12 from Yarmouth," taken at Ely, in central England. Typical British Railways depot and train.





The Golden Arrow. Victoria Station, London. Headed by Merchant Navy Class Pacific 35028. Train operates to Falmouth for Channel crossing on run between London and Paris. "This is really it."

most four and one-half miles long, with descending grades of 1.4 per cent to the center of the tunnel, where there is a level stretch for less than one-half mile. Helper locomotives are required on the head end of freight trains, which precludes many movements through this tunnel. A staff system is used to block trains, with long sidings provided at each end for trains waiting for blocks to clear, as only one train at a time in each direction is permitted in the tunnel. The coupling arrangement of three link chains accounts for considerable slack in freight trains, and as a good many freight trains are not vacuum braked, the necessity for head-end helpers is quite evident, as the guard (rear brakeman) must apply the brake on the rear car (brake van) to keep the slack stretched and prevent a break in two. Unique sand traps, in conjunction with derails, are provided. These traps straddle either side of a track a little higher than track level, and form a trough about 1,000 feet long for rails which are placed in center of the trough and connected to a split

derail. The trough is filled with sand which acts as a retardant for cars going through the derail, which stops them, and keeps them upright instead of having the cars skewed over the ties and roadbed.

DISPATCHING

"Trains are classified into several categories for handling over a district, being identified by letter prefixes as follows:

- A—Passenger express.
- B—Passenger stopping.
- C—Passenger mail (vacuum equipped cars).
- D—Freight trains not less than 1/3 or more than 1/2 vacuum equipped.
- E—Freight trains. Few vacuum equipped cars on head end.
- F—Freight trains. Not vacuum equipped.
- H—Freight trains. Loads to terminals.
- J—Freight trains. Local loads.

"The trains are forwarded from one signal tower to another by a coded identification system utilizing a telegraph key. Each signal tower is completely autonomous in area served, but district control is exercised to coordinate the operations of various towers. The dispatcher's office acts as a staff function to distribute trains, crews, engines and cars. They feel that this system allows the man in the field to act immediately rather than through a central office, and the central office does all possible to keep the fieldman informed of impending operations. But they rely on him for the actual movement of the trains."

(Final installment next month)

MILEPOSTS

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees who will receive Service Pin Awards during the month of June, 1955:

35-YEAR PINS

| | | |
|----------------------|---------------------------------|----------------------|
| Hugh Allen | Locomotive Engineer | Western Division |
| Ralph E. Danielson | Storekeeper, Oakland | Store Dept. |
| James B. Dillon, Sr. | Agent, Oakland | Western Division |
| Julius H. Frick | Stock Control Clerk, Sacramento | Store Dept. |
| Mason P. Gordon | Claim Clerk | Western Division |
| Frank James | General Chairman, BRC | Western Division |
| Raymond A. Ruepp | Locomotive Engineer | Western Division |
| Philip Sorenson | Check Clerk | Western Division |
| William L. States | Conductor | Western Division |
| Hazel Wochos, Mrs. | Chief PBX Operator, S. F. | Communications Dept. |

30-YEAR PIN

| | | |
|---------------------|--------------------|------------------|
| Charles H. Gonzales | Sheet Metal Worker | Mechanical Dept. |
|---------------------|--------------------|------------------|

25-YEAR PINS

| | | |
|-------------------|-----------|------------------|
| James M. Kilgour | Conductor | Western Division |
| Willard H. Lerner | Carman | Mechanical Dept. |

20-YEAR PINS

| | | |
|----------------------|-----------------------------------|------------------|
| Sam Charley | Section Laborer | Eastern Division |
| Garrett A. Galbraith | Conductor | Western Division |
| Porteno Garcia | Store Laborer | Store Dept. |
| Joseph F. Hamer | District Passenger Representative | Los Angeles |
| Albert T. Mackey | Towerman | Western Division |
| Brenton L. Peterson | Section Foreman | Eastern Division |
| Ray W. Rich | Yardmaster | Western Division |

15-YEAR PINS

| | | |
|---------------------|--------------------|------------------|
| Donaciano Hernandez | Track Laborer | Western Division |
| Miro W. Jiral | Carman | Mechanical Dept. |
| Knute Johnson | Crossing Flagman | Western Division |
| Rollo L. Kimball | Chief Timekeeper | Mechanical Dept. |
| Edward C. Ryder | Carman | Mechanical Dept. |
| Richard V. Wolf | Crane Car Operator | Store Dept. |

10-YEAR PINS

| | | |
|-------------------------|--------------------------|---------------------------|
| Adell Battle | Coach Cleaner | Mechanical Dept. |
| George A. Brewer | Fireman | Western Division |
| John H. Haerberle | Fireman | Western Division |
| Hugh B. Kell | Carman | Mechanical Dept. |
| Walter D. Kilabo | Assistant Engineer | Engineering Dept. |
| Valentino Martin | Clerk | Eastern Division |
| Margaret J. Miller | Steno-Ticket Clerk | Passenger Traffic Dept. |
| John D. Muir | Carman | Mechanical Dept. |
| Hazel K. Petersen, Mrs. | Chief Clerk, Asst. Supt. | Western Division |
| Andrew J. Pickens | Train Desk Clerk | Western Division |
| Annabell Ranney, Mrs. | Ticket Checker | Auditor of Revenues Dept. |
| Gerald E. Rickabaugh | Brakeman | Western Division |
| Jess Rowland | B & B Carpenter | Western Division |
| Thad Siler | Switchman | Western Division |
| James A. Wherland | Dispatcher | Western Division |
| Chester R. Young | Laborer | Mechanical Dept. |

Roy E. Falquist, store department, received a 35-year service pin in April. In error, his name was listed with those receiving 30-year pins.

JUNE, 1955

MILEPOSTS SALUTES THESE RAILROADERS...



George Lewis, car foreman, Elko, and members of the "Don't Be HALF Safe Quartet," Walter C. Rotzler, Joe E. Paoletti, Nick F. Stenovich, and William S. Bowers.

Stenovich's son, Bob, district special agent-claim agent at Elko, took pictures of the four on the left at Elko, Bowers at Wendover.

WOOLFORD A. R. E. A. DIRECTOR

Frank R. Woolford, chief engineer, was elected a director of the American Railway Engineering Association at the annual convention of that association held in Chicago on March 17.



In addition to holding a directorship, Woolford heads several subcommittees of the association and is an active member in other committees.

As a result of his appointment, Woolford thus becomes the only member on the board to represent the West Coast.

William S. Bowers, with 28½ years service without time off because of injury. Bill is a carman, as is his son, and he has no particular hobbies other than reading.

"With more than a century and a quarter of careful performance of their railroad duties that has avoided even a single personal injury, the 'Don't Be HALF Safe Quartet' has achieved an enviable record in American railroading," stated Paul Jenner, manager of the railroad's safety program.

While they admit they may have been lucky on one or two occasions when some close calls due to the carelessness of other employees nearly marred their safety record, they are firmly convinced that trusting to luck is a poor way to keep from being injured.

...WHO BELIEVE THAT SAFETY PAYS BIG DIVIDENDS!

Four eastern division employees together claim 129½ years of Western Pacific service unmarred by a single personal injury.

Ranking veteran of the safety-minded quartet is 65-year-old Nick F. Stenovich, who joined the company in World War I days as a laborer and has been a carman since 1921. He claims 36½ years' service without a personal injury. Nick, who once rode

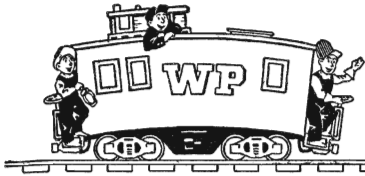
bucking broncos in rodeos as a hobby, now substitutes hunting and fishing for spare-time pleasures. One of his five children, Robert, is district special agent-claim agent, at Elko. He has nine grandchildren.

Next comes Joe E. Paoletti, who can be proud of 32½ years without a blemish in his safety record. A native of Chicago, Joe is also a carman and likes to hunt and fish. He has two children

and six grandchildren, all married and living in Elko.

Close behind in point of service is Walter C. Rotzler with a record of 32 safe years. He joined Western Pacific as a machinist at Wendover in 1923; transferred to Elko the following year. He was promoted to roundhouse foreman in 1943. Like Stenovich and Paoletti he enjoys hunting and fishing.

Junior member of the foursome is



Caboosing

OROVILLE

Helen R. Small

Congratulations to Mrs. Ruth J. Brown, re-elected City Treasurer and Tax Collector in our election held April 11. Ruth is the wife of Engineer WALTER H. BROWN.

Retired brakeman MARK WINDUS and wife, of Guadalajara, Mexico, stopped off to call on friends while en route to Eastern Washington and Idaho. Mark was married in Mexico during the past year and they will return to their home there after the summer months.



Seaman NORMAN KEITH (WP clerk) was aboard the tanker *USS Ashtabula* which recently came to the aid of the *USS League Island* while under attack by Chinese pirates off the coast of Hong Kong. Keith is now in Long Beach where he expects to remain until discharged in September.

Captain Ray Head retired from the Butte County sheriff's department and was honored by a dinner and gift from the sheriff's personnel and families. Ray is remembered by many WP folks, as he was loaned to WP during the World War II period.

Robert McNally, son of Assistant Superintendent and Mrs. JOHN J. McNALLY, and Miss Claire Prest, both of Portola, were married at Reno on April 8. They spent their honeymoon in the Bay area and will make their home in Portola, where Bob has a service station.

LOUIS TORASSO, 62, a native of Italy, came to Oroville in 1917. He was employed as a boilermaker in the shops here until his passing very suddenly on April 26.

CHARLIE MARTIN, retired B&B foreman, passed away at Oroville on April 19.

Vacations have commenced. Conductor and Mrs. J. W. PORTER left by

Charles M. Service and his wife celebrated their 54th Wedding Anniversary on April 25. Charley retired from service in 1947 after six years with WP.



Little Ricky Wayne Wiggins, one-year-old son of Baggage-man-Caller George W. Wiggins. Ricky has two brothers, Jimmie, 16, Terry, 4, and sister, Carolyn Sue, 10.

Zephyr for the middle west; Conductor and Mrs. E. E. REDDICK spent time in El Dorado, Kansas, where they helped Mr. Reddick's mother celebrate her 90th birthday; Brakeman and Mrs. O. T. KLEMP are away in Bloomington, Indiana.

WENDOVER

Esther A. Witt

Signal Maintainer and Mrs. THEAS N. GARFIELD went to Claremore, Oklahoma for the Spring roundup and to visit wife Essie Mae's father and sister.

April Fool's Day was a regular June day, but were we fooled come the morning of April 2 when we had Christmas weather with a regular old-fashioned blizzard. Oh! What a day to load sheep. But we finally accomplished the task.

Recent visitors were former Machinist and Mrs. HAMILTON LOVELAND of Westwood; former Pipe-Fitter AL CHAMBERS and children from Wells; and DEE and TELLA WOODS, former

beanery cook and cashier from Salt Lake City.

Engineer and Mrs. S. J. PERRY entertained her cousins, Mr. and Mrs. Hutzell of Chico, and the folks reported having enjoyed a wonderful visit.

Engineer and Mrs. JAMES H. FUGETT exchanged greetings while on their vacation, with time divided between Salt Lake City and Las Vegas.

Welcome back to the main line for Conductors EUGENE H. BEITEL, GLEN E. FOX, and WILLIAM T. PATTERSON, who have been on the Tooele Valley local.

Wishes for a speedy recovery go to Conductor ROBERT L. McQUARRIE who is hospitalized in Salt Lake City. We have sure missed you, "Doc."

SACRAMENTO STORE DEPARTMENT

Irene E. Burton

We were all shocked to hear of the sudden passing of ALTON DABBS' brother, Raymond, at a hospital near Long Beach. Raymond, as was previously reported, was injured when he was struck by a fallen tree near his home in Oroville, causing him to be paralyzed from the waist down. Our deepest sympathy is extended to Alton and his family.

Welcome to VULLOY JONES, who will be with us temporarily working on the 213 Requisition desk. Vulloy is hoping that it will not be too long before she will be able to join her husband, stationed in Japan.

CHARLES REID was in Sutter Hospital recently undergoing surgery and we hope he will be back with us soon.

LEE WILLIS and Mickey tried their luck on opening day in Northern California and had high hopes of returning



"Hello, Western Pacific shops? Is that bachelor party still going on?"

home with their new station wagon loaded with fish.

CLIFF LEWIS has been on vacation and we're sorry he didn't have better weather. Our usually nice Spring weather has been miserable this year and needless to say we are all getting so tired of it.

MARCELLA SCHULTZE has been elected a delegate to the National Convention of the Railway Business Women's Association in Chicago, and was honored to be asked to serve on the National Credential Committee.

CHICAGO

Don Banks

We're going to miss DOLORES HANSEN, steno-clerk who left us on May 1. We wish her luck in her new endeavor and hope she'll drop in from time to time. Also hope you'll let us know, "Dee," when you retire from the business world to take care of the patter of little feet.

The opening Cubs and Sox games found a good representation of WP'ers in the crowd, together with various shippers as their guests. The luck o'

the Irish was with them as it rained pitchforks before and after the game but the sun never shone brighter during the games.

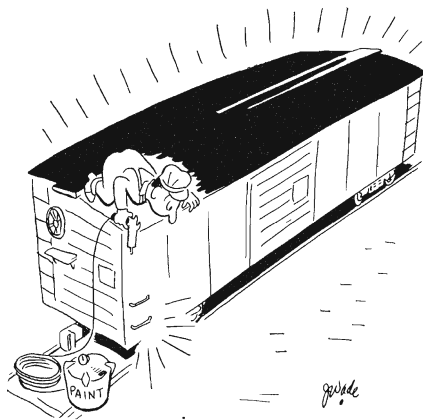
Vacations are off and running, and heading the list this year is JIM RICHARDS who took his parole in April. He, Ellen and Amos, Jr. just spent a leisurely two weeks on short trips around the city.

Understand KEN STONEY, from San Francisco, had an opportunity to get acquainted with his wife whom he hadn't seen since the first of the year as she had been visiting her folks in Streator, Illinois. That's "batchin'" it kinda long, eh Ken?

MECHANICAL DEPARTMENT

Rod Rodriguez

If you happen to be around the Mechanical Department after 4:30 p. m. or prior to 8:00 a. m. don't be surprised to see quite a number of gents parading around with ladies' handbags slung over their shoulders.



MILEPOSTS

Please don't get the wrong impression! It's all due to the fact that A. DE LA LLATA, assistant timekeeper, is now importing tooled handbags and wallets from Mexico—so get into the swing of things and make somebody happy—get yourself a new "bag."

DONNA J. MACIAS, former correspondent and secretary to the chief mechanical officer, abandoned her pencils and notes to spend a quiet and restful weekend visiting her parents in Las Vegas recently. Donna intended to drive down, accompanied by her sister-in-law, but when her husband noted that his sister very systematically commenced borrowing the most elegant of his wife's evening attire, he became concerned about her welfare and got behind the wheel himself just to "save her the strain of the tiresome drive."

Assistant Accountant ANN TWEEDIE had to appear before the judge in this fair city so that he could explain to her that the expiration date on her driver's license was not just another number. Upon gazing at our charming co-worker, dressed in her most becoming dress, however, he sighed and said: "case dismissed."

B. W. JONES, chief accountant, is back on the job after having been away because of illness. He did learn one thing—"spring fever has no respect for seniority."

Statistical Clerk PETE DEL MORO had this to say upon his return. "Never again will I open that window by my desk because when I did in-flu-enza."

BILL MITCHELL, CZ accountant, was in pretty bad shape for a few days but he returned to work in a sharp two-tone outfit. Beautiful pink sport shirt to complement his rather green com-

plexion. Nice to have all you people back and well again.

The WPAC annual bass derby is a thing of the past and although Draftsman ROBERT CUNHA and the rest of his fishermen buddies returned with nary an old water-soaked shoe for evidence, it did confirm the fact that the only line the MD fishermen can cast effectively is to the fairer sex. Naturally we heard all the old excuses such as "It was rainin' and the fish all stayed under the bridges to get out of the rain," etc.



A party was given recently by fellow employees at Marysville climaxing the 44-year railroad career of William E. Tatman, conductor in SN switching service at Marysville and Yuba City. Bill joined the old Northern Electric line, now SN, and was a conductor on the passenger run between Chico, Sacramento and Oakland. Now that his working days are over, Tatman plans to "relax, fish and hunt." Marjorie Rippey sent picture to MILEPOSTS.

NEW YORK CITY

Alan Hudson

JACK EDWARDS and other members of his town's government were guests of the Ford Motor Company on the first official tour of the nearly completed Mahwah Assembly Plant.

Jack says the Ford people are very

happy at finding a plant location near New York that meets their transportation problems so well, and that the plant manager, Angus Harris, had much to say during his remarks at the luncheon preceding the tour about the advantages of a dependable first-class railroad.

STOCKTON

Elaine Obenshain

On May 1 WP took over the Port of Stockton from the SP. This enterprise is served by WP, SP and Santa Fe, each doing the work for one year. F. E. ATKINSON has been assigned assistant yardmaster and Mrs. MARY LEACH head port clerk, with C. C. SKINNER, R. D. SCOTT and F. J. MARTINEZ, assistant port clerks.

The floodlights recently installed in Stockton Yard are now in use and it is reported that all shadows around the cars in the train yard have been eliminated.

Welcome to W. W. GIEL, former yardmaster at Keddie, who has been appointed assistant trainmaster at Stockton.

Understand Car Foreman GEORGE BENEDICT is getting to be quite adept on water skis. Maybe he should enter competition held at the famous Cypress Gardens, Florida.

Carman FRANK MARENO and family vacationed in Kansas, and Carman H. L. HARDIN took his family to Virginia.

Proud parents are Carman and Mrs. A. B. DECIERO, a daughter, Nicolette having been born on April 29. They have one son and two older daughters.

Retired Car Foreman and Mrs. C. L. DOANE *Zephyred* east to Detroit where

they picked up a new car and are enjoying a three-month tour of the east.

The P. G. & E. Company is placing an immense water line under the tracks at the east end of Stockton yard. This pipe will be placed by boring under the track.

Switchman HARRY FAY enjoyed vacation visiting his children and their children at Gary, Indiana.

WILLIAM R. LEMON, brakeman, and son of Engineer and Mrs. F. F. LEMON, has been discharged from the U. S. Navy and is now attending Missionary Training Institute at Nyack, New York, under the GI Bill of Rights.

PFC Robert Grude, U. S. Marines, son of Clerk MIRIAM GRUDE, spent a short leave visiting his family and friends. Bob has just returned from a seven-month tour of duty in Korea and is at present at Camp Pendleton awaiting re-assignment.

HOSTESS



Nanette Gifford, charming daughter of Signal Maintainer and Mrs. Roy Gifford, Stockton, was hostess at a recent lawn party given by her to announce the arrival of baby brother Michael Roy on April 30. Strictly informal, those in attendance included Bobo the Clown, a facsimile of Donald Duck, and several close acquaintances of Miss Gifford.

WINNEMUCCA

Doris Cavanagh

Bobby, a three-year-old shepherd-cocker spaniel, never rides WP trains. First time he leaped aboard a caboose, a switch-engine jolt made Bobby virtually jump out of his red fur coat while hugging the floor. No more.

At the home of his master, Brakeman SAM SEALS, Bobby liked to open the yard gate, herd the chickens into the sagebrush, lay guard all day, then gather them home at sundown. Or go fetch Kitty-Kat by the scruff of the neck at mealtime, she always remembering to leave him a few tidbits on her plate.

A pampered pooch, Bobby hangs around the WP station while "Sad Sam" is on the road. He meets all westbound freights, but still has not learned to read engine numbers. Occasionally he goes "uptown for coffee" or tags Yardmaster JOHN HAMILTON.

Scanning the conductor-caboose crew board, one of the trainmen, sitting in the yard office remarked to the dog under the desk, "Well, Bobby, I've been studying that lineup. Looks to me like you've been runaround."

Mechanical Foreman and Mrs. LEONARD WILLIAMS spent a holiday in California with their children, Mr. and Mrs. George Williams and son at Travis AFB, California, and with the John (Beth) Grether family in Whittier.

On the sick list were Engineers BUCK WILLIAMS and KYLE CALVIN. Jannette Herron, small daughter of the JOHNNY HERRONS at Trego section, received medical attention in the Humboldt Hospital.

June vacationers included Engineers



"THAT'S ARROWHEAD LODGE. THAT'S LOOKOUT POINT. THIS IS EMERALD LAKE."

JAY SMITH, RAY MOORE, FRANK SMITH; Firemen PETE MENICUCCI, CRAWFORD LEWIS, DICK HARRISON, FRANK McDONALD. Engineer ARNOLD JACKSON has switched back to the "iron horse" after a short cow and chicken run.

A month's journey took Fireman and Mrs. ED DUNSTON to Hartford, Illinois for a stay with their daughter and family while Ed recuperated from a recent sickness.

In mid-April Conductor STONY STONESTREET budded out in a straw hat. Two days later there was a blizzard.

Forty-five years ago, during mid-June the first passenger equipment consisting of coaches arrived. Of the 10 new locomotives from the East during the week, four remained here. The Western Pacific passenger department planned to start regular through passenger service as early as August 7, 1910, but it was nearly August 17 before everything was in readiness. The latest pattern of steel coaches, dining cars and compartment sleepers were installed with all modern conveniences.

SACRAMENTO SHOPS

Marcella Schultze

Write-up Man **FAY TOMLINSON** hustled off to Chattanooga, Tennessee on his vacation to await the arrival of his 15th grandchild. Mrs. Tomlinson had already gone on ahead and they plan a more leisure'y train trip home. They're certainly getting their share of traveling—trying to be on hand for the arrival of each grandchild!

It's a baby boy for Carman and Mrs. **K. R. BASER**. Our congratulations!

Congratulations and best wishes also to Carman and Mrs. **R. H. JOHNSON** who were married on April 17. Bob had hoped to take his bride to his hometown, Duluth, Minnesota, on their honeymoon, but inclement weather caused their decision to stay in California.

We have been saddened this month by the deaths of retired Machinist **S. A. DALE** and Boilermaker **A. REMSING**, our condolences, also, to the family of Machinist "**ACE**" **DRUMMOND**, whose father-in-law passed away, necessitating a rush trip to Burley, Idaho.

We were sorry to hear of furloughed Carman Helper **BOB DUVAL**'s accident—unfortunately a power lawnmower went over Bob's hand necessitating the amputation of two fingers.

A welcome to our new Car Foreman **GEORGE C. SPENCER**, who comes from Oroville. We hope you'll like it here, George.

DICK RICHARDS from the yard office phoned with the following news about his family: Former Ditcher Operator **DAVE RICHARDS** is now running a grocery store in Gladstone, Oregon; their dad, retired Roadmaster **N. A. RICHARDS**, is recuperating very nicely in Elko from an injured back suffered in

a recent fall; and Dick's wife has been called for Grand Jury duty.

Electrician **TONY SANTOS** is recuperating from an operation at Mercy Hospital; and we know he'd appreciate visitors.

Congratulations to the champs of this year's WPAC Bass Derby. Winners were Carmen **LYLE PULTZ** and **GEORGE RIOLO**, and Blacksmith **CLIFF BENNETT**.

CINCINNATI

Charles J. Hudgins

East, West and Midwest converged upon Cincinnati recently with visits from **PERL WHITE**, TM-ER, New York; **PETER CITRON**, San Francisco, and **J. B. WARREN**, Chicago. White, in company of **R. B. RITCHIE**, general agent, and **JACK HOPPENJANS**, traffic representative, attended the Columbus Traffic Club's Annual Dinner at Columbus, Ohio, and Warren was introduced at a luncheon held by the Cincinnati Traffic Club at which Tommy Hendricks, former New York Yankee star, compared baseball and traffic in quite an amusing fashion.

The Cincinnati Traffic Club also held its Annual Stag Dinner April 28, which was thoroughly enjoyed by all present. The Mermaid Room once again held its usual lure.

One of the biggest days of the year for this section of the country is "Derby Day" at Louisville. Those following the "King of Sports" move in for the kill, and although everyone in the office avowed he wouldn't get near the place, we feel there was a bit of reserve left in case of "change of heart."

JOE MOORE, traffic representative, moved into the ranks of bachelor temporary when wife, Millie, supervisor



"Decent of you to carry my bags—I think you deserve a TIP!"

of records installation for Remington Rand Company, was sent to Huntington, West Virginia, for two weeks to install a records system there.

Your writer enjoyed being among the winning team of the Cincinnati Passenger Club bowling league, but feels a little lost come Monday nights as April ended the season for this bowling club.

Our "Getting to Know You" column is running into trouble with camera-shy individuals, but will definitely introduce you to one of our illustrious staff in the next issue—even if it has to be me.

KEDDIE

Elsie Hagen

Plumas County's first authenticated sale of uranium property, involving a substantial sum of money, was made during April to the Uranium Combined Metals Company of Sacramento, on patented mineral rights to a large tract on the opposite side of Highway 40A from the Feather River Hot Springs. The 160-acre tract, and 2,800 acres to which he holds mineral rights, were sold by **L. R. STOKES** of Quincy

and Paradise. Stokes was former tie inspector for WP's purchasing department, and retired in 1949.

L. C. "PAPPY" GILBERT, brakeman, was a patient in Industrial Hospital suffering with flu-pneumonia and Relief Yardmaster **BEN NOAH**, another flu victim, spent time in Portola Hospital.

Denis McMenemy and his wife, nee Hazel Barry, are proud parents of 6 lb. 15 oz. Susan Marie. With the Navy Air Force, Bob and Hazel live in Fallon, Nevada. Hazel is the daughter of Roadmaster and Mrs. **CHET BARRY**.

Engineer **BOB SMALL** and his brother, Herb, were called to Iowa to attend the funeral of their aunt.

Conductor **BILL STUBBLEFIELD** tel's us his son, Wilbur, had a 20-day Navy leave after attending school at Treasure Island and then reported to the East Coast.

Dan Krause, son of Brakeman **JACK KRAUSE**, is in Reno Veterans Hospital, for surgery following amputation of a leg after return home from Korea.

Brakeman and Mrs. **TOM GRIFFIN** spent several weeks in Arkansas visiting with relatives and friends.

Our deepest sympathy to Mrs. Alice Kelly who lost her husband April 9 following a very short illness and heart attack. He was a telegrapher-operator.

Visitors from Stockton last month were retired Roundhouse Foreman **OTTO BEARD** and his wife, and Engineers **RAY WILLIAMS** and **TIM HANLON** and their families.

Cindy Barry, daughter of Roadmaster **BARRY**, and Rodney Nelms, son of **TOD NELMS**, hotel manager, had their annual birthday party. Both were Born on April 30 and the annual party was to celebrate their fourth birthdays.

ELKO

Henry Wallock

Congratulations and best wishes to FRANK WILLIAMS, machinist, who was elected Mayor of Elko on May 3! A former city councilman, Frank is a member of Elko Local Machinists Lodge No. 215 and has worked here since 1937. He is now machinist inspector and relief foreman. Frank is married and has three children.



Elko's mayor, Machinist Frank Williams. Picture was taken and sent to MILEPOSTS by Machinist G. S. Scott.

Retired Carman HERB M. FRANCIS and his wife are back from spending the winter in sunny California. They plan to spend the summer at their home at Jarbridge, a wonderful spot for fishing.

C. E. BOSSEN has just returned from military service and is the new signal maintainer at Wells. Welcome back.

Good luck to K. J. MIZE, general TCS maintainer, transferred from Elko to Marysville. In his place we extend a welcome to E. L. WALL, former signal draftsman from San Francisco.

Machinist H. J. ENDERS retired April 27 and plans to make his home at American Fork, Utah. Henry first worked as machinist at Oroville in 1937, was at Keddie from 1940 to 1944, and at Wendover from 1944 until 1949. He returned to Oroville in 1950 and in 1953 came back to Elko.

Carman O. P. "CHICK" STODDARD retired April 29 after working as carman helper and carman here since December, 1928. He plans to make his home in Elko. We wish these two retired rails many, many happy days in the years to come.

Our deepest sympathy to Storekeeper Helper and Mrs. FORTINO GARCIA in the death of their son-in-law, Leroy Burton, who was involved in an auto accident in Reno.

Mrs. W. J. Nelson, wife of Engineer OLE NELSON, spent the weekend in Reno during the Nevada High School tournament. Son, Eddie, was a member of the Elko team.

Chief Dispatcher G. W. NAYLOR and Dispatcher JACK L. GEIST spent a weekend in Salt Lake City attending the Utah-BYU basketball game last month.

Car Foreman G. M. LEWIS is the owner of a new car and it sure is a beaut!

ALL IN A DAY'S WORK

About 25,000 passenger and freight trains are operated on the American Railroads every day. These trains carry each day more than a million passengers on journeys totaling nearly 90 million miles a day, and they move each day more than 10 tons of freight a mile for every person in the United States.



This picture was taken in 1930 when Hans Teichman was timekeeper on an extra gang who were cementing the west end of Chilcoot tunnel. Hans recently retired from Western Pacific as assistant chief clerk.

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Maurice Notter, Carl Rath, Bill Royal, Al Towne, Frank Tufo.

EMMA N. McCLURE, chief clerk Law Department, was commissioned notary public for WP's San Francisco headquarters, effective April 18. Documents requiring notarial verification or acknowledgment should be taken to that department for handling.

WP was well represented at the annual "bosses night" given in April by the Railway Business Women's Association. Present to hear the guest speaker, State Comptroller Robert Kirkwood and see GERTRUDE POHNDORF receive her pin and the gavel she used as charter president were: C. S. ALLEN, J. C. BAIRD, G. H. BAKER, W. C. BRUNBERG, M. M. CHRISTY, R. J. CLELAND, S. E. DINKEL and I. M. FERGUSON. Also, W. V. HANSON, TAL KELLY, R. E. LARSON, J. C. MARCHAND, Mr. and Mrs. H. C. MUNSON, K. V. PLUMMER, JR., F. B. STRATTON, and Mrs. HARRIET TYLER.

CHARLES VINCENT, supervisor duplicating bureau, announced the birth of another granddaughter, the third. Born May 4, Robin Diane Sousa scaled in at 8 lbs. 5 oz. Her sisters are Candace Anne, 4, and Pamela Marie, 3.

MARGE MOORE, payroll clerk-freight traffic, joined the boating fraternity recently, when she and her husband acquired a 13½-foot craft which they promptly named the "Donna M."

Congratulations to BILL BLACKERBY, traffic department typist, on his marriage April 9.

MARY KETTENHOFEN, passenger department general secretary, recently visited her mother in Wisconsin. Last year she vacationed in the Islands.

"I'm glad to be back," said FRANK HOFFMAN, formerly assistant export clerk at Chicago and now head file clerk in the traffic department.

CYNTHIA MALVIN is now junior clerk in the law department, succeeding NANCY IMPUSTATO. She is a talented concert pianist.

RICHARD BADOCK, rate quotation clerk, spent a honeymoon in Mexico following his marriage on April 16.

JIM HICKEY, general passenger agent, is mighty proud these days, having announced the birth of a son on May 14. Mrs. Hickey, the former ANN BOSSO, has the honor of having once been the company's only passenger representative. The little fellow has been named Thomas Anthony.

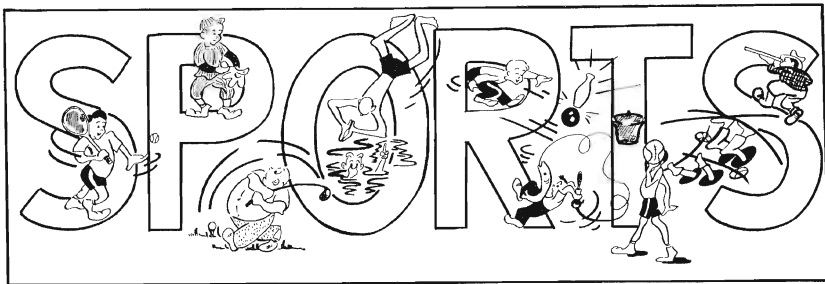
SACRAMENTO NORTHERN

Milton Ziehn

We'd like to get in a final plug for the big retirement party, June 12.

You will have an opportunity to meet not only present SN employees who will be there to honor those retir-

(Continued on Page 34)



By Maurice Notter

FLY tying, among other things, is a hobby of Pete Hanley, agent at Keddie. Pete, who has been dabbling in the mystic art of fish-fooling for a good number of years, can do more tricks with a few feathers, a sprout hook and a bit of silk thread than an old-time hogger can do with a whistle-cord.

"This might sound a bit complicated," Pete explained, while pointing out some of the materials needed to perfect a good artificial, "but there's really nothing to it. All you need is a steady hand, a little patience, and a pair of good eyes."

Now we believe Pete is being just a wee bit modest in that statement. The list of material he gave us sounded like a combination of Aunt Jenny's sewing basket and a day at the zoo—Peacock herl, Badger hair, silk floss, Golden Pheasant tippet—it's bound to take some knowhow to put a combination of those things together and come up with something that will tempt a fish.

Asked what he considered a good pattern to use, Pete allowed it wasn't so much the fly, as it was a matter of concentration in presenting the fly.

"Learn to make it hit the water as much like the natural insect as you



All fishermen are probably not as lucky as Pete Hanley shown here with a handful of his wife's red hair which he lopped off for use in fly tying.

can and you'll take the fish," he said. He went on to tell of experimenting one whole summer with a pattern called the Mormon Girl and during the course of the season took more than a thousand fish, fifty of which went over the three-pound mark.

Fishing season in the Feather River country opened May 14, and Pete looks for some good fishing around the first

of June after muddy waters have cleared.

In addition to his fly tying, Hanley is an amateur rod maker and archery fan. He organized the Greenville Archery Club back in 1941, which consisted of 46 members, and has taught Boy Scouts how to make their own bows. While he has not been active in archery for the past four or five years, he still makes and repairs archery tackle, which is similar to that of making fly rods.

Pete has been with Western Pacific since 1931 in the capacity of operator, dispatcher for a short time, and agent. The Hanleys have one daughter and a son at home, and two sons in the Navy.

BRUCE McCURDY

WP railroaders who are acquainted with Bruce McCurdy probably know him best as a junior field engineer in WP's division engineer's office at Sacramento. They probably do not know that he is a whiz at batting shuttlecocks over a net on a badminton court.

Against the stiffest of competition, Bruce and his partner reached but lost the finals in the California State Championship doubles, held at the Athens Athletic Club in Oakland on April 2. He later went to Long Beach, where he competed in the 1955 National and International Match Tournament and worked his way with his partner into the quarter finals before losing to opponents in the doubles.

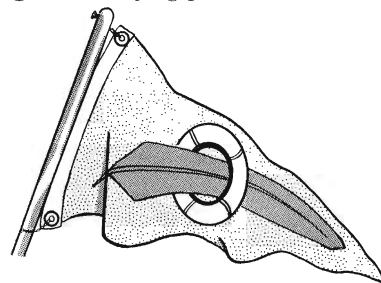
Although he won't admit it, McCurdy may have been off his game in both these matches. For, according to a recent column by Bill Leiser, sports editor for the San Francisco *Chronicle*, "Bruce McCurdy is today rated po-

tentially America's best in batting this bird, and capable possibly of defeating World Champion Eddie Choong of Malaya some day."

Bruce says he will go by the record.

PENNANTS FOR WP "NAVY"

Boating has become so popular a sport and hobby among WP railroaders in the past year or two that much discussion has been held about establishing an identifying pennant.



As a result, a colorful pennant is now available to any WP boating enthusiast, designed by Joan Karlin, artist, and employee in the freight traffic department, and hand-made by Lisa Boyd, 20-year-old daughter of Marshall Boyd, freight traffic manager.

The design features a large red feather protruding diagonally through a large white preserver on a grey background. The material is double thickness and is color fast.

Large size pennants, 12 x 20 inches, will be made on order for \$5 each; small size pennants, 11 x 17 inches, will be made on order for \$4 each.

Orders, specifying size desired, should be addressed to the editor. Delivery will be made as promptly as pending orders will permit.

OAKLAND BOWLING LEAGUE CHAMPS



Walt Brunberg hands out trophies to Repair Track #2 team: Pierner, Price, Mortenson, Rock, Furtney.

NEW BOWLING OFFICERS



From left: Mel Pierner, vice president; Rol Rickmon, president; Howard Huffman, secretary; Bill Bergman, treasurer; and Walter Brunberg, outgoing president.

TED CONTRI

The University of Nevada can well be proud of young Ted Contri, son of Larry Contri, power coordinator for Western Pacific at Sacramento.

Punching his way through three fights, the Pacific Intercollegiate welterweight champion reached and lost his final bout in the national collegiate bouts at Pocatello, Idaho, on April 2 to the 1954 champion, Herb Odom, of Michigan State.

Odom, a senior, had the experience, and fought only two fights before his match with Contri. Also in Odom's favor was the fact that Contri, a junior, needed three pounds to make the 147-pound class and gave up seven pounds weight to the hard-punching champion.

Ted comes by his fighting naturally, as his dad did some boxing in his own right when he was younger, taking part in some 30 or 40 professional fights between Salt Lake City and Denver. The proud father attended all of his son's fights.



Ted Contri

Picture courtesy Elko Free Press.



Roy Nelson, high series winner, receives trophy from Brunberg.

JUNE, 1955

Caboosing . . .

(Continued from Page 29)

ing, but you will also have a chance to meet many old friends and former SN railroaders.

The committee is working hard to make this an attractive affair. Any suggestions or help will be appreciated. Bring along someone who does not have transportation—make it a party.

Remember: Veterans Hall, West Sacramento, Sunday, June 12, 1:00 p. m.!

PORTOLA

Phyllis Laughlin

DAN COPELAND, agent at Doyle, is to be commended for his prompt action which probably averted what might have been an even more serious tragedy in the fire which occurred in the outfit car occupied by RUSSELL D. COLLINS, welder helper, and his family on May 4. The fire, ignited by kerosene poured on the coals, claimed the lives of Linda Sue Collins, 16 months, and Cathy Ann Collins, four months, critically burned Mrs. Collins, 19, and seriously burned Mrs. Marion Crews, 23, and two of her children, Melvin, four years, and Danny, 16 months. Another son, Bobby, was playing outside and was uninjured.

Copeland, who was assisted in the rescue by VAUGHN MAIN, livestock agent, was badly burned about the hands in his attempt to rescue all the occupants of the car. Mrs. Crews and her children were visiting Mrs. Collins and her children, and the fire, thought to have been out, was to have been re-lighted to prepare coffee.

The Collinses had planned to move to a new location the following weekend

because of Russell's promotion, his first with WP, to full-fledged journeyman welder.



Gilbert Patterson, 4, and Calvin Patterson, 6, sons of Engineer G. I. Patterson and Conductor D. R. Patterson, respectively, watch the Reno Local roll by at Hawley crossing. They are grandsons of retired Engineer G. R. Patterson.

SALT LAKE CITY

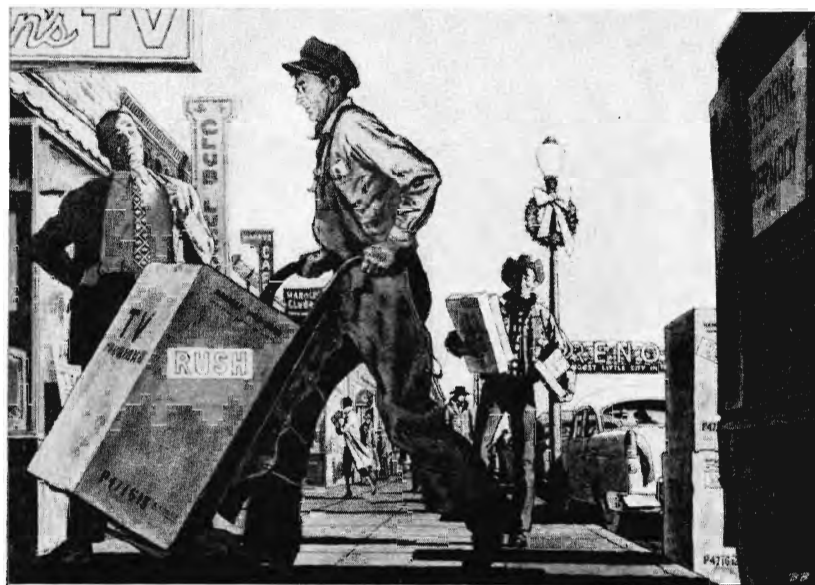
Joseph B. Price

Brakeman and Mrs. BRUNO B. "BILL" PERRI are the proud parents of a baby daughter. The little Miss has been named Jo Ann Marie.

Retired Conductor and Mrs. HARRY GIBSON celebrated their Golden Wedding Anniversary in April. Congratulations, folks, and may you have fifty more years of happy wedded bliss!

Fireman JOHN E. FISHER underwent surgery at St. Marks Hospital and at last report Johnny was able to be up and around. The doctor reports that he will have to take it easy and it will be some time before he returns to work.

Conductor and Mrs. FRANK R. BOURWARE have announced the arrival of a new grandson who arrived on March 27.



Reno TV Distributor hits Jackpot!

(Thanks to Western Pacific's PERSONAL SERVICE!)

TV dealers in Nevada and eastern California were frantically calling John Dermody, Osborne & Dermody, Reno, begging for more sets to supply the last-minute Christmas rush. A carload was on the way, but would it arrive in time?

Mr. Dermody, a longtime Western Pacific customer, knew where to turn for help. He called Frank Rowe, the WP's General Agent in Reno, who teletyped the dispatcher and learned that the car had just been turned over to Western Pacific and was on its way West as part of a fast freight. It would be delivered at noon the next day. Rowe, however,

figured out a way to beat this by four important hours, representing thousands of dollars in Christmas sales of TV sets. He called the Trainmaster and arranged a special stop at Osborne & Dermody's warehouse as the train came into Reno early the next morning, rather than handle the car as part of the normal switching operation.

So impressed was Mr. Dermody by this example of personal service that he included a "credit line" for Western Pacific on his company's TV show that evening!

PERSONAL SERVICE makes the difference!



General offices: 526 MISSION STREET, SAN FRANCISCO 5, CALIFORNIA

WESTERN PACIFIC

ROUTE OF THE VISTA-DOME



California Zephyr

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif

Return Postage Guaranteed

Sec. 34,66, P. L. & R.

U. S. POSTAGE

PAID

San Francisco, Ca if.

Permit No. 5371

Form 3547 Requested

RAILROAD LINES



Pennsy places order with Budd for completely new-type seven-coach 600-passenger train featuring glider riding qualities and lowest center of gravity yet.

. . .

French National Railroads three-car train reaches speed of 205 mph between Bordeaux and Dax during March.

. . .

Rio Grande, Baldwin-Lima-Hamilton and Atomic Energy Commission contract to commence first full-scale study of nuclear-power locomotive.

. . .

For second consecutive year Great Northern establishes best safety record among nation's railroads.

. . .

German Federal Railways test new type car for door-to-door delivery of freight.

. . .

Bangor & Aroostook serving free breakfasts to sleeping-car passengers.

. . .

North Western placing in service 16 "Superbanite" two-level gallery cars, each air-conditioned, double-decked with seats for 169 commuters.

. . .

Rock Island plans to extend pooling of cabooses.

. . .

Missouri Pacific latest railroad to become exclusively diesel powered.