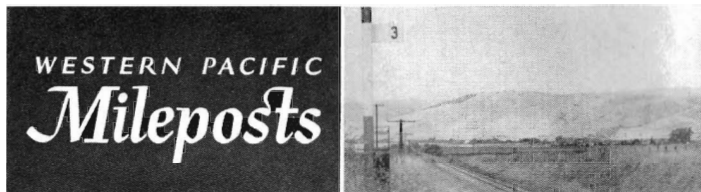


WESTERN PACIFIC
Mileposts
OCTOBER 1949





Vol. I OCTOBER, 1949 No. 3

Department of Public Relations, 526 Mission Street, San Francisco
 Lee Sherwood, Editor Arthur Lloyd, Jr., Associate Editor

CORRESPONDENTS

Ruth Crane, Sacramento Northern • Hazel Petersen, Oakland
 Frank Lindee, Tidewater Southern • Bill McGrath, Chicago
 Nevada Michelson, Elko • Gene Trace, Stockton
 Jim Mills, Molly Fagan, Rita Connolly, San Francisco
 H. A. O'Rullivan, Irene Burton, Sacramento

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Western Pacific Mileposts

In response to many queries regarding the pictures of Western Pacific's mileposts which have appeared in the first and second issues of MILEPOSTS' masthead, we offer this explanation.

Much thought and consideration was given to choosing a name for this little magazine, which first appeared in August. From a long list of many names submitted by all concerned, MILEPOSTS seemed to stand out like a clear block in the dark.

It seemed appropriate, also, to include a picture of the Western Pacific milepost coinciding with the number of the issue on each masthead, and especially so when it was discovered that with 928 Western

Pacific mileposts the present editor's worries would some day be over.

He was stumped, however, when he recalled that the first three mileposts on the main line are out in San Francisco Bay. Inasmuch as our photographer did not have in his possession, or know how to use, a diving suit, the idea of coming up from the bottom of the bay with a good snappy negative was abandoned. Neither did the editor want to confuse his readers by publishing a first issue numbered 3½, the milepost at Oakland Pier. Then he remembered the San Jose branch line.

Many of you readers have no doubt already identified these photos. For those who have not detected our subterfuge, we might add that within a very short time MILEPOSTS will be running on the main line bound for milepost 928 in Salt Lake City.

Our Cover

Perched on president Whittman's shoulder, Donna Wall, "Little Miss Red Feather" of this year's Community Chest Campaign, notices that the familiar red feather made famous by this worthy campaign bears a striking resemblance to the one shown on the diesel locomotive of WP's California Zephyr.

Recognizing the importance of this year's campaign, WP employees came to the rescue by exceeding their quota by twenty-three per cent.



DON'T THROW YOUR \$'s AWAY!

Of particular importance to all Western Pacific railroaders, part of an address given by Mr. R. L. Gohmert, assistant freight claim agent, before the eastern division staff meeting held at Elko in September, is quoted below:

"For the month of July, 1949, Western Pacific paid out of its treasury the sum of \$44,000 for payment of claims, an increase of \$1,000 over July, 1948. Between January and July, 1949, payments amounted to \$353,000, a decrease of \$15,000 for the similar period of 1948. However, we can take little comfort from this reduction of three percent, and we will hope for a still better reduction in the months ahead.

"All will agree that the spending of half a million dollars annually is just too much good money to strew along the right of way. During the war years and several years following, business was not hard to find. Today we need but to travel our important highways to see who is reaching into our tonnage.

"Good service means making and keeping friends, shippers and receivers who will want to favor the rail lines if we will handle their shipments with care. One of the first and fundamental jobs of good railroading is to see that the individual shipper of carload traffic is furnished a good sound car that will keep out the elements of moisture and dust. If we do not keep a car properly cleaned, or repaired against leaks, the liability rests with the transpor-

tation company if the shipment arrives at its destination in poor condition.

"Not only must we furnish suitable equipment, but we must also keep records of inspections made before placement of the empty car. Defects in equipment occur during transit, and it is under such circumstances that we want to be able to show that we made proper inspection of the empty and that we furnished a car clean and ready for loading.

"One of our heaviest lines of traffic is perishables, moving eastward, and packing house products and dairy products westbound. Proper refrigeration and proper ventilation are two essentials which must not be neglected. In the handling of tomatoes, potatoes, and similar commodities which move under ventilation, proper manipulation of ventilators is most important, and proper maintenance of records are the factors which decide carrier liability.

"Another important detail is that of making schedules. If we miss the deadline for our eastbound movements by as much as five minutes and our connections decide to run and leave the car for the next regular scheduled train, we are charged with a full day's delay. In the case of perishables you can just count in round figures on a loss of one hundred dollars per car for delay claim payments. Keep 'em rolling, is one

(Continued on Page 5)

SACRAMENTO NORTHERN PASSENGER BUSINESS SHOWS UPWARD TREND . . . FOR TWO DAYS

Sunday, September 25, 1949, marked the first operation of a passenger train on the Sacramento Northern Railway between Sacramento and Chipps Island (east bank Suisun Bay) since May 25, 1941. The Bay Area Electric Railroad Association chartered a two-car train which left Front Street and Capitol Avenue, Sacramento, at 10:15 a. m. The party aboard numbered 69 railfans and three railfanettes. These dyed-in-the-wool railroad boosters came from points around the Bay Area as

(Continued from Page 4)

of the best claim payment preventions to keep in mind.

"We have one shipper on our line who spends hundreds of thousands of dollars in producing the finest broccoli and celery that good agricultural methods afford. His brand outsells other brands by as much as two to three dollars per package. Imagine how that shipper will feel if through delay or other mis-service by the railroads that quality of merchandise arrives in a decayed or deteriorated condition.

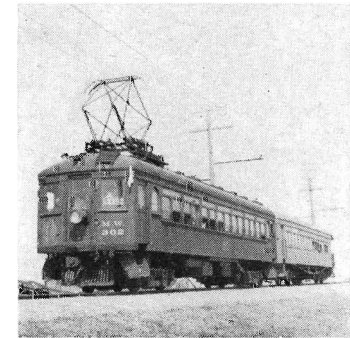
"Marketing values have dropped and their expenses have risen. If, on top of this condition in the market situation, the railroads mishandle shipments, the company's treasury and your paycheck will suffer.

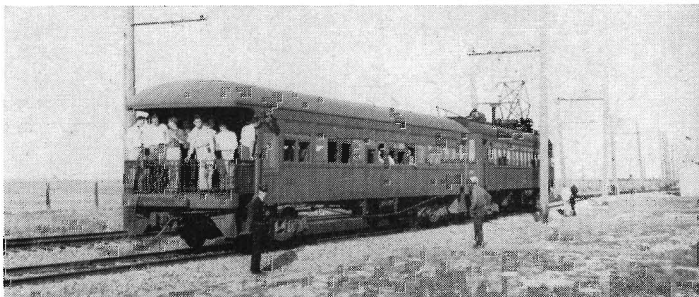
"Your freight claim department will assist you with any help you may need. Let's do a good job of railroading."

well as from Auburn, Fresno, Los Angeles and Modesto. All were equipped with cameras of varying shapes, sizes and dimensions, and a conservative estimate would set each fan's exposure during the day at five rolls of film.

The excursion operated over all of the electrified trackage east of the Suisun Bay car ferry, and actually marked the first time a passenger train had run the length of the Holland Branch or had operated on any portion of the Vacaville branch.

On the 18th of September the Northern California Railroad Club operated a one-car train from Oakland to Pittsburg, on the west side of the Suisun Bay ferry. This trip had a passenger list of 55 rail fans and the two trips together operated over the complete electrified portion of the Sacramento Northern Railway with the exception of certain





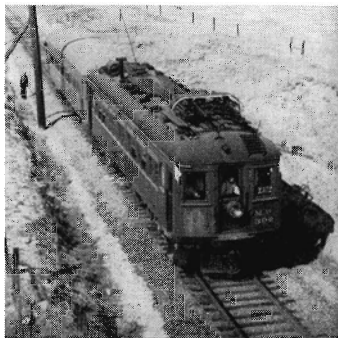
switching operations in Sacramento, Marysville, and Oroville.

The Sacramento Northern, long a favorite of electric railway enthusiasts, discontinued all regular inter-urban passenger service on July 12, 1941, when about 30 rail fans and a handful of regular passengers made a final run from the San Francisco East Bay Terminal to Pittsburg and return aboard car No. 1014. As the car left the San Francisco Bridge Terminal the din of torpedoes mingled with the blaring of its horns, was the end of a passenger service which commenced as the Northern Electric Railway in 1906, and the Sacramento Northern entered a career of freight hauling only.

The equipment of the excursion special of September 18 was car No. 302, sole remaining passenger car. The following Sunday this car was used as well as a stranger to the railway — ex-observation car 751 — of the now defunct Salt Lake and Utah Railroad. This latter car is the property of the Bay Area Electric Rail-

road Association, and is one of seven cars acquired by the club for preservation.

Details of the September outings were worked out by the Excursion Committees of both clubs with Mr. Rex Kearney, president and general manager of the Sacramento Northern. Retired superintendent of transportation, W. W. Nelson, a long time favorite S. N. official of the railfans, and many former motormen and trainmen were on hand the 25th to see the special off on its run.



MILEPOSTS

“Railroad Hour” To Feature Musicals

The months of November and December will continue the parade of great music and famous stars on “The Railroad Hour.” Right through to the end of 1949, the audience will hear such shows as “The Great Waltz,” with Jarmila Novotna; “The Mikado,” with Kenny Baker and Lucille Norman; “The Student Prince,” with Jane Powell; “The Desert Song,” with Dorothy Sarnoff; “No, No, Nanette,” with Doris Day; “The Vagabond King,” with Evelyn Case, Francis X. Bushman and Lucille Norman; “Rose Marie,” with Patrice Munsel, and “Hansel and Gretel,” with Jane Power.

Because of the detailed scheduling necessary for top-flight artists in making their stage, screen, concert and radio appearances, the list of shows to be heard on “The Railroad Hour” in 1950 has not been completed. For equally important with the show itself are the casting and contracting for the best talent in the starring roles. This is what *Variety* meant when it said: “The Railroad Hour has top direction and production.”

Up the Ladder

The following appointments have been announced:

Willard M. Workman, general agent with headquarters at 535 Smithfield Street, Pittsburgh 22, Pa.

Spencer Gibbons, formerly Pittsburgh general agent, has been assigned to special duties.

In its review of “Showboat,” starring Gordon MacRae, Dorothy Kirsten and Lucille Norman in the first broadcast of “The Railroad Hour” on the National Broadcasting Company network on October 3, this weekly trade paper of show business said:

“The Railroad Hour is back on the air with its winter season of operettas and musical comedies, to add a lush, melodious half-hour of music to Monday evening’s listening. With first-rate artists, good supporting choral and instrumental ensemble, and top direction and production, the airer has flavor and appeal.”

By moving to NBC on Monday nights (8:30 to 9 o’clock, PST; 9:30 to 10 o’clock MST; 7 to 7:30 o’clock, CST; and 8 to 8:30 o’clock, EST), “The Railroad Hour” associated itself with some of the best known programs on the air such as the “Firestone Hour” and the “Telephone Hour.”



MILEPOSTS

WP SPONSORS SAN FRANCISCO CABLE CAR

Before a large noon-hour crowd at the foot of California Street on October 17, Western Pacific formally dedicated California Street Cable Railroad's cable car No. 18, and joined the San Francisco business firms sponsoring cars in an effort to retain these great local tourist attractions.

Aboard the little car, which carries the same number as Western Pacific's crack streamliner, the California Zephyr, were several WP officials, and a group of pretty girls representing the Western Pacific Employees' Club. Behind the grip was Al Nielsen, who won the gong ringing contest last May in San Francisco's Union Square and spent the summer in Chicago along with James Buskirk and Harry Bishop operating a San Francisco cable car at Western Pacific's Chicago Railroad Fair exhibit.

The car was all decked out with huge bouquets of flowers and carries a large sign on its top depicting three California Zephyr vista-dome cars, as well as colored photographs of the sleek silver train in the Feather River Canyon on each end of the cable car.

Following a brief talk by President Frederic B. Whitman, Edith Barry, president of the WP Employees' Club, properly and with much gusto smashed a bottle of champagne on the car's dash. Out of range of the showering champagne, but adding much to the ceremony, were club members Cali Calomiris, Rita Connolly, Lois Heiman, Dorothy Lee, Sally Rideout and Ruth Schneider.

During the time photographers' flashbulbs were lighting up the scene, someone in the crowd was heard to remark: "This California

Zephyr sure gets around these days. Now they have 'vista-domes' riding up and down California Street on cable cars."

Completing the program, which was broadcast over the entire Mutual Broadcasting System network of 520 stations, gripman Al Nielsen began working on the gong to the delight of all present. Famous for his "Cow-Wow Boogie," "Parade of the Wooden Soldiers," and "Bugle Call Rag" tunes as maestro of the gong, Nielsen, with a typical "hold on to your seats" pulled back on the grip handle, and with the popular "barber shop tune" ringing in the air, pulled away from the dispersing crowd.

Kids Like WP Train Crews

J. J. McNally, trainmaster, Oroville, received the following letter from Mr. George Engs, camp director, Oakland Feather River Camp, Spanish Creek, Plumas County, California, dated August 4:

"We at Kamp Kidd wish to thank you and your men for the many things they have done for us this summer. Many of our boys have only read about railroads and to them the railroads represent action and romance, the train crews are more or less their heroes. You should see them dash out of their cabins when they hear an approaching train and the thrill they get out of the short blasts from the engine plus the arm wave from the engine crew. The brakeman always waves as the caboose passes. At night the

boys shine their flashlights in the air and the train crew flash back. Each boy considers it his personal signal. On our hikes to Keddie the roundhouse is our objective. Messrs. Otto Beard, John Eager and Hal Pritchett are three of the names I have from the boys as having gone out of their way to show the boys the engines and roundhouse. From the letters and cards the boys send home you may be assured that your men are doing a fine job of Public Relations. On my trips to camp I have found the Western Pacific crews a friendly and courteous group, especially the brakeman and the conductor of the coach that take over at Oroville. I did not get their names but they are on the train that stops at Spanish Creek around 3:45 a. m. (Train No. 2). They make every effort to make their passengers comfortable and are especially attentive to youngsters. We have had a wonderful camp season and hope to meet your men again next year."

In Memoriam

William A. Burhans, retired brakeman, passed away at Winnemucca, October 25. Mr. Burhans entered Western Pacific service July 10, 1926, and after retiring in February, 1941, again temporarily entered service as patrolman in September, 1944, remaining in service until September 30, 1945.

Eastern division engineer, Robert A. Barclay passed away October 26, at Portola, after 25 years of service with WP. Mr. Barclay began railroading September 24, 1924, as fireman, later serving as hostler and finally engineer, in which position he was working at the time of his death.



For the Old-Timers

The following rules were found in the Book of Rules of the old Tallahassee, Pensacola and Georgia Railroad, dated April 3, 1858, and will be of interest to present-day train crews. They were procured from the files of the Atlantic Coast Line's General Superintendent of Transportation; and are

"All engines unprovided with lamps, running at night out of time, will be required to keep their dampers open to show a light."

"Rule 8. As a general rule when two trains meet between stations, the train nearest the turn will run back. Any dispute as to which shall retire shall be settled by the conductors without any interference on the part of the engineers. This rule is required to be varied in favor of the heaviest loaded train, if they meet near the center."

"Rule 12. Should a train run off or for any cause be stopped on the track at night, the red light must be instantly sent back to a safe distance to stop a train approaching in the rear. The green light will be in like manner sent forward to stop a train approaching in the front. A half mile each way from where the train is standing will be a safe distance. At that point a fire must be built in the middle of the track and a train hand stationed there who shall keep up the fire and the red or green lights burning."

"Rule 16. The spark catcher or chimney of an engine out of order so as to endanger the safety of the train, the Conductor must put his

WP's 40th Anniversary

AS MILEPOSTS goes to press, final preparations have been made for Western Pacific's Ruby Jubilee Celebration to be held at Keddie, November 1, re-enacting the driving of the last spike at that location 40 years ago.

See November MILEPOSTS No. 4 for full details.

WP WILL REMEMBER....

"When a man devotes his life to an industry he has truly paid that industry the greatest compliment possible."

Now retired after serving Western Pacific well, are:

Richard J. Beach, store helper, Portola.

Frank Coyle, switchman, Oakland.

Clarence J. Disotel, conductor, Sacramento.

Walter H. Evans, consulting engineer, San Francisco.

Thomas Gallagher, B & B carpenter, Sacramento.

Olof Herman, blacksmith, Chico.

Walter B. Hopkins, telegrapher, Carbona.

Edwin M. Lee, carman, Wendover.

Harry A. Mitchell, president, San Francisco.

Thomas L. Phillips, chief engineer, San Francisco.

William T. Weathers, track laborer, Sacramento.

train on the first turnout and return his engine to Tallahassee for repairs."

—Courtesy Atlantic Coast Line News.

MILEPOSTS

Welcomes Mileposts

Knowing that some of the old-timers might like to correspond with former WP railroader Glenn Morton, the following letter was received by the editor:

"I am more than pleased to receive the two copies of MILEPOSTS which arrived yesterday, and can't tell you how I enjoyed them and hope they keep rolling along, as you know, I get a little lonesome up here away from all my old friends on the WP that I worked with for 42 years before being retired March 30, 1948.

"As you read through the MILEPOSTS, and the names of those you know and what is going on along the long trail I traveled over so many times, it brings back memories of

days gone by, both good and bad, and sometimes it makes you wish you were back in the old days.

"To me, it is more than just memories. As I started with the WP when they began in June 1906, and was in continuous service until March 30, 1948, working all along the line, and helped the old timers leave a monument for the hardships we went through to overcome the difficulties that were encountered in building WP and put it up to the standard it is today. It's lots of fun to go back and ride on "Memory's Train" now and then, especially after reading MILEPOSTS.

"Again let me thank you for remembering me.

Respectfully yours,
Glenn M. Morton
Route 2, Idaho Falls, Idaho."

The band had a great day when the first WP passenger train, a press special, passed through Thornton, and the whole town turned out for the occasion.



ACCIDENT PREVENTION REPORT
EMPLOYEE CASUALTIES AS REPORTED TO THE INTERSTATE COMMERCE
COMMISSION

(Injuries resulting in more than 3 days' lost time must be reported)

MAINTENANCE OF WAY:	Sept.	Man Hours	Accidents		Ratio per Million		Man Hours	Same Prd. '48
			Sept.	Yr. '49	Sept.	Year '49		
WESTERN DIVISION								
Roadmasters District								
1 Third	25,694	312,742	0	2	0	6.39	21.62	
2 Fourth	14,116	148,101	0	1	0	6.74	0	
3 First	25,294	259,873	0	2	0	7.69	9.83	
4 Second	37,505	428,203	0	10	0	23.35	12.32	
Totals	102,609	1,148,919	0	15	0	13.05	12.51	
EASTERN DIVISION								
1 Fifth	24,044	193,413	0	0	0	0	29.60	
2 Fourth	12,730	160,494	0	0	0	0	0	
3 Third	25,059	206,964	0	1	0	4.83	0	
4 First	18,019	185,086	0	1	0	5.40	5.31	
5 Second	13,989	145,781	0	1	0	6.85	7.98	
Totals	93,841	891,738	0	3	0	3.47	6.86	
MECHANICAL DEPT.:								
WESTERN DIVISION								
Roundhouse								
1 Oroville	24,751	258,298	0	0	0	0	0	
2 Oakland	19,252	221,841	0	0	0	0	21.53	
3 Stockton	11,355	110,589	0	0	0	0	0	
4 Keddie	6,114	61,007	0	0	0	0	32.99	
Totals	61,472	651,735	0	0	0	0	10.18	
Carmen								
1 Oakland	18,964	194,912	0	0	0	0	0	
2 Oroville	9,490	107,886	0	0	0	0	0	
3 Stockton	6,865	68,040	0	0	0	0	0	
Totals	35,319	370,838	0	0	0	0	0	
EASTERN DIVISION								
Roundhouse								
1 Elko	9,792	119,208	0	0	0	0	0	
2 Portola	7,435	94,611	0	0	0	0	0	
3 Wendover	4,258	46,710	0	0	0	0	0	
4 Winnemucca	3,320	46,278	0	1	0	21.69	0	
Totals	24,805	306,807	0	1	0	3.26	0	
Carmen								
1 Elko	6,204	111,765	0	0	0	0	0	
2 Winnemucca	2,156	29,957	0	0	0	0	0	
3 Portola	5,214	55,417	0	1	0	18.02	0	
4 Wendover	360	19,411	0	1	0	51.51	0	
Totals	13,924	216,650	0	2	0	9.22	0	
SACRAMENTO SHOPS:								
Shop								
1 Car and Paint (Paint)	21,829	245,838	0	0	0	0	0	
2 Machine	7,180	76,108	0	0	0	0	0	
3 Boiler	3,877	43,286	0	0	0	0	10.15	
4 Sheet Metal	2,186	24,924	0	0	0	0	0	
5 Electric	1,088	13,395	0	0	0	0	0	
6 Frmn and Oilers	3,928	43,535	0	1	0	22.96	0	
7 Blacksmith	3,598	39,313	0	1	0	24.39	0	
Totals	43,686	496,399	0	2	0	4.02	1.44	
DINING CAR DEPT.	32,788	274,834	0	3	0	10.91	18.59	
SYSTEM TOTALS:								
Maintenance of Way	196,450	2,040,657	0	18	0	8.82	9.81	
Mechanical Department	180,930	2,017,847	0	4	0	2.47	3.06	

On October 7 the Western Division Mechanical Department (other than Sacramento Shops) finished a year without a reportable injury. During this time these roundhouse and car men worked more than 1,400,000 man hours. That is an accomplishment by every man in Master Mechanic Morris's department that is worthy of the highest commendation. A goose egg ratio for a year is really some achievement when you consider the nature of their work. They are the goose egg gang and we salute them.

During the month of September there were no reportable injuries in either the Maintenance of Way or the Mechanical Department on the System. Good work.



Caboosing

Elko

Fourth district roadmaster *Dave Charlebois* was selected to represent the eastern division at the annual convention of roadmasters at Chicago, and *Gordon Switzer*, assistant division engineer, attended the convention of bridge and building supervisors. This was the first time WP was represented at these conventions and both Dave and Gordon feel it was time well spent. They were accompanied by their wives and report having had a very enjoyable trip in spite of the rain.

Johnny Murphy, MW&S timekeeper, has returned from Reno where he was called because of the serious illness of his mother. While her condition is still serious, the operation was successful and we hope for her complete recovery soon.

Frank Oldham, assistant accountant, reports his mother recovering satisfactorily from a fractured hip sustained when she tripped over the hose on the lawn.

Karl Wragg, *Ed Condon*, and *Jess Doud*, traveling accountants from San Francisco have been with us during part of the summer months. Anything missing, gentlemen?

Vacation time took *Tony Priemeaux*, personal record clerk, and

his family to San Francisco, where *Ernie Mueller*, assistant timekeeper, and *Theda Mueller*, assistant superintendent's secretary, also spent part of their two weeks, some of the time having been enjoyed in Fresno. *Mary Lambert* visited her brother-in-law and sister, Mr. and Mrs. Lambert Henderson (formerly of Elko) at their Los Angeles home.

Fay Strange changed Edith Batchelder's name to something very Strange, and they went to San Francisco for a short honeymoon. Both are members of the accounting department.

Two positions have been added to the division engineer's office. Welcome to our happy family at Elko, *Owen Terry*, assistant engineer, and *Thurston Rutherford*, rodman. *Jimmy Pearce*, engineering party rodman during the summer months, has resumed studies in engineering at Santa Clara University.

While *Johnny* and *Hanna Etchebehere*, assistant timekeeper and B&B clerk, respectively, spent their two weeks' vacation house hunting, *Florence Duncan* managed to get herself a pair of shiners by falling down stairs while arranging completion of the basement in their new home. Meanwhile, her husband

(Continued on Page 16)

WP's Brushless Train Washer

By Eric Thomsen

The California Zephyr arrives at Portola, California, at 7:39 a.m., after traversing Utah and Nevada deserts by night on its westward trip over the Western Pacific. Three minutes later it leaves Portola for its scenic daylight run down the beautiful Feather River Canyon.

Anticipating that the outside of the train would get dusty on its nocturnal flight through the desert, WP has installed a unique brushless washer at Portola which gives the entire train a quick and thorough bath, leaving the windows and Vista-Domes clean and sparkling.

While train washers are by now quite common throughout the land, for servicing trains between runs, the Portola washer is located on the main line, has no brushes, and washes the train en route with passengers on board. The cleansing operation takes place immediately after the train leaves Portola station. Passengers are informed in advance over the public address system that the train will be washed and many of them step up to the Vista-Domes to watch the novel operation.

The washer itself consists of three pairs of hinged half-arches, each pair of which forms a complete spray-arch over the tracks when in operating position, with the spray nozzles within 20 inches of the surface of the car. In the retracted or non-operating position, the entire washing device is eight feet six

inches clear of the center line of track.

As the train passes under the first spray arch, it is given a light application of a special cleaning solution. Under the second and third arches, it is subjected to baths of clear water, sprayed through fair-type nozzles which supply a very hard spray, having a severe cutting action. The rinse arches discharge a total of 500 gallons per minute at 95 pounds per square inch nozzle pressure.

The primary purpose of the washer was, of course, to remove any dust which would cause reflections on the surface of the Vista-Dome and other windows, but it has been found that not only is the dust removed, but all except the most obstinate foreign matter is also washed off.

A small prefabricated building houses the control equipment, pumps, and solution mixing facility. The cleaning solution is mixed cold in concentrated form in a drum. It is then pumped by hand into an open storage tank about four inches in diameter and seven inches in length, where it is diluted to proper strength. A three horsepower centrifugal pump is connected in a manner that permits it to perform various duties. During the mixing operation, the pump draws solution out of the bottom of the storage tank and discharges back into the top of the tank, causing an agitating action. During the



washing operation it pumps the solution out to the spray arch. After washing, the pump draws back the solution remaining in the pipe line and returns it to the tank, then flushes out the line with clear water to prevent corrosive action in the pipes. All this is accomplished by means of three 3-way cocks.

The main booster pump is a 50-h.p. 500-gallon per minute single unit machine.

The problem of eliminating the large quantity of water from the roadbed after washing was solved by providing a large concrete basin under the track. This basin is filled with ballast and the water disappears into the ballast as fast as it runs from the cars, being then carried to a manhole and out via drains.

Movement of trains through the washer is provided by floodlights

and train signals. When all arches are retracted, the floodlights are out and the signals display a lunar white indication. When one or more of the half-arches leaves the retracted position the six floodlights light up and indications change to purple. When unattended the half-arches are padlocked in the retracted position.

The washer is arranged to wash west-bound trains only, as east-bound California Zephyrs leave Oakland fresh and clean, climb up the Feather River Canyon, and arrive at Portola in the late afternoon.

The washer was designed and constructed by WP forces under the direction of T. L. Phillips, retired chief engineer. Special steel fabrication and welding was done under contract by Acme Welding Co. of Oakland.

FAIR ENOUGH?

Between April 15 and 28 of this year the Opinion Research Corporation made a survey of public opinion for the Association of American Railroads, based on 2,510 personal interviews with a representative nationwide cross section of the voting public. In reply to the question "just as a rough guess, what per cent of profit or rate of return on their investment would you say the railroads are making now?" those questioned were of the following opinion:

Per Cent of Profit	1946	1947	1948	1949
5% or less.....	8%	14%	19%	17%
6% to 9%.....	5	8	5	7
10% to 14%.....	8	9	8	8
15% to 19%.....	5	4	2	4
20% or more....	24	24	16	13
Don't know.....	50	41	50	51
Average estimate	15%	12%	10%	10%

The survey also revealed that most people who have any idea on the subject think that 6% or more would be a fair profit for the railroads. The average estimate of what would be a fair profit is 8%.

By way of comparison with the above figures, our auditing department has furnished the following figures on the rate of return received by Western Pacific on its net investment, over the past five years.

	Net Investment	Net Railway Operating Income	Rate of Return on Net Investment
1949..... (1st 6 mos.)	123,166,834	1,570,015	1.27%
1948.....	122,732,431	4,940,897	4.03
1947.....	118,998,353	5,085,593	4.27
1946.....	117,817,768	4,500,293	3.82
1945.....	119,711,995	5,202,282	4.35

Caboosing . . .

(Continued from Page 13)

George was working the slot machine overtime to the tune of \$15. Both the shiners and the \$15 have disappeared.

A wonderful trip touring Canada was enjoyed by *Caroline Wolf*, general clerk.

President *Frederic B. Whitman* was guest speaker at the Commercial Hotel Lounge recently while attending a banquet given by members of the Salt Lake City Chamber of Commerce good will tour. Mr. Whitman's speech was broadcast over station KELK.

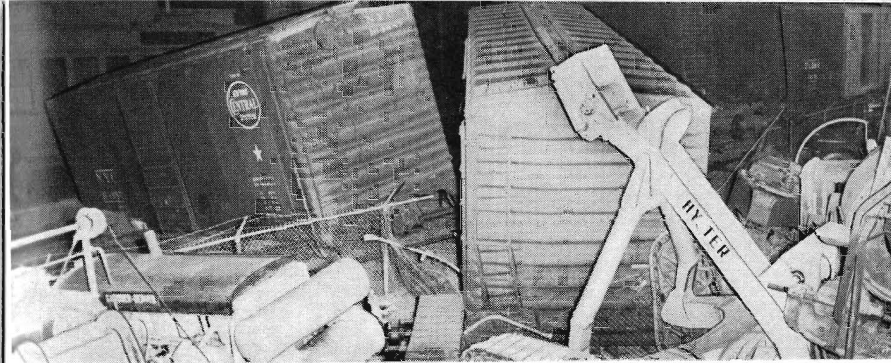
WP bowlers are again being sponsored by Blatz Beer. The team this year consists of *Frank Oldham*, *Johnny Murphy*, *Loren Ames*, *Ernie Mueller*, *Al Glenn* and *Bill Zent*. *Tom Clark* does not expect to bowl with the team but we do expect to hear of him from time to time in connection with his Silver Stage Theater group activities.

James Calkins, Jr., *Leland Ford* and *James Ford, Jr.*, have returned to school after working most of the summer with WP. They are studying law, civil engineering and dentistry, respectively.

Oakland

Bob McIlveen, road foreman of engines, has a two-way mobile radio installed in his automobile which operates on 10 and 11 meters. His call number is W6BCN. Bob received his Class C amateur license while working as fireman at Portola

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—Photo by Oakland Tribune

BOX CARS BELONG ON TRACKS

Early in the morning of September 23 the driver of a heavy truck and trailer loaded with a 70-foot steel beam lost control of his highway box car and rode it into the side of a passing Western Pacific freight in East Oakland. Three box cars were derailed, some trackage shifted, and traffic stalled on the WP and parallel SP main lines for five hours. The driver was critically injured.

The swelling tide of similar mishaps, many leaving a grim toll of dead and injured railroaders, has caused the railroad labor organizations to join in the campaign to enforce safety measures. As *Trainman News*, Brotherhood of Railway Trainmen weekly, puts it:

"Large truck trailers are a highway menace even when loaded with ordinary materials. The menace is many times multiplied when the

trucks are loaded with material which in itself is dangerous.

"With proper legislation, the BRT and the standard rail labor groups propose to rid the highways of this hazard."

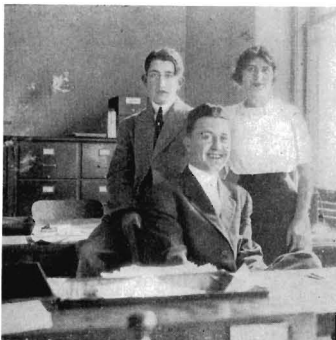
The BRT and other brotherhoods have the strength of thousands. But Mrs. Kathie Zahn of Albany, California, showed that the efforts of even a single housewife can be effective in this campaign. Mrs. Zahn wrote a letter to the California Public Utilities Commission protesting against unsafe trucks and buses and asked for a formal investigation of these vehicles that "either go too fast or too slow." The PUC replied with orders for an immediate comprehensive state-wide investigation, including public hearings by all concerned with safe use of the highways.

Caboosing . . .

(Continued from Page 16)

in 1923 and is now the holder of a Class A amateur license. While most of his activity in radio has been confined to two-way telegraphic communication on the 40-meter amateur band, the mobile set now in use furnishes very satisfactory two-way communication with the United States, Canada, Mexico, Hawaii, and Alaska. He has also established two-way communication with New Zealand and the various South Pacific islands. Bob reports, "with the mobile outfit on the 10-meter band, long distance communication is ideal when confined to low power such as is necessary in mobile communication."

Employees hospitalized recently were agent *G. D. Keyes* at Community Service Hospital in San Jose; switchman *G. W. Boushey*, check clerk *C. A. Klump*, also *W. Combs* and *Harry Glatt*, all at Providence Hospital in Oakland.



Ed Hennessy, assistant chief clerk at Sacramento, is relieving in the terminal trainmaster's office at Oakland while *Harry Glatt* is recuperating.

It's a new Dodge for *Art Roke*, interchange clerk; a new Plymouth for *Ed Quinn*, telegrapher, and a new Oldsmobile for "*Sol*" *Salomon*, yardmaster.

San Jose reports that *Jane Wade*, stenographer, is on vacation and is being relieved by *Ethel Fletcher Miller*.

Margaret Evans, bill clerk, and *Ernie Evans*, industry, have been on vacation also, dividing their time between Yosemite and Carmel.

Isabelle MacLeod has taken a 90-day leave of absence account ill health, and her many friends on the system wish her a speedy recovery.

Switchman *R. J. Eby* retired in September after many years of service with the railroad.

Sacramento Northern

The good humor and pleasant personality of *Glen McDaniel*, division accountant, will be missed. Glenn has resigned for new work in Fresno and we wish him good fortune indeed.

Chief clerk, *Andy Andersen's* cigars and candy were enjoyed by all. Andy now knows all about home diaper service since his wife *Francis* presented him with a son.

Milton Ziehn, pinch-hitting for *Ruth Crane* in reporting for MILEPOSTS, is mighty glad to see Ruth back from her vacation in the south.

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From left: *C. L. Droit*, *C. F. Craig*, and *Alta Spivock*, vice-president's office, May 1911.

Models' Society Formed

Following completion of a course at the Estelle Compton School of Modeling which she attended during her spare time, *May Gee*, a young and pretty Chinese girl now employed in the car record department at Western Pacific, formed and is president of the first Chinese Models' Society in San Francisco.

The group, besides Miss Gee, who hails from New Orleans and brought with her all the charm of the "old South," includes *Penny Lee Wong* "Miss Chinatown of 1948," *Vanita Fong* and *Terry May Jee*, University of California students, *Mable Lee*, *Mary Dong* and *Louise Wong*.

All residents of San Francisco's famed Chinatown, largest of its kind outside the native land, the group has been called upon many times to appear at important festivals, style shows, celebrations and fairs, to model styled clothing, swimming apparel, casual wear, as well as treasures from the Far East. A few of their more important appearances have been at the Portola Festival, the 1949 California State Fair, the Gold Rush Centennial Celebration



in Portsmouth Square, San Francisco's 1949 War Bond Drive, and the San Mateo Fiesta.

While no definite plans have been made for the future of the group, they intend to continue their interesting work aside from their regular vocations.

"TICKET, PLEASE!"

Sheepishly, the commuter looked up at the suburban train conductor.

"I find myself in an embarrassing position," he confessed. "This morning I left my monthly commutation ticket in my other suit, and tonight I seem to have left my wallet at the office. I have no ticket, no money."

"I wouldn't worry too much," sympathized the conductor. "Where are you going?"

The passenger named his station.

The conductor removed his hat and scratched his head. "Add this to your grief," he said slowly. "This train doesn't stop there."

S. P. S.—Aurora, Ill.



SACRAMENTO CHAMPIONS

Pictured above is the Western Pacific Athletic Club's night softball team which won 17 of its 20 games this summer to clinch the league's night softball crown. Although in the finals each year, it was the Club's first championship since 1944.

Left to right are, front row, Jim Musillani, Axel Paschane, Al Stadler, Monte Latino and Hy O'Rullian, manager. Back row, Bert Finchley, Bob Cunha, George Nye, Horace Latona, Ken Gull and Jack Schenk.

In the foreground is the certificate presented to the club by the Sacramento Department of Recreation.

Won't Be Long Now

Preparations are now under way for week-end trips to the snow country when "King Winter" takes over again. With Saturdays free, bigger and better snow trips will be welcomed by WP ski enthusiasts.

Hard working Frank Rauwolf, chairman of the excursion committee, is already busy preparing schedules and low cost "all inclusive" fares.

Watch for further announcements in MILEPOSTS, as well as special bulletins. In the meantime start the snow-ball rolling by making plans to join the gang.

San Francisco

October 11 was "Western Pacific Night" at Kezar Pavilion, when the railroad's basketball team met the young and fast Anglo California National Bank quintet in another round of San Francisco's Industrial League.

The turnout was excellent, the crowd had a lot of exciting fun and thrills watching the game, but the team left the floor for the showers at the end of the game on the losing end of a 48 to 41 score. Leading at half time, and with a lot of "steam" still behind them, the second half started out with plenty of action. From the press box it looked as if the railroaders might be able to hold onto their small lead, but it wasn't long before the fast breaking Anglo Bank team picked up where Western Pacific left off. While the bankers did manage at times to work the ball into the hole for easy setup shots, a large majority of their baskets were scored from out behind

the foul line and from deep in the corners. Their fine looping shots soon ran up their side of the score board, and the heat was on.

Trying as best they could, the transportation crew just couldn't find the basket, and many "ringers" rimmed the basket only to fall the wrong way. Too, the fast pace set by the bankers in the closing minutes of the final half left little doubt that the game was going their way.

Dave Mariani, playing his usual fine game, led the losers with 17 points, while Tommy Doyle paced the bankers with 19.

During half time, a drawing was held for prizes donated by Western Pacific. Tickets were passed out at the door before the game by Cali Calomiris of the Law Department, and Katherine Means, and with the assistance of Winnifrede Barton, George Welch, and Arthur Petersen, Bill Levy (all of the AF&PA office) became "donator" of the donations.

First prize of two round trip tick-



ets to Stockton on the California Zephyr were won by Mildred Butterfield, AF&PA, while second prize of a single passage on the streamliner to Stockton and return was drawn for Emma McClure, law department.

Another half dozen consolation prizes, consisting of a set of Western Pacific playing cards and an ash tray, went to the next six winners, and it was then time for the second half of the game.

WP Drops a Close One

After two fine starts in the Industrial League, by winning from Remler Radio and Standard Oil, Western Pacific dropped their third contest to Bank of California's five, 30 to 29, Friday, October 7th, at Kezar.

Up against a team having won four straight games without a loss, the railroaders were never in the lead, although the bankers were hard pressed to keep on the leading end of the scoreboard.



Lanky Cliff Gerstner gathered 13 points for Western Pacific for high point honors. Fine defensive work by guards Bob Alhgrim and Jim Mills kept the "Cal" team from getting many "set" shots, and while the floor work of the entire WP team was periodically smooth and fast, several "cooling off" periods failed to do anything toward warming up the score. Jack Ditty, usually blessed with an eye for baskets, just couldn't find the net.

As the score indicates, the game was nip and tuck all the way and good hard playing was evident on the part of both teams. Norm Jackson, alternating at the forward and guard positions, left the game early with two cracked ribs, but will be ready for action again after a few weeks layoff.

Coach Johnny Suseoff lined the boys up for a little practice work before the next game and spent most of the time working pass plays and shooting baskets.

Caboosing . . .

(Continued from Page 18)

Incidentally, Milton says his new green Dodge has a fine pickup! Wonder just what he means?

Christine Wilkes back after a leave of absence in the general clerk-stenographer position, capably handled by *Yvonne Dunisch* during her absence.

Clarence Moser did. *Al Fippin* didn't. Well, you know how it is, some deer are lucky, some aren't.

Nelda DelPonte is now maintenance of way timekeeper, and *Betty Jones* has returned after a leave of absence.

Sacramento

At this writing *Mrs. Irene Burton*, MILEPOST reporter from the store department, is enjoying a well deserved vacation traveling through the states of California, Arizona, New Mexico, Texas, and Oklahoma.

Steno-clerk *Vince MacMillan* has left the services of the Western Pacific to follow a journalistic career in Southern California.

Accountant *James Musillani* is a regular customer at the Berkeley Memorial Stadium this year (Oh you Bears!) while sportsman *Jim Quick* makes Bay Meadows, Golden Gate, and all points south his stomping grounds.

Shop painter *Monte Latino* finally broke the ice and brought in a fine catch of striped bass last week. His 9½ pounder won for him second place honors in the WPAC Bass Derby.

Machinist *Al Stadler* came through with an impressive 598 se-

ries in a recent bowling match as his team annexed first place in the WP bowling league in Sacramento.

Pretty steno-clerk *Vi Tucker* is having nightmares. It's annual pass time and she says she dreams of them nightly.

Mel Graham, formerly in the passenger traffic department at Salt Lake City, is now working in the division superintendent's office at Sacramento.

Former superintendent of motive power *William J. O'Neill* is an occasional visitor at Sacramento Shops. While in his retirement, Mr. O'Neill is acting as vice-president of Allen-O'Neill Associates of San Francisco.

Colin C. Eldridge, assistant in the president's office, San Francisco, was a Saturday visitor at Sacramento Shops recently.

Approximately 35 Sacramento Shop employes and officers attended the annual Sacramento meeting of the Pacific Railway Club. WP attendance was headed by superintendent of motive power *E. E. Gleason*, assistant superintendent *Ed T. Cuyler*, master mechanic *L. M. Morris*, mechanical engineer *Wm. Wolverton*, electrical supervisor *Richard Carter*, and shop superintendent *Dave R. Sarbach*.

The pleasant voice of *Eileen Frost* is again occasionally heard over the Sacramento PBX. Others on the PBX are dependable *Marion Sellers*, *Barbara McDonald* and *Jean Smith*.

Roundhouse foreman *Ray Ronan* from Oroville and car foreman *W. E. Moss* from Oakland were Sacramento visitors recently.

Railroad Lines

Grand Central Terminal in New York City began its own broadcasting service October 1 with news, music, weather, time and sports programs interspersed with train announcements.

. . .

Pennsylvania Railroad's 4,142 locomotives interestingly described in new 24-page booklet entitled "Modern Power for Today's Trains."

. . .

Both Texas and Pacific and Erie polls among employees show vast majority of workers happy they cast their lots with the railroads.

. . .

Central of Georgia provides small fry traveling on their streamliners "Man-O-War" and "Nancy Hanks II" with especially designed plastic bibs.

. . .

Russian locomotive engineers often make through runs of over 2,000 miles, two men taking alternate shifts.

. . .

Railroad Fair closed with 2,732,618 visitors, 231,805 more than last year.

. . .

Organized school train tours sponsored by Atlantic Coast Line, Texas and Pacific, and Milwaukee, are helping to educate the younger generation in rail transportation value.

. . .

In addition to the taxes which they themselves pay, the railroads, at great expense to the carriers, collect for the Federal Government more than one billion dollars annually, levied by the Government on income of railroad employees, retirement tax withheld from employees' wages, and the tax levied on passenger and freight transportation.

. . .

Pennsylvania Railroad announces a new all-Pullman train, "Spirit of St. Louis," to operate between New York, Washington and St. Louis.