

WESTERN PACIFIC  
*Mileposts*  
OCTOBER 1950



# WESTERN PACIFIC Mileposts



Vol. II, No. 3

OCTOBER, 1950

Milepost No. 15

Department of Public Relations

**WESTERN PACIFIC RAILROAD**

**SACRAMENTO NORTHERN RAILWAY**

**TIDEWATER SOUTHERN RAILWAY**

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

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Member American Railway Magazine Editors' Association

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MILEPOSTS

## THE BUDD CARS ARE ROLLING

With the first eastbound departure of the new Budd cars on September 15, Western Pacific began operation of a 100 per cent streamlined passenger service. The first westbound *Zephyrette* left Salt Lake City on September 17. The cars operate in each direction on a triweekly (Sunday, Wednesday, and Friday) schedule, departing from Oakland Pier at 7:57 p. m. and Salt Lake City at 7:30 a. m. Running time eastbound is 22 hours and 48 minutes, while westbound the run takes 23 hours and 30 minutes.

The two modern self-propelled rail diesel cars, Model RDC-2, were purchased from the Budd Company, Philadelphia, designers and builders of the cars used in the *California Zephyr*, at a cost of \$130,000 each.

Prior to placing the order with the Budd Company, Western Pacific put the demonstrator (RDC-1) car in trial revenue service, operating over the 600-mile run between Portola, California, and Salt Lake City during the period January 18-27, thus being the first railroad to have one of the cars in actual service. Prior to this operation, the car had toured the country, making short exhibition runs for interested railroad officials.

The success of the test was indicated by prompt placement of an order for the first Budd car to be purchased.

The model selected contains a 17-foot baggage compartment and seats 70 passengers. This action was followed in a matter of hours by the NYC, who ordered two RDC-1's (all passenger carrying cars). Since that time orders were placed by the C&NW, PRR, B&O, and NYS&W.

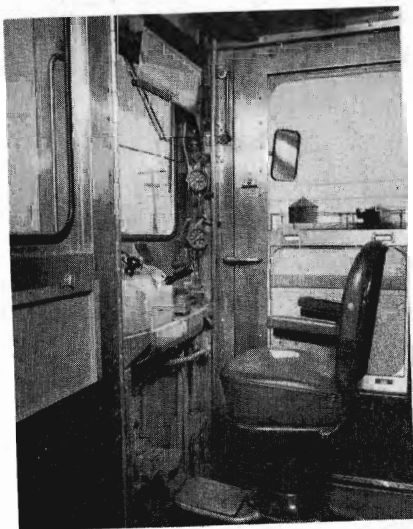
For Western Pacific, the advent of the modern self-propelled diesel rail car presents a solution to an extremely knotty problem of passenger service. Its main line extends from Oakland to Salt Lake City, 928 miles. Two-thirds

Rear view of the car shows electric marker lights and Mars, red oscillating tail light. Winged emblem was put on by Mechanical Department to match other WP power.



of this mileage lies in Nevada and Utah, where population and related passenger traffic potential is sparse. The now famous and extremely successful Vista-dome *California Zephyrs*, introduced in March of 1949, were designed to attract the long-haul passenger, and feature a daylight schedule through the scenic Feather River Canyon. At this time local trains, Nos. 1 and 2, were established to perform the services that the *Zephyrs* fixed consist and fast schedule made impossible. Despite all efforts, the financial return on these local trains was extremely disappointing, resulting in a loss approaching a million dollars a year.

To explore the capabilities of the Budd car, special arrangements were made with the Budd Company to modify temporarily the demonstrator model and to equip it for the test serv-



Mirror provides good rear visibility for engineer. Comfortable chair-style seat was installed at Sacramento Shops.

ice held last January. Seats were removed from one end and a temporary baggage compartment was so constructed that the interior trim and decorations of the car were untouched. Since the demonstrator model possessed no baggage doors for the period of the test, all head-end business had to be handled via the conventional vestibule doors. The Railway Express Agency assisted by diverting, wherever possible, shipments of unusual size or livestock. With the co-operation of the Budd Company's service engineers, a welded stainless steel sheathed pilot was designed and attached to the front of the car, replacing the truck-mounted pilots which, while satisfactory for commuter service, was unsuited for main line service in mountainous terrain.

In the test, which included runs cresting the Sierra Nevadas at Beckwourth Pass, traversing the Nevada desert and then descending from the plateau to the floor of the Great Salt Lake Desert where it crosses the Bonneville Salt Flats on a 43-mile tangent, the RDC-1 acted as a complete train and proved to be an adequate substitute for the usual steam-powered consist of two or more conventional cars.

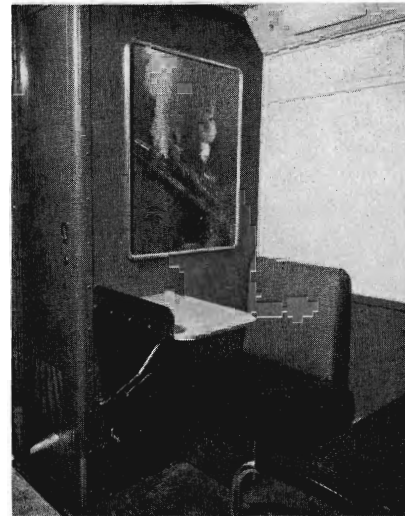
Traffic-wise, the Budd car presents an attractive appearance. Its stainless steel construction makes it a fitting supplement to the *California Zephyrs*. For this reason, Western Pacific has dubbed the cars *Zephyrette*. Equipped with air conditioning and thermostatically controlled heating, it affords a comfortable ride summer or winter. Temperatures well below zero were encountered during the test runs without any discomfort to the passengers.

Cost-wise, the car can be operated

for about one-half the cost of a conventional train of equivalent appointments. The two 275-horsepower diesel engines, driving through torque converters, provide for smooth, rapid acceleration. The engines operate at about 70 per cent capacity, except during starts, so general wear and tear is slight. Budd's engineers figure that they can run for 4,000 hours without major overhauls.

As long ago as 1938, Budd started work on a new kind of brake which would not only last longer, but make less noise. Usual brakes consist of metal shoes that clamp onto the rim of the wheels. The idea of metal touching metal seemed abhorrent to Budd, so he constructed thick discs which circle the axles just inside each of the wheels. Brake shoes made of non-metallic, but sturdy material, clamp onto the sides of this disc, much the same way hand brakes work on a bicycle. As a result, the brakes are supposed to last for 10,000 miles without change of linings, as against four to six thousand miles for standard shoe claps and it takes only 62 seconds to replace one.

Stainless steel construction reduced body maintenance while easy replacement and repair of the diesel engines simplify motive power maintenance. In 6,000 miles of test service, the car averaged 2.8 miles per gallon of diesel fuel at a cost of slightly more than three cents per mile. Fuel cost for steam locomotives used in similar service averages 22 cents per mile. For a one-unit train the RDC is amazingly light, and this helps account for the fast acceleration and high speed. Budd engineers saved 3,000 pounds per truck by welding up a lightweight assembly instead of using solid castings. The



Collapsible conductor's desk is located at rear of car.

compact torque-converters save about 12,000 pounds over the standard engine-to-generator-to-electric traction motor setup.

Before being placed in service the cars were sent to Sacramento shops for mechanical and other improvements in order to make the cars more adaptable to Western Pacific service. Electric water coolers were installed in the car, as well as additional toilet and hot water facilities, and outlets for additional lights for convenience of the passengers. Eight photo murals, depicting scenes in the Feather River Canyon, have been placed in each car, which decoration adds much to the attractiveness of the cars' interiors. Reclining seats have been installed in the center compartment of one car for the use of through passengers, and the second car will be so equipped as soon as material is received from the



Interior view shows two of the eight large photo murals installed in each car.

factory. The front and back stationary portions of these seats are equipped with foot rests which may be folded upward and backward to an out-of-the-way position when not in use. Special fish racks were installed in the baggage compartment for convenience in handling shipments of iced fish, and gyro lights added in front and rear for additional safety. Lighted numbers, 375 and 376, were installed on the roofs of the cars, and the front ends repainted to match other power.

For the convenience and comfort of the crews, water coolers were installed in the cabs of each car as well as modern well-cushioned engineer's seats. A conductor's desk was built in,

and a desk and hot plate added for use of the baggage man.

These improvements were developed and engineered by W. B. Wolverton, mechanical engineer, assisted by Marshall Brown, chief draftsman, and R. E. Schriefer, shop engineer. Preliminary preparations and test runs were arranged by Colin C. Eldridge, assistant to the general manager.

### ZEPHYRETTE SCHEDULES

TRAIN No. 2 (Sun., Wed., Fri.)	DEPARTURE TIME	TRAIN No. 1 (Mon., Thurs., Sat.)
7:30 PM	San Francisco (Ferry)	7:35 AM
7:57	Oakland Pier	7:15
8:08	Oakland (3d & Wshtn)	6:49
f 8:40	Hayward	6:08
f 8:53	Niles	5:55
f 9:10	Pleasanton	5:37
f 9:19	Livermore	5:28
f 9:51	Carbona	4:56
10:27	Stockton	4:26
10:51	Thornton	4:01
11:27	Sacramento	3:25
12:22 AM	Marysville	2:33
1:02	Oroville	2:00
f 2:14	Pulga	12:37
3:01	Belden	11:47 PM
3:47	Keddie	10:59
4:07	Quincy Junction	10:39
4:32	Sloat	10:12
4:50	Blairsdon	9:55
5:15 (Ar)	Portola (Dp)	9:30
(MEAL STOP)		
5:55 (Dp)	Portola (Ar)	8:50
6:20	Reno Junction	8:22
6:50	Doyle	7:55
7:03	Herlong	7:38
8:25	Gerlach	6:20
9:05	Sulphur	5:39
9:33	Jungo	5:15
10:25	Winnemucca	4:35
11:24	Battle Mountain	3:26
12:53 (Ar)	Elko (Dp)	2:00
(MEAL STOP)		
1:30 (Dp)	Elko (Ar)	1:23
2:23	Wells	12:16 PM
3:18	Shafter	11:17 AM
4:25	Wendover	10:05
5:36	Delle	8:34
6:45 PM	Salt Lake City	7:30 AM

East of Oroville, Trains No. 1 and No. 2 will stop on flag at any station to receive or discharge passengers.

## Meet Our General Chairmen

(This is the third of a series of articles about Western Pacific's General Chairmen. Personalities of the employees serving as General Chairmen for the other railroad labor organizations, as well as the 14 chairmen who are not WP employees, will appear in future issues of MILEPOSTS.)

Frank James, general chairman of the Brotherhood of Railway Clerks, was born in Placer County, January 18, 1904. He moved to Oroville with his family in 1906, where he attended grammar and high school.

Frank entered employment with the Western Pacific on June 26, 1920, as a call boy, and thereafter held various positions of baggageman and train desk clerk at Oroville and Portola.

In May 1928, he went to Sacramento as assistant train and enginemen's timekeeper in the superintendent's office, and worked in various positions there until 1936, when he went to the Sacramento freight station as bill and interchange clerk, remaining on that position throughout the war years, until 1946. During that year he was assigned to the position of rate clerk and subsequently to that of train desk clerk, which position he held at the time of his election to the position of general chairman in June 1947, after having acted as division chairman and financial secretary-treasurer to the Western Pacific System Board of the Brotherhood for many years, in addition to his position of secretary to his local Brotherhood of Railway Clerks from 1931 to 1947.

Frank resides in Carmichael, California, with his wife, Elizabeth, his son, Lawrence, who attends high school, and daughter Betty and son William, who attend the Carmichael grammar school.

During his spare time Frank has



Frank James

built up an extensive collection of stamps, his chief hobby, although he enjoys hunting and fishing whenever time permits.

He has few plans for retirement beyond the development of the walnut orchard where he lives. He feels that this will be the ideal spot on which to retire in future years.

### "NATCH"

Last summer a high school boy was earnestly filling out an application for employment. Several questions seemed to puzzle him. The personnel manager, noticing the boy's trouble, went over to help him. The first thing that caught his eye was the blank marked "Salary Desired?". Next to it was written, "Yes."—*The Pullman News*.

## Railroad Hour Winter Format

Monday night, October 2 marked the return to its regular winter format of the Railroad Hour, starring Gordon MacRae and top-flight guest artists of the stage, screen and radio in programs of the world's greatest operettas and musical comedies. Carmen Dragon's orchestra and a chorus directed by Norman Luboff provide musical and vocal support, with Marvin Miller as the announcer. The Railroad Hour is presented every Monday night over the National Broadcasting Company network, and is sponsored by the Association of American Railroads.

During the first 13 weeks of the fall and winter season, listeners will hear musical romances that popular acceptance has made classics. Included are such favorites as "Allegro," "Connecticut Yankee," "Jubilee," "Brigadoon," "Orange Blossoms," "Pirates of Penzance," "Roberta," "Wizard of Oz," and "The Fortune Teller." A specially-written Christmas program will be presented on December 25.

The names of the composers whose works will be heard on the Railroad Hour are, in many instances, as fa-

Chorus, directed by Norman Luboff, provides vocal support for baritone star Gordon MacRae (at the microphone).



miliar as their delightful musical romances. Victor Herbert, Rudolf Friml, Oscar Strauss, Gilbert and Sullivan, Cole Porter and Jerome Kern—all are represented. And the glamorous stars who will play the leading roles opposite MacRae have already won the acclaim of the Railroad Hour audience. Among those scheduled to sing are Dorothy Kirsten, Nadine Connor and Lucille Norman.

At the beginning of its third year on the air, the Railroad Hour has the distinction of rating ahead of other similar programs that have been broadcast weekly for from 10 to 20 years. It has earned the loyalty and applause of millions of listeners, as attested to by professional rating services, tens of thousands of letters from fans and the written judgment of critics and newspaper columnists.

The Railroad Hour is among the select few radio programs recommended by community radio councils, educational groups and parent teacher organizations, which list it in bulletins and membership mailings as highly desirable for family listening. Among the show's most ardent supporters are music teachers, librarians and professional musicians. One of its greatest compliments was a telephone call from the world-famous violinist, Fritz Kreisler, who had just listened to his own composition, the operetta "Apple Blossoms," with MacRae and Dorothy Kirsten. He said, "It was beautifully done, and I enjoy your show week after week."

## IN THE GOOD OLD DAYS



*I*N the fall of 1910, Western Pacific's first passenger train, the Overland Express, was a little short on passengers. California Zephyrs, with passenger waiting lists, were just a dream. But, in the days of "23 Skidoo"—as today—romance was in bloom, and the excitement of a train ride thrilled young and old, as evidenced by the entranced expression on the young man in short pants.

# Don't Be HALF Safe!

By HOMER BRYAN

Mrs. O'Leary's cow kicked over a lantern that burned up 17,000 Chicago buildings in 1871. Since then there have been so many fires caused by the thoughtlessness, neglect and procrastination of beings endowed with supposedly much greater intelligence that the cow can not well be held up to scorn.

Let's look at the causes and consequences of fires in which Mrs. O'Leary and her cow had no part:

Eleven thousand Americans die needlessly and more than twice that number are severely burned each year. About 70 per cent of the fatalities are women and children. Every day there

are 30 deaths caused by 740 home, 200 store, 91 factory, 8 church, 7 school, and 3 hospital fires. The forest area annually burned over is equal to the area of the State of West Virginia. Can we be indifferent to such a tragic waste of human life and material resources? Certainly we should not be!

Let us look at the cause of some of the fires of 1949:

	Fires
Smoking and matches.....	91,000
Misuse of electricity.....	70,200
Defective heating equipment.....	49,500
Careless handling and use of inflammable liquids.....	41,800
Defective or overheated chimneys and flues.....	25,800
Children playing with matches..	24,200
Sparks on roofs.....	23,500

Whether at work or in the home, there are many things that we can do to improve such a record of destruction. A few of the important ones are:

**Smoking and Matches** . . . Use friction lighters and safety matches wherever possible. Keep matches where small children can't reach them. Cultivate careful smoking habits. Don't smoke in the garage or attic, nor in areas posted "No Smoking." *Never* smoke in bed!

**Misuse of Electricity** . . . Don't leave electric irons with the current on. Be sure any wiring is done by a competent electrician. Keep appliance cords as short as possible and be sure to replace them when they become the least bit worn or frayed. Fuses are the safety valve for a wiring system—use proper sizes, never a substitute.

**Defective Heating Equipment** . . . Have heating equipment checked annually. Keep combustible materials

"Pay no mind to the Safety Rules" said Carman 'Fearless Fred' He didn't use his silly blue flag-- Now 'Fearless Fred' is dead.



Bud Gould



EDITOR,

MILEPOSTS:

The August issue of MILEPOSTS says that Western Pacific's first passenger train arrived in Oakland on August 22, 1910, while the flags appearing in the picture on page 12 shows 48 stars.

Arizona and New Mexico did not become states until 1912, and stars are not added to the flag until July 4th following the month of the state's admission.

What is the answer to this apparent discrepancy?

J. C. Miller, Engineering Dept.

ANSWER:

We both are correct. WP's first passenger train did arrive in Oakland on

away from it. Keep smoke pipes clean and in good repair. Always look to fires before leaving a building or retiring.

**Careless Handling of and Use of Inflammable Liquids** . . . Gasoline is often handled casually, yet it is more treacherous than dynamite! Use it only for the purposes for which it is intended; i.e., fuel for engines or lights that are designed for its use. Never bring gasoline, benzine or similar inflammable liquids into the home for any purpose. Use carbon tetrachloride for small cleaning jobs. Send extensive cleaning to the cleaners. Do not use kerosene or gasoline to start fires in stoves.

**Rubbish Fires** . . . Provide covered

August 22, 1910. As Arizona and New Mexico did not become states until 1912, the flags in the picture technically should show only 46 stars. However, a check with the San Francisco Public Library and several local flag manufacturers reveals that the apparent answer to this question is that the flag manufacturers in 1910 knew the two states were soon to be admitted to the Union and replenished their depleted stocks of U. S. flags with those showing 48 stars in anticipation of future sales.

Western Pacific, too, always looks ahead!

Instructor: "What happens when a human body is completely immersed in water?"  
Student: "The phone rings."

metal cans to hold necessary collections of rubbish. Do not let rubbish accumulate in the shop, plant or in the home. Fires start quickly in rubbish piles and spread rapidly. Put hot ashes in metal cans only, never in paper or wooden containers, and do not keep such containers near any combustible materials. Good housekeeping in the home, in the plant, and on the road, is one of the most effective fire prevention activities.

Every day needless fires are burning people to death, out of jobs and out of homes. We hear a lot about security. We can do much with a little thought and care to make more secure our jobs, our homes and our lives.

## UP THE LADDER

Upon the retirement of Carl W. Ellis on July 31, Fred A. Tegeler, Jr., was appointed signal engineer, with headquarters at San Francisco.

Born May 30, 1918, at St. Joseph, Missouri, he completed an electrical engineering course at Kansas University in 1940, following graduation from St. Joseph Junior College in 1937. He first entered railway service in 1937, working during summer vacations with CB&Q signal forces, from which he obtained a leave of absence each year to return to school and complete his education. He entered the CB&Q signal engineer's office in Chicago in November, 1940, as circuit draftsman.

In March, 1941, Tegeler entered the employ of Union Switch and Signal Company as apprentice engineer, and in November of that year began work as field engineer on centralized traffic control work and coded track installations. After working in this capacity on several railroads, including large installations on the Seaboard Airline, Atlantic Coast Line, Pennsylvania and Milwaukee, he was assigned to work on the original CTC installation in the Feather River Canyon in



F. A. Tegeler

D. J. Spowart

May, 1944, and remained on that job until October, 1945.

Tegeler left Union Switch and Signal Company in May, 1946, to accept position as assistant signal engineer on the Western Pacific. He was appointed acting signal engineer on November 1, 1949, and assisted Mr. Ellis until his most recent appointment.

Mr. Tegeler lives in Corte Madera (Marin County) with his wife and two children.

Effective September 1, David J. Spowart was appointed auditor of equipment service accounts, under whose supervision is maintained a complete record of Western Pacific cars and equipment.

Born at Ansonia, Connecticut, April 9, 1897, Spowart first entered railroad service July 10, 1910, as an office boy in the office of Auditor of Equipment Service Accounts for the Southern Pacific Company. After holding various positions in that office until September, 1918, he left to accept a position with the W. R. Grace Steamship Company, import and export department.

After returning to the Southern Pacific in January, 1921, he worked in the office of the chief engineer until July, 1923, when he resigned to enter service of the Western Pacific as head clerk, car records, advancing to chief clerk to the superintendent of transportation. Promoted to position of superintendent of car service in 1944, he served in that capacity until his recent appointment.

On July 1, 1940, Dave married Audrey M. Melbin, a former employee of the Western Pacific. He has two

children by a former marriage, David J., Jr., an ensign in the United States Navy Air Corps, stationed at Pensacola, Florida, and a daughter, Mrs. Jeanne Clark, a registered nurse practicing at Alta Bates Hospital.

The promotion of L. J. Gosney to position of comptroller and general auditor has been announced, effective September 1.

Born in Lyonsville, Tehama County, California, September 3, 1903, Gosney received his education in schools in that vicinity including Sacramento High School, and a course at Heald's Business College night school at Sacramento, following which he continued home study in accounting for twelve years.

In 1919, he went to work as a clerk for the Sacramento Northern Railroad at Sacramento, and in 1920 became a machinist's apprentice for the Southern Pacific in that city. Serving as hostler, fireman and conductor for the Diamond Match Company at Stirling City for one year, he returned to the Sacramento Northern in 1923, working in various positions in the accounting department from clerk to head accountant. In 1931, when the S.N. accounting was taken over by Western Pacific, he was assigned to position of agents' and conductors' clerk until his promotion to traveling accountant in 1937. After three years in this position he was made special accountant for the general auditor, was promoted to assistant general auditor in 1946 and became general auditor in 1948, in which capacity he remained until his most recent promotion.

Mr. Gosney lives in San Francisco with his wife. He is an ardent fisher-



L. J. Gosney

M. M. Christy

man and boatman, and also enjoys a game of golf when time permits. When at home, many of his spare hours will find him in his home workshop.

He is a member of Fairmont Lodge No. 435, Free and Accepted Masons, the California Consistory of the Scottish Rite, and the Islam Temple of the Shrine.

M. M. Christy has been appointed executive assistant, with duties as assigned by the president.

Coming to Western Pacific in January, 1949, as traveling accountant, after two years' employment in the motor transport industry in the mid-west, Chris was promoted to auditor of payroll accounts on May 1, 1949, and to position of assistant to general auditor on August 1 of that year.

Born May 26, 1917, at Seattle, Washington, he attended the University of Washington and graduated from the University of Minnesota with the degree of B.B.A. in transportation, graduating "with high distinction."

Prior to World War II, Christy worked primarily in the public utilities field, and was purchasing agent and merchandise manager for the Alaska Electric Light and Power Company, Juneau, Alaska, prior to entry

# MILEPOSTS



# IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of September, 1950:

<b>35-YEAR PIN</b>		
Charles W. Long.....	Agent-Telegrapher.....	Western Division
<b>30-YEAR PINS</b>		
Sampson Etchebehere.....	Stationary Engineer.....	Mechanical Dept.
Glen B. Gorham.....	Locomotive Engineer.....	Eastern Division
Edward M. Hansen.....	Chief Ticket Clerk.....	Passenger Dept.
J. M. McCracken.....	Brakeman.....	Western Division
Shelby J. Perry.....	Locomotive Engineer.....	Eastern Division
Arthur J. Piers.....	Dispatcher.....	Eastern Division
Clifford B. Rushmer.....	Designing Engineer.....	Engineering Dept.
Cecil G. Trumbo.....	Locomotive Engineer.....	Eastern Division
Leonidas T. Truro.....	Clerk.....	Western Division
Donald T. Woods.....	Locomotive Engineer.....	Eastern Division
<b>25-YEAR PINS</b>		
Arthur W. Clays.....	Switchman.....	Western Division
William D. Edgerton.....	Conductor.....	Western Division
Hugh Edmunds.....	Conductor.....	Eastern Division
Harry Main, Jr.....	Locomotive Engineer.....	Western Division
Carlos W. Mangum.....	General Agent.....	Oakland
Grace Phillips.....	Secretary to General Agent.....	San Francisco
<b>20-YEAR PINS</b>		
Glenn E. Fox.....	Conductor.....	Eastern Division
William P. Peacock.....	Section Foreman.....	Western Division
Ray W. Rich.....	Yardmaster.....	Western Division
Paul F. Werner.....	Telegrapher.....	San Francisco
George F. Yarrington.....	Conductor.....	Western Division
<b>15-YEAR PINS</b>		
Marion T. Clark.....	Division Accountant.....	Eastern Division
Howard Jaeger.....	Transit Clerk.....	Auditor's Office
Nicholas J. Laughlin.....	Conductor.....	Western Division
Elmer L. Partain.....	Conductor.....	Western Division
Thomas Peesko.....	Traffic Representative.....	Seattle, Washington
<b>10-YEAR PINS</b>		
Philip L. Cameron.....	Conductor.....	Eastern Division
Robert C. Heitkamp.....	Conductor.....	Eastern Division
Lloyd W. Hurd.....	Brakeman.....	Eastern Division
Fred L. McElroy.....	Agent-Telegrapher.....	Eastern Division
Anthony V. Quill.....	Clerk.....	Transportation Dept.

WP employees are eligible to receive their first Service Pin after 10 years of service with the company. Each five years thereafter your pin may be EXCHANGED for one in the next higher bracket. Let your supervisor know when you are entitled to receive a pin.

on active duty with the Army in 1941.

Army service included duty with the Transportation Corps and General Staff Corps in various operating and staff capacities including service as Chief Transportation Officer, Alaskan Theater of Operations. It was in the

latter position that he directly supervised all Army transportation activities on the Alaska Railroad.

Married, Chris lives in San Francisco with his wife and two children. His hobbies consist of deep sea fishing, skiing and mountain climbing.



This miniature California Zephyr train gave Western Pacific second place award in the Berkeley Football Festival parade, Friday evening, September 22, for which the company received a large gold trophy.

Two weeks before, the little train traveled up Market Street in San Francisco's Admission Day parade, with children of WP employees as "passengers."

The train was constructed to scale by Ray Maker, of Oakland, and operates under its own power. Children come for miles around to ride on the famous streamliner when it is on exhibition at various markets and amusement places around the Bay Area.





## WP EMPLOYEE KILLED IN KOREA

Believed to be the first Nevadan, as well as the first Western Pacific employee, to be killed in action in Korea, Charles O. Sweetwood, 21, was reported lost in action September 8 while serving with the First Cavalry Division near Taegu, southern Korea.

Born August 31, 1929, Charles entered Western Pacific service October



Charles O. Sweetwood

24, 1946, as a carman helper, and upon being furloughed in January, 1947, he joined the Army. After serving three years with occupation forces in Japan, he returned home and re-enlisted early in the spring of 1950 and was again sent to Japan, from whence he was sent to Korea at the outbreak of the war.

A native of Elko, Charles received his education in the Elko schools before coming to Western Pacific.

Besides his mother, Mrs. Bonnie Grover, he is survived by two brothers, James Sweetwood, a World War II veteran, and Bud Sweetwood, carman for Western Pacific at Elko. All are residents of Elko. A sister, Mrs. Claude Barnes, lives in Redding, California.

## IN THE ARMED FORCES

The following Western Pacific employees are now serving in the Armed Forces:

FRANK S. CLAWSON  
Assistant Accountant, Elko

JAMES C. DAVIS  
Switchman, Wendover

GUILDO P. FEDERIGHI  
Messenger-Janitor, Sacramento

JOHN G. FORD  
Ticket Clerk, Elko

CLYDE E. GALLAGHER  
Machinist, Sacramento

MELVIN R. HELMICK  
Clerk, Reno

PETER L. JOSSEKAND  
Signalman, Traveling Outfit Car

WILLIAM N. MORTENSEN  
Carman, Oakland

KEITH A. PETERSON  
Assistant Timekeeper, Elko

HARRY SARAFAIN  
Stenographer-Clerk  
San Francisco

DONALD W. SMALES  
File Clerk, Elko

W. J. SOREL  
Revising Clerk (SN), Oakland

OSCAR J. STREETER  
Yard Clerk, Elko

HENRY DE P. TELLER  
Claim Investigator, San Francisco

*Mileposts will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.*



# Caboosing

## San Jose

The local freight office staff put on an impromptu celebration on September 19 when they learned that agent GEORGE D. KEYES entered Western Pacific service forty years ago. A birthday cake, complete with candles, was presented to Mr. Keyes while the staff trooped into his office singing "Happy Birthday to You!"

George began his service in 1910 at Oroville before that station was built, and literally transacted business on a drygoods box until facilities were completed.

## Oroville

Switchman FRED SMITH entered St. Joseph's Hospital in San Francisco the latter part of August for surgery. Returning home September 11, he expects to recuperate for about a month and then return to work as good as new.

Many in the ranks have been vacationing the past few weeks, among them baggageman-caller H. R. MACAFEE and wife who ambled around Northern California.

Road foreman of engines N. F. ROBERTS and wife took a new Buick to Lake Tahoe, Virginia City, Yosemite Park, San Francisco, and Rockaway Beach, enjoying the scenery and a little golf, NFR's favorite pastime.

Engineer O. W. HEARING and wife have just returned from a wonderful rest at Derelict Springs, California.

A trip to Topeka and Kansas City was enjoyed by diesel supervisor JOHN F. FLYNN and family. John reports a good trip, cool weather with some rain, and the wheat harvest in full swing, making the country especially beautiful.

A journey to Portland, Oregon, and return along the beautiful coast line where "the fish were biting," made a nice trip for car foreman E. C. EAGER and wife during the latter part of September.

Roundhouse foreman R. T. RONAN, according to good reports, went deer hunting. Following his good example, JOE WEST, S. M. NOBLE, J. W. WALSH, and F. E. WHEELER, all of the car department, took off for the hills in search of the elusive bucks. In case you have any extra venison, gentlemen, . . . ahem!

Following his vacation, R. T. RONAN, Western Pacific's general chairman of the American Railway Supervisors Association, left October 7 for Chicago to attend the National Convention.

## WESTERN PACIFIC Mileposts

### OCTOBER COVER

Engineer L. W. Woods gets ready to depart from Elko on the eastbound trip after a 40-minute stop for lunch. The Zephyrette also makes a 40-minute stop at Elko on the westbound trip, and similar stops are made at Portola for breakfast and dinner.



Brakeman JACK LATHAM returned from a fifteen-day visit with relatives and friends in Lubbock, Amarillo and Dalhart, Texas, and reported he had a fine trip.

Those new cars rolling in and about Oroville are conductor J. FLETCHER'S Oldsmobile and yardmaster "BOSS" BONNER'S Dodge.

Switchman CHARLES HINCH took a vacation from chasing box cars to chasing deer. Reports are he didn't get a buck, but he did bring home about 30 pounds of nice bass from down Suisun way.

General clerk-warehouseman MELVIN R. HELMICK stopped off in Oroville en route to Fort Eustis, Lee Hall, Virginia, to visit his father, carman JOHN HELMICK, and family. Mel reported to Fort Ord for induction service on August 30.

### San Francisco

Mr. and Mrs. FLOYD YOKUM were recent visitors to the signal department. Floyd, signal maintainer at Spring Garden, is still on the sick list from injuries sustained when his motor car was caught in a rock slide last January.

Twenty minutes after deer season opened on September 16, ARNOLD SCHMITT, general CTC maintainer at Sacramento, got himself a new Buick and took off for the hills. We don't know what the bet was, but understand that CTC maintainer Walter Potts had to pay off on Arnold's good shooting.

Vacation time found JOHN GRASER, signal department accountant, enjoying his vacation up north, in Oregon, while ELEANOR WHITE, stenographer, went southbound for her vacation in Los Angeles.

Signal engineer F. A. TEGELER spent a week of his vacation at his former home in St. Joseph, Missouri, after attending the AAR convention in New York City.

In talking with HOMER BRYAN, our safety first expert, retired engineer A. G. BECKER stated he had been confined to the hospital for two months after having been bitten by a spider in a mountain cabin. Becker says, "I can't take it any more. Why, in the old days the spider would have died!"

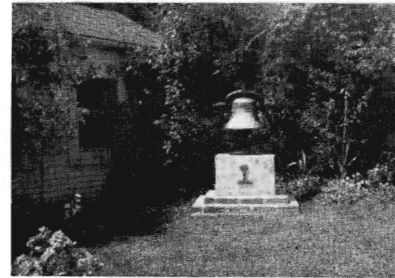
Our underground reporter has found out that MR. and MRS. KENNETH LEWIS, executive office, are now taking up folk dancing. Must have been watching the dancers on SID HENRICKSON'S new television set.

Now, JOE VALERGA, also of the president's office, is saving his nickels and dimes for a TV set. But no folk dancing for him. A great sports enthusiast, he wants to watch—of all things—the lady (?) wrestlers! Says they're terrific.

The girls in the transportation department said good-bye to CATHRYN MEANS on September 8, who left for Seattle in a newly purchased, though antiquated, Chevy. After a few easy lessons, she got her driver's license and took off. Arrived safely at home, too, b'gosh!

Seen proudly driving around Oakland Pier in a new Mercury was A. W. ARNALL, conductor. "She's a honey," claims Ace.

T&T operator EDWIN KOWSKE was relieved by CARL LINDSEY, Quincy, while enjoying his well-earned vacation. Carl, formerly worked as day clerk, was promoted to T&T operator in GO and then went on the line to work at Keddie. Later resigning, he joined the National Guard at Quincy



R. C. Beltz, VP-GM office mgr., received \$1.00 for photo taken in his back yard in Berkeley. Bell was removed from a 2-8-0 Baldwin locomotive, No. 6, built in 1906.

until recently re-employed for vacation reliefs. A Marine in WW-2, he saw action in the South Pacific.

Another extra T&T operator at GO is JOAN MAVITY, daughter of second trick wire chief PUMPHREY. Joan worked for WP during the last war and while on vacation from UC, where she studied X-ray. Returning to WP after serving as an expert X-ray technician at California Hospital in San Francisco, she is a welcome assistant during the current man-power shortage of telegraphers and teletype operators. Quite a railroader.

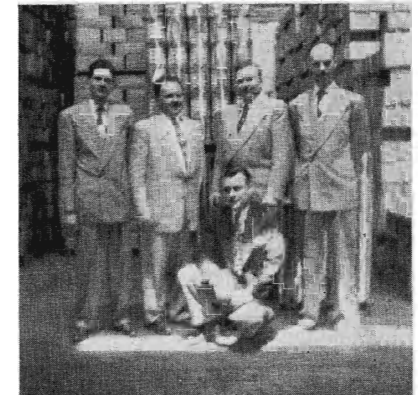
MAURICE "MOOSE" PAULSON is happy to be working the T&T relief assignment. After moving his family here from Keddie, he is regaining that "well-fed" look and now enjoys life in Oakland.

Third trick wire chief and teletype technician CHARLIE PATE has been wearing a very preoccupied look these days. He is busily engaged figuring out a way to get the "hot" end of the tape from the middle of a tape reel without having to rewind it onto another reel. Might be able to help you out by Christmas, Charlie, but a num-

ber of relays must be reconditioned and that comes first.

JOHN F. QUINN, one of the last eligible bachelors in the engineering department, was married to Frances P. Strate in Winnemucca at 9:12 p. m. on September 12. Quietly performed, with no fanfare, they were married by Justice of the Peace Jack Hubbard, and were attended by Mrs. Hubbard and the manager of the Sonoma Inn. After a short honeymoon they returned to their apartment at 1755 Pine Street, and on Monday afternoon were presented with an "Ostermaster" by the gang at the office with all best wishes.

ROBERT HULLMAN, new secretary to FRANK WOOLFORD, chief engineer, entered on his duties September 25. Bob hails from Portland, has been in the city only a few weeks, and is now a "native." Married, under 30, very efficient and sharing good looks and charm, Bob also drives his own car. He takes over the duties of TOMMY



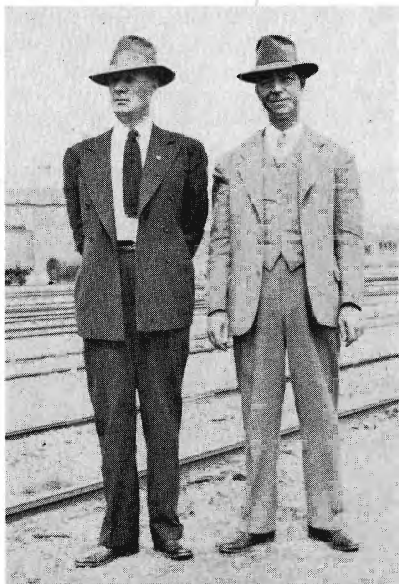
WP's Leo Delventhall, Jr. (left), joined AAR's Kraska, SP's Schmidt, SFE's Erwin and AAR's Ketchell, in a recent survey of carloading operations in California's canned goods industry to assist that industry in prevention of freight claim damage.

MEADER, on leave of absence because of his physician's advice to move his small son to a higher altitude.

MIKE CAPRARO, elevator operator, has returned from a four weeks' vacation, part of which time was spent near Los Gatos to improve his recent ill health. Hope your "ups and downs" will be limited to your job now, Mike.

HILDING NILSSON, our most genial assistant building engineer, dropped in to see his boss, BILL FISCHER, during vacation, and reports that Bill is coming along fine after his recent illness, but won't be back to work until the first of the year. Seems like a long time since you were around, Bill, and we think Hildie will agree!

Those wedding bells you heard ring-



Correspondent Hazel Petersen gets \$1.00 for this glamour shot of H. E. Stapp, terminal trainmaster, and his assistant, L. Foster, taken in Oakland yard.

ing in Reno on October 7 announced the marriage of JOE BOOTHROYD, mail room, and his bride, the former Juanita Jelencich of San Francisco. Our best wishes to the happy couple, who will make their home in San Francisco.

In the event you saw DURA CHESLEY, LOIS HEIMAN or RUBY GORE, all of our traffic department, busy behind a desk at H. Liebes department store during WP working hours, it was all for a good cause — obtaining signatures for the Crusade for Freedom Drive.

### Oakland

The Pacific Coast Hull Association advises that WP's marine operation of floating equipment on San Francisco Bay is at the head of the safety list, which achievement merits congratulations to our Marine Department personnel.

We are pleased to accept into our marine organization the following new employees: NATHAN YALLOW, BOB PERRY, JACOB VAN DER BOON and HANS ALBERTSON, deckhands, and ALONZO TAYLOR, fireman.

LAUREL HERRICK of Castro Valley did a nice job as relief in the trainmaster's office at Oakland during vacations.

New switchmen at Oakland and San Jose are: NORVAL WADLOW, PETER MARVIN, ALEX CARLE, ALEX BLAIR, CARL WORKMAN, ROSS HEMINGER, ALAN ETHERINGTON, GLEN HERSHINGER and FRANK DIGNON. Welcome to Western Pacific!

PETE LUND is the new conductor of the "Trevarno Local" and "engineer" of a beautiful new DeSoto.

EVELYN EAGLE, her husband and son Bob, spent a very restful vacation at Yosemite recently. Evelyn is demurrage clerk at Oakland freight. CHARLIE DAVIS elected to spend his vacation at



"I assure you, Mr. Terwilligur, the railroad will mail you your small change if it is found!"

home, while GERTIE HUTCHISON and husband fished up Klamath Falls way and DON NAYLOR visited around Lake County.

We welcome WILLIE WILLIAMS back to his Oakland car desk after working so long in San Francisco.

H. DAVERKOSEN is now back with us at his old stamping grounds, taking over the revising desk, after spending a year at the Oakland freight office. Welcome back, Dave!

### Store Department

Vacations are still in order. GLADYS MORTON spent the second week of hers at the Russian River.

CARLOS PRIETO went fishing along the Sacramento River. He didn't say how many fish he caught, but said he had a restful week.

Running into snow at Yellowstone, BRUCE and JUNE STILWELL continued on their way to Bruce's home town of Butte, Montana.

JULIUS FRICK spent the second week of his vacation at his uncle's ranch up in the mountains above Jackson. What's the attraction up there, Julius?

ROY FALQUIST was scheduled for a vacation, but became sick and spent the time in bed. We are glad to report he is much better and back to work again. Better luck next year!

TOMMY PINKHAM spent part of his two weeks in Los Angeles. Probably would have stayed longer if he had met our LA reporter, BOB MUNCE, that city's greatest booster!

Everyone had a tiny bite of the wee birthday cake presented to CHARLES

MARCHAND on September 12. Charlie felt very good about the one candle stuck in the center.

ALMA KLEPSIG received the bid for the position of purchase requisition clerk, and MARCELLA KAHL takes over the stenographer clerk position.

AL DABBS had the misfortune to have his car struck while parked in front of his home. The car was wrecked so badly that he now drives his La Salle instead of the Buick. Tough!

We are sorry that MARIE HARRIS will no longer be with us, as her husband has been transferred to San Francisco, and the transfer will necessitate their moving to the Bay Area.

#### Eighth and Brannan

FRED W. CARBINE, revising clerk, was presented with a beautiful wallet upon his retirement on August 31, as a remembrance of all his co-workers at the local freight office. Cake and coffee was served at the little gathering. Our very best wishes for your future happiness, Fred!

DORIS SCHNEIDER, expense clerk, is feeling very lonesome these days and we all offer her our sympathies. Her husband, an Air Corps reservist, has been called to active duty.

#### Salt Lake City

Just finished a tour of duty on the Zephyrette between Salt Lake City and San Francisco, and found enthusiastic response to this new service from the passengers.

While on my last eastbound trip—I will beat JIMMY COLLINS to the punch on this one—met retired Passenger Conductor HARRY BAKER and his wife, who were returning from a six weeks' trip up and down the West Coast. Received an invitation to go out to his

Holloday estate to inspect his two new thoroughbred colts which, according to Harry, will be the best race horses in the state of Utah.

H. RAY COULAM, general agent, is team chairman of the Metropolitan Business District of the Community Chest Drive. A. W. SILFVAST, traffic representative, is working under Ray as a team captain.

Something is wrong in the SLC trainmaster's office. First Trainmaster H. L. MCGLOTHLIN was stricken and confined to the hospital, where he underwent a serious operation, then Assistant Trainmaster I. L. KILGORE took over and immediately thereafter he became stricken and a patient at our local hospital. HARRY YOE, trainmaster from Elko, came in for relief duty and apparently everything is now under control again as both regular trainmasters are now on the job.

ORVILLE HAYS, brakeman on the Zephyr, is confined to his home after suffering a heart attack.

Hear that wedding bells have rung for retired Engineer G. A. LORENZ.

Retired Conductor BILLY MEEHAN spent a week visiting friends in Salt Lake, and G. A. "SHADY" SNOWBERGER is enjoying his retirement in California. He writes regularly.

The Tooele Valley local is now operating on a regular assignment and has taken up some of the slack and seniority dust is settling due to the recent shuffling around upon inauguration of the Zephyrette.

Dear "Flash": "Salt Lake City is not in California. Please correct my mailing address!" (Oops! Our error. We Californians are getting nearly as bad as those Texans, Jimmy.)

#### Los Angeles

For a while it looked as though GO had moved to L.A. The occasion was the recent meeting of the Pacific Coast Transportation Advisory Board and here to attend the sessions were: President WHITMAN, SN Prexy KEARNEY, V-P POULTERER, AFTM CURTISS, GFA MITTELBERG, Manager Perishable Freight FAYE, Superintendent of Transportation GALLAGHER and Assistant Freight Claim Agent GOHMERT.

EARL WILLIAMS, formerly with WP and now the new California State Traffic Manager, joined AFTM CURTISS, GFA MITTELBERG and your correspondent for dinner at the Pacific Railway Club meeting held here recently.

DORIS HILL, clerk, returned from spending her vacation where it seems literally millions of other Americans spend theirs, right here in sunny Southern California. She had a glorious time.

#### Chicago

Some weeks back the wind blew in a refugee from the frigid wastes of California, by the handle of ROBERT MUNCE, JR. Bob is an A-1 fellow, and your Chicago correspondent and he had a fine couple of hours together seeing some of Chicago's more prominent sights. There was a brief mist for a few moments—not to be construed as a shower of any proportions—but we had to beach the automobile and swim to the nearest pub only a short distance away, or didn't you know where he was, Mrs. Munce?

Many vacationers around Chi. ROSE MARIE FITZGERALD and hubby, Vern, GLADYS HESSON and hubby, Tom, went South with the swallows, touring New Orleans. Gladys and Tom tried

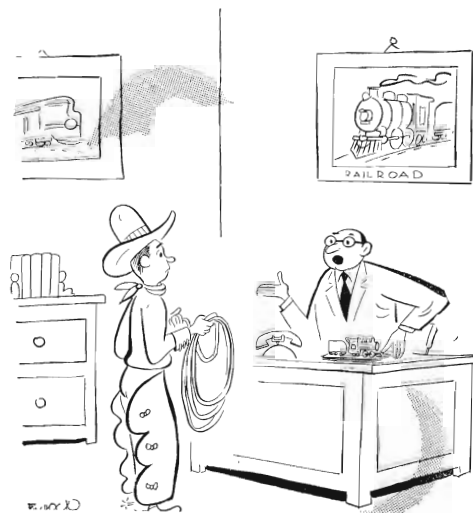
to break a local gambling house, but are now back at work learning the hard way. The Fitzgeralds went to Pensacola and returned through the Smokies.

GERRY COFFEY took his two weeks by spelling Ginny, the better half, while she relaxed and he took care of the twins. Gerry was glad to get back to the office to rest!

KEN RANK sold his home in Franklin Park and next day bought a Chevrolet. Being unable to locate a new home of the type they want, Ken is thinking of housing his family of six, three kiddies, too, and the Collie pup, in the Chevy. Terrifying prospects.

Those of you who know BY LARSON (the Bay Area philanthropist) should ask him how he likes the 49ers. Several of the Chicago crew are indebted to By for the new shoes he so graciously donated to their little ones. That is, except GEORGE WENIG, the confirmed bachelor. George bought new ties.

"... I'm telling you for the last time . . . we have no use for your type of cowcatcher."



A nine-pound seven-ounce baby boy with a good pair of lungs, full head of black hair, blue eyes, and a tremendous appetite came into the world September 11 at 9:09 a. m. His parents, Rita and BILL McGRATH, named him William Michael McGrath. Consequently, Bill is more chesty than ever and we don't blame him. Good luck, Bill, and we hope the boy looks like his mother.

RYTA MAE worked for the WP in Chicago before Bill signed her up to a lifetime contract, and the supervisor of nurses on the Maternity Floor at the hospital was none other than Miss Jo McCarthy, daughter of ATM E. A. McCARTHY.

We can now forget the horrible thoughts of our Cubs and Sox, since the Chicago Bears have taught the 49ers and the Rams a few basic facts of the gridiron.

*Editor's note: Due to delay in the mails, news from Elko and Stockton was received too late for publication, and will appear in next month's MILEPOSTS.*

A drunk was watching a revolving door and saw a man walk in. As the door swung around a pretty girl stepped out.

"Darned good trick," he muttered, "but I still don't see how that guy changed his clothes so fast."

—N. C. & St. L. Ry. Bulletin.

The Congressman's wife sat up in bed, a startled look on her face.

"Stephen," she whispered, "there's a robber in the house!"

"Impossible!" came the sleepy reply. "In the Senate, yes, but in the House, never!"

San Francisco  
October 6th, 1950

Gilbert H. Kneiss,  
San Francisco.

Dear Mr. Kneiss:

On account of illness in the household I have been very slow in showing my appreciation and thanking you for sending me the August issue of Mileposts. It is most interesting and informative and I must confess brought back to my mind many incidents I had forgotten. And it was nice too, to see my dear old Dad on the front cover.

You have been most gracious to me in the past, and I was so sorry to have to decline your invitation to go to Quincy.

Thank you so much for your kindness and thoughtfulness.

With best wishes to you and the Western Pacific.

Sincerely,  
Edith Keddie

The above letter of appreciation was received from Miss Edith Keddie, daughter of Arthur W. Keddie who made the first survey for a railroad through the Feather River Canyon in 1867 and whose picture appeared on the cover of the August issue of MILEPOSTS, on the fortieth anniversary of Western Pacific's first passenger train through the picturesque Feather River Canyon.

A little boy was sitting on the front steps, and the salesman asked: "Is your mother home, little boy?"

"Yes sir," replied the little boy.

After knocking several times, and getting no response, the salesman turned to the boy: "I thought you said your mother was home?"

"She is," replied the boy, "but I don't live here."

—Railway Employees Journal.

## THE RAPE OF OUR ROADS

(Following is a condensed article as published by The Reader's Digest, June 1950, from one written by Frederick G. Brownell in the Buffalo Evening News, May 20, 1950. Permission to reprint this thought-provoking article was granted by The Reader's Digest.)

America faces a transportation crisis of the first magnitude. Under the relentless battering of outsize and overloaded trucks, the three million miles of roads that comprise this nation's arteries are going to pieces faster than we can find the money to replace them.

Of the 37,800 miles of interstate trunk highway in the country, 35,500 miles need immediate improvement at a cost of 11 billion dollars. It would cost another 49 billion dollars to bring all our roads up to traffic requirements. Even the famed Pennsylvania Turnpike is, according to some authorities, beginning to show the effects of heavy trucking. Many other roads that were expected to last for at least 30 years without major repairs are breaking up in five years or less, and taxpayers' money that should have gone into new

road construction is being diverted to resurface them.

Each of the 48 states has enacted maximum-load-limit laws to protect its highways from destruction wrought by too ponderous vehicles. But many long-distance haulers—a minority within the trucking industry as a whole—persist in over-loading their gargantuan rigs. Recently several hundred drivers openly challenged highway regulations by parking their "boxcars" on the Pennsylvania Turnpike and asserting that they would not turn a wheel until either the legislature upped the gross weight limit or the authorities stopped enforcing the law. This demonstration was broken up only when Pennsylvania's Governor Duff ordered state police to "haul or bulldoze" offending vehicles off the highway.



Today's crowded highways are no place for overloaded trucks and trailers such as this huge 20-ton behemoth which claimed two deaths, six autos, a cafe, bar, service station and post office, while careening out of control down the Ridge Route near Grapevine.

Spokesmen for the trucking industry pooh-pooh overloads as a cause of pavement damage, insist instead that the weather is to blame. But a ten-mile stretch of U. S. 66, the main route between St. Louis and Chicago, is a typical proof to the contrary. Pounded day and night by heavily burdened trucks and trailers, the two outer lanes of this four-lane highway have been smashed to pieces, whereas the two inner lanes, traversed by lighter passenger cars, are still in good condition.

Although it usually takes repeated overloads to destroy a highway, a single load, if big enough, may turn the trick. During the war a certain utility company received permission to move an especially massive piece of machinery over Indiana's highways. There was no apparent damage at the time but it soon began to show up. Two years later you could trace the exact route of this truck across the state by a trail of cracked and broken pavements.

Long-distance trucking has more than doubled in the last ten years, and today the trucking industry employs more people than the railroads. Regular truck lines now link San Francisco with Chicago, Boston with Dallas, Minneapolis with Atlanta. Sixty per cent of this year's Florida citrus crop will move north in trucks. Even steel is shipped out by truck—as much as 30 per cent of the steel produced by certain mills.

According to a federal official, at least one long-distance truck out of every four breaks the weight laws of the state through which it is passing. A truck flagged down recently by the Pennsylvania police was loaded to three times the legal limit. In another instance, outside Pittsburgh, patrolmen

picked up a truck bound for New Jersey with a cargo of sheet steel 35 tons above the legal limit. Released in bond, the driver continued on his way, doing irreparable damage to much of the highway he traversed.

Many of the first-class highways are built of concrete slabs nine inches thick, and they will normally stand up under an indefinite number of loads as heavy as nine tons per axle (the maximum load allowed in two-thirds of the states). Colorado's highway engineers have determined that pavements exposed repeatedly to axle loads in excess of nine tons crack up ten times as fast as those not subjected to such strains. Other state engineers have estimated that it costs from 14 to 17 times as much per mile to repair a road habitually used by heavy trucks and trailers as one that commonly bears only lighter vehicles.

Yet between from 13 tons to more than 20 tons per axle are frequently reported. In some states violations have become a general practice. In Louisiana recently, 66 per cent of the loaded five-axle tractor-trailers weighed during a checkup were found violating the law.

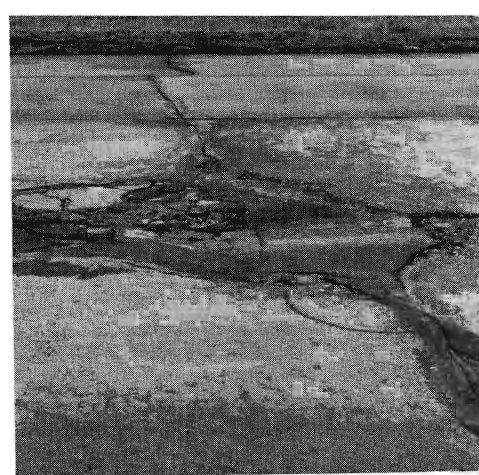
"Pumping" is what destroys most concrete pavements. The familiar "thump! — thump! — thump!" as your tires pass over successive pavement joints is the tip-off that the highway has begun to "pump." Pumping starts with the almost imperceptible flexing of a concrete slab as an extra-heavy vehicle passes over it. Moisture beneath the slab is forced out at the joints, bearing with it particles of soil. Each time the pressure is reapplied, more muddy water is squeezed out, until a cavity is formed and the slab starts to

seesaw. Soon corners begin to crumble and eventually the slab is reduced to a broken jumble.

Most states from time to time set up check points where trucks are weighed and the drivers of over-loaded vehicles arrested. But truck operators keep one another posted on when and where weighing is taking place. The first driver to pass a newly established check point warns trucks moving in the opposite direction by flashing his lights or wigwagging with his arms. At the next filling station he alights and phones the news to his dispatcher.

Gas station proprietors, lunch-wagon operators and other roadside entrepreneurs gang up with the truckers to outwit the police. Near Elgin, Illinois, the highway patrol discovered a placard at the road's edge reading "Weighing 1 Mile Ahead," placed there by some local conspirator. Between Washington, D. C., and Richmond, Va., I was shown a truck stop with a brilliant neon sign. "It may be just a coincidence," a Virginia highway official remarked, "but the only time we ever see that sign lighted is when we're weighing on Route 1."

Forewarned drivers often move illegal loads on week ends — when weighing stations customarily are closed — or simply wait until check-weighing ceases. Near Conneaut, Ohio, not long ago, more than 300 trucks were parked along a stretch of U. S. 20 just west of the Pennsylvania line, while a few miles eastward Pennsylvania police manned their scales and looked in vain for customers. On another occasion, when weighing in Virginia continued for several days, scores of drivers unhooked their trailers and



None of your hard-earned tax dollars go toward maintaining railroad rights of way such as is needed for repairing your highways damaged by ceaseless pounding of heavily overloaded trucks and trailers.

drove their tractors back for second loads.

Impatient drivers and those with perishable cargos may attempt to detour around weighing stations onto secondary roads. There the ponderous rigs inflict even greater damage. Detouring trucks have broken down hundreds of miles of blacktop built to accommodate only farm vehicles. They also have caused an alarming increase in broken bridges on country roads. Indiana alone has been losing an average of one bridge per month from over-loaded trucks detouring to evade the law.

But besides wreaking highway damage that runs into hundreds of millions of dollars every year, these overloaded juggernauts are the cause of many fatal and near-fatal accidents. As they climb the slightest hills at a tortoise pace, the drivers of cars behind them become impatient and pull out of line to pass. State police report this as a common cause of highway accidents. Other accidents occur when brakes,



## "MR. SHORTSTOP"

(The following article, sent in by general agent R. R. Taylor, is reprinted from the Sports Page of the Stockton Record of Saturday, September 16, 1950.)

"Mr. Shortstop" of Stockton softball, Stan Dinkel, had his name placed with that of five other local greats as the outstanding Stockton softball player of the year today.

His name has been connected with the local diamond sport since he finished high school in 1928. In 1932, Dinkel made the shift when softball moved from the College of the Pacific campus to the baseball diamond in Oak Park.



Stan Dinkel

Under the direction of Harry Britton, then president of the softball association, Dinkel helped build the two diamonds now in use.

In 1935, Dinkel played with the C. M. Menzies team that captured the state title. Since then he has played with the Stockton Merchants, Stockton Box, Native Sons, the Eagles and all the top local teams. This year, still active and still to be feared, he held down the shortpatch for the Stockton Elks, winners of the valley tournament. Once more he travelled to the state tournament with a Stockton team, 22 years after he began the sport.

Dinkel hasn't always been solely in the big ball and short basepaths of softball. He has played baseball with the Amblers and captained the Modesto entry in the State League, a semi-pro organization that preceded the professional California League,

during 1938 and 1939, when he lived in Stanislaus County.

In high school, Dinkel captained the 1928 Stockton High School basketball team that captured the last state championship before the CIF was split. That team was the fourth quintet that Pete Lenz coached to official state titles from 1921 to 1928.

Dinkel had a chance to play baseball with the San Francisco Seals in 1928 but turned down the chance in organized ball.

After his years of softball activity, Dinkel's name joins that of Irv Baucom, Jerry Cleland, Bob Beckham, Val Cleland and Doug Woods in Stockton's softball hall of fame, the Elmer Wells Memorial, named in memory of Oak Park's long-serving gatekeeper.

How many years it took "Mr. Shortstop" to achieve that place Stan won't say. But he does admit that at any time one of his three sons will be pushing him off the diamond.

### WP PIN LOOP NAMES OFFICERS

Andrew A. Crist and R. L. Kimball were elected president and secretary, respectively, of the WP Bowling League at an organization meeting in the Alhambra Bowl, Sacramento, in September.

The league is composed of five teams made up exclusively of Western Pacific employees. The league will play against WP teams in Stockton and San Francisco.

\* \* \*

When I go to bed at night I always see green signals and red signals in front of my eyes.

Did you ever see a psychiatrist?

No, only green signals and red signals.—B of LF&E Magazine.

## BOWLING LEAGUE

After ten teams had battled it out for first place during 18 weeks of bowling, the Summer League sweepstakes ended with a three-way tie for first place and the roll-off, which took place September 7, ended the contest with the following winners:

TEAM	PINS
Silver Canyon	1,644
Silver Arroyo	1,525
Silver Palm	1,498

### INDIVIDUAL WINNERS

SWEEPS GIRLS	PRIZE	SWEEPS MEN
L. Carlson	\$5.50	S. Lewis
L. Studt	4.50	R. Monson
B. Thomas	3.50	H. Donnelly
M. Rathburn	2.50	E. McKellips
M. Trickett	1.50	A. Potter
R. Alexander	.50	H. Trace

Members of the three winning teams were as follows:

SILVER ARROYO	SILVER PALM
Ann Malfa	Florence Clifford
Ruth Stone	Gertrude Shout
Hab Trace	John Graser
Frank Thompson	Carl Rath

### SILVER CANYON

Eugenia Loo	Lelon Wagner
Betty Thomas	James Cotter

High average, series and game scores for the bowlers were as follows:

HIGH AVERAGE	HIGH SERIES
Lenore Studt.....156	Lenore Studt.....520
Charles Dooling.....173	Ken Stoney.....611

### HIGH GAME

Mildred Butterfield.....203
Ken Stoney.....266

President Frank Thompson and Secretary Spen Lewis announced that Western Pacific's Winter League got under way September 21, and anyone interested in the sport is invited to join the gang at the Downtown Bowl, Jones and Eddy Streets, at 7:00 p.m. each Thursday.

With eight teams representing various departments of the Company, the end of the third week of play finds the

MILEPOSTS

## SOFTBALL CHAMPS

Three-hit pitching by electrician Vince Latino and heavy hitting by machinist Al Stadler and draftsman Bob Cunha gave WPAC a 12 to 5 victory over the strong O'Neill Station's nine in a hard-fought play-off game recently. The win gave Western Pacific its second consecutive night softball championship.

The railroaders grabbed an 8 to 5 edge in the third inning and then held the opposition scoreless for the remainder of the game while adding four more WP counters. Latino also contributed to his win by pounding out three hits in as many trips to the plate.

The champions will receive individual trophies for the accomplishment. The score follows:



Vince Latino

WESTERN PACIFIC					O'NEILL BROTHERS				
Player	AB	H	R		Player	AB	H	R	
Stadler, c, 2b	2	2	2		Thomas, 1b	1	0	0	
Musillani, 2b	3	1	1		Dragish, ss	3	0	0	
Cunha, 3b	4	2	3		Leighton, 3b	2	1	1	
M. Latino, 1b	3	1	0		Reimer, 2b	3	1	1	
O'Rullian, lf	3	1	0		Martin, c	2	1	2	
Konvalin, cf	2	1	1		Camp, rf	3	0	0	
V. Latino, p	3	3	1		McAdams, cf	2	0	1	
Albertson, ss	3	0	1		Rodriguez, lf	2	0	0	
Latona, rf	2	0	2		MacDougle, p	2	0	0	
Silva, c	2	1	1						
	28	12	12			20	3	5	
Score by Innings:					R H E				
Western Pacific	3	3	2	1	3	—	12	14	1
O'Neill Brothers	3	1	1	0	0	—	5	3	3

Traffickers (last year's champs) out in front with seven wins and two losses. Individual averages to date find Ken Stoney and Charles Dooling with 179 pins each.

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## WESTERN PACIFIC MILEPOSTS

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## *Railroad Lines*

The Louisville & Nashville Railroad is celebrating its 100th anniversary. First train operated between Louisville and Nashville, 187 miles, on October 27, 1859. Mileage now extends to nearly 5,000 miles and serves thirteen states.

. . .

Portable typewriters, paper, second sheets, and carbon, are now available without charge to passengers on the Katy's Texas Special.

. . .

Whistles of Lehigh Valley Diesel locomotives on the New York-Buffalo route now give forth chime-like sound effects instead of the klaxon horns.

. . .

Eight new lightweight sleeping cars and four new 2,000-h.p. diesels have been added to Illinois Central streamlined passenger service.

. . .

Pacific Fruit Express will add 2,100 refrigerator cars to its fleet of 38,000, described as the world's largest. PFE is owned jointly by the Union Pacific and the Southern Pacific.

. . .

The Frisco Railroad has placed car and rail orders amounting to more than five and one-half million dollars.

. . .

An entirely new 450-mile railroad line has linked the peninsula of Yucatan, which forms the "south shore" of the Gulf of Mexico, with the rest of the Mexican railway network.

. . .

To meet popular demand, an additional morning train in each direction between Portland and Seattle has been instituted by GN-NP-UP pool service.