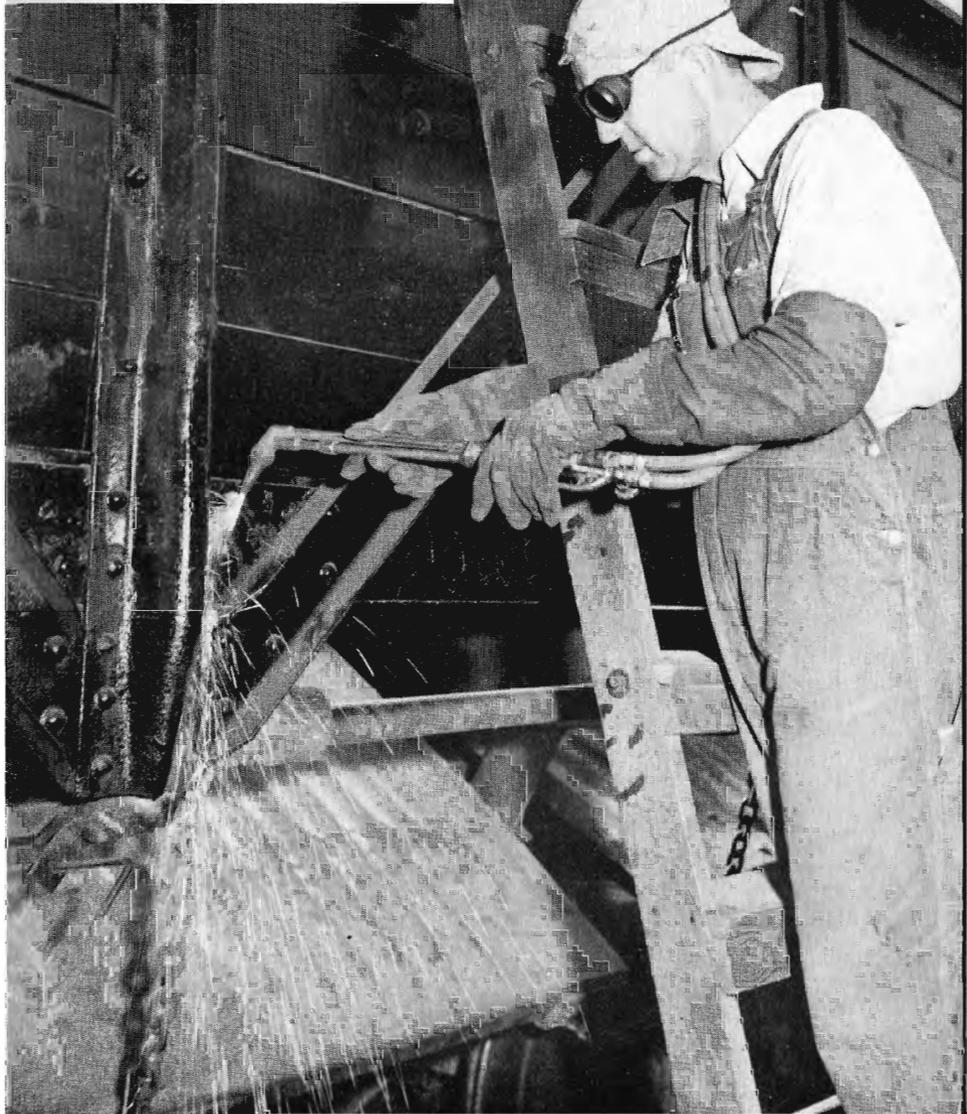
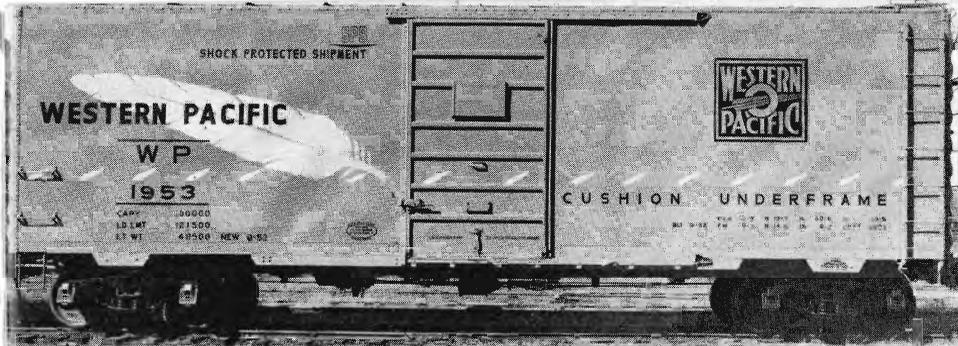


WESTERN PACIFIC
Mileposts
JULY 1955



WESTERN PACIFIC Mileposts



Vol. VI, No. 12

JULY, 1955

*Milepost No. 72

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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

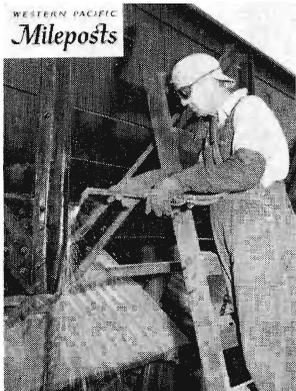
Member

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

* Milepost No. 72: Looking west toward Carbona.

COVER

One ton of freight must be hauled nearly 35 miles to pay for one acetylene torch, like the one being used by Monte Wade, welder at Oroville Shops.



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MILEPOSTS

Dollars Don't Go Far

THE "little woman" can quickly tell you how far a dollar will go toward bringing home the items on her weekly shopping list. Inasmuch as railroads—who are among the largest buyers and consumers in America—have similar shopping lists, MILEPOSTS was curious to learn just how far a dollar will go toward purchasing items required by Western Pacific.

Western Pacific receives, roughly, about one and one-third cents for moving a ton of freight one mile. For a better comparison, costs obtained from the purchase and store divisions for various materials were compared with the revenue received for carrying one ton of freight over various distances.

To buy the cushioned underframe boxcar pictured above, your railroad must haul one ton of freight 586,466 miles. Cost of the Budd car shown on Page 5 is equal to hauling one ton of freight more than 10,000 times between Oakland and Salt Lake City. One ton of freight, carried around the world 524 times, would just pay for the single-unit road locomotive shown on Page 4. And, believe it or not, a ton

of freight would have to be carried 2,640 feet just to pay for one foot of ½-inch Scotch tape.

It is hard to believe that it would be necessary to carry a ton of freight a little more than one trip around the world to pay for a stenographer's typewriter, chair and desk, or between Sacramento and the outskirts of Oroville for 500 sheets of ordinary typing paper. Even a wooden pencil requires a one-mile haul of a ton of freight.

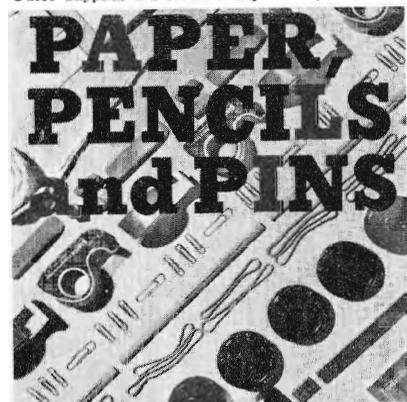
One of WP's largest expenditures is for track maintenance. A traffic representative might be surprised to learn that one ton of his customer's freight would have to be carried 165 miles just to buy one foot of 136-lb. rail over





A 388-mile haul of one ton of freight would be required to buy each spike, tie plate and treated fir tie being installed by this gang of track workers.

Office supplies are more costly than you realize.

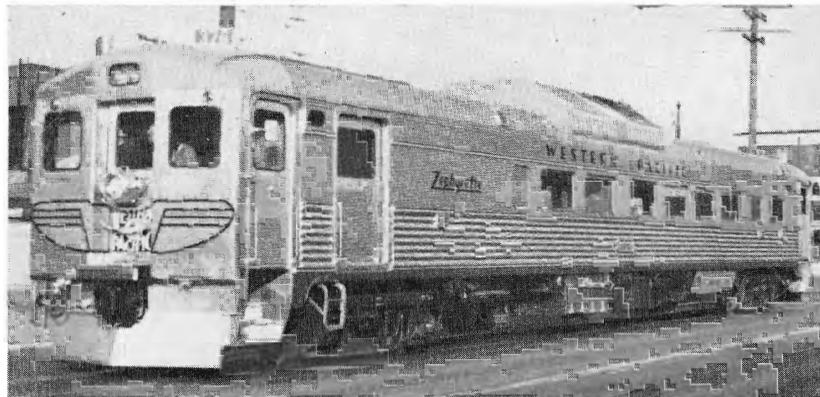
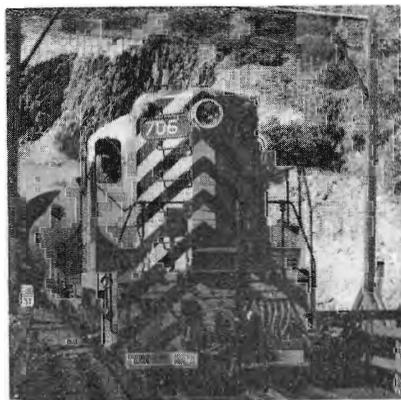


which his customer's goods will travel. To keep that rail in place, a ton of freight would have to ride five miles to pay for one track spike; 83 miles to pay for one tie plate; and 300 miles for the cost of a treated fir tie.

For an 8-oz. box of common pins, the Reno local would have to haul a ton of freight from Portola to Reno. For each pair of car wheels a 10,000-mile haul would be required. Imagine hauling a ton of freight from San Francisco to New York and return to buy a switch stand, or 405 one-way trips over the railroad for a fork lift truck.

Nearly 25 cents of every dollar Western Pacific received during 1954 was used for material and supplies, including fuel. The shopping list includes thousands of distinct items ranging from toothpicks to telephone poles, from paper to paprika. And, like the housewife, the railroad finds the dollars don't go far.

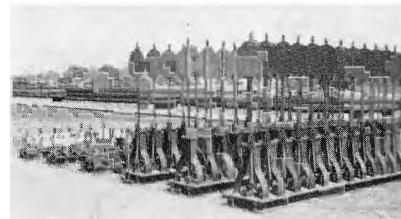
Astonishing as these figures are, each WP railroader can help to stretch those dollars by conserving and using to the maximum, equipment, materials and supplies.



It takes a lot of freight to pay for this one-unit self-propelled rail diesel car.



To buy a fork-lift truck a ton of freight must be hauled 405 times over Western Pacific's main line.



These switch stands represent a lot of money.

WP has a huge investment in its many miles of rail.



Many car wheels are required for replacement.



Having No Truck With Traffic!

The vacation season, when most everyone takes to the highway in the family bus, is the season for vexatious fuming at slow-moving commercial vehicles. Everyone seems to get caught behind a truck—on city street or lonely rural road.

And, ironically enough, the truckers provided additional ammunition for their detractors recently by going on strike and leaving the highways clear for private autos. Matt Weinstock, L. A. *Mirror-News* columnist, wrote last week (May):

"It is 26 miles from Don Smith's home in Woodland Hills to his office on S. Figueroa Street. His usual time over Hollywood Freeway is one hour and 15 minutes. Since the truck strike he has been making it in 55 minutes.

"From the saving of 20 minutes per trip, to say nothing of the wear and tear on the nerves, brakes and tires, Don has worked out a comprehensive set of statistics.

"For instance, he gets 17 miles per gallon at 40-50 m.p.h. whereas he gets only 12 in stop-and-go driving. In terms of the estimated 200,000 cars on the freeways during peak hours, the saving in time and gasoline is astronomical.

"Don is certain he has something significant here and so will those who want to legislate the trucks entirely off the highways."

Of course, no motorist, save in a moment of peak exasperation, would want to rule that every last truck be sentenced to life in the garage (Editor's note: Neither do the railroads, who only believe in fair competition). But no matter where trucks are these

days, on the street or off, in motion or at parade rest, they seem to be behind the 8-ball on winning highway pals—particularly in vacation time.

—California Feature Service

"Taxpayer" Demands

How many streets can you pave for \$447?

That is the question the city officials of Little Rock, Arkansas, asked the representatives of 23 truck lines having terminals there. The truckers had requested that the streets they used be repaved.

The \$447 was the amount, much to the amazement of the city officials, that the truckers paid in city taxes during the previous year.

What the truckers got instead of repaved streets was the introduction of an ordinance that would require them to run their trucks on state-maintained highways rather than to use city streets.

—Piedmont & Northern Semaphore

Time for Action

Lives could have been saved when a large moving van with faulty brakes made a 100-mile-an-hour plunge down a steep San Francisco street during May, had advice from H. E. Gilbert, president of the Brotherhood of Locomotive Firemen and Enginemen, been heeded.

The advice, which appeared in the November 1954 issue of MILEPOSTS, was:

"The Interstate Commerce Com-



In continuation of Western Pacific's policy to improve the railroad, authority for expenditure has been given for the following major work:

Replace 75-lb. with second-hand 100-lb. and 112-lb. rail, make track changes and other rehabilitation work on the San Jose Branch, at an estimated cost of \$201,200;

Replace 20 miles of 100-lb. with 136-lb. rail and provide ballast raise in main track between Mileposts 429.23 and 449.23 in Nevada, at an estimated cost of \$913,025;

Raise main track on No. 1 ballast through Tunnel 35 in California, and on slag ballast at various locations in Nevada and Utah, at an estimated cost of \$254,075;

Install additional Model 15 send-

mission has been asked by the Brotherhood of Locomotive Firemen and Enginemen to investigate whether highway freighters should be equipped, as are trains, with brakes which apply automatically when regular braking systems fail.

"H. E. Gilbert, brotherhood president, asked for the investigation in view of the 'ever-present danger' of highway and grade-crossing collisions caused by truck brakes failing. Numerous such accidents could have been prevented with automatic brakes, Gilbert said."

receive printers for use between San Francisco-Sacramento-Bieber, at an estimated cost of \$3,900;

Install 31,450 tie pads on sharp curves, crossings and bridges at various locations in California and Nevada, at an estimated cost of \$19,060;

Make improvements to various section buildings in Utah, at an estimated cost of \$10,000;

Convert manually operated interlocking to automatic at El Pinal crossing, Stockton, at an estimated cost of \$36,195.

STEP IN THE RIGHT DIRECTION



MILEPOSTS



IN GOLD

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

35-YEAR PINS

Roger J. Collins.....	Locomotive Engineer.....	Western Division
Boyd R. Davis.....	Locomotive Engineer.....	Western Division
Louis Evans.....	Carman.....	Mechanical Dept.
Frank M. Nelson.....	Locomotive Engineer.....	Eastern Division
Carl H. Rath.....	Manager-Wire Chief, Telegraph Office.....	San Francisco

30-YEAR PINS

Ronald E. Bishop.....	Locomotive Engineer.....	Western Division
Peter J. Calcaterra.....	Clerk.....	Western Division
Eugene Hansen.....	Locomotive Engineer.....	Western Division
Jose Hernandez.....	Laborer.....	Mechanical Dept.
Gunnar Johnson.....	Bargeman.....	Western Division
John B. Pullen.....	Yardmaster.....	Western Division
Frank M. Rowe.....	General Agent.....	Reno, Nevada
Austin J. Smith.....	Locomotive Engineer.....	Western Division
Harry D. Spradlin.....	Locomotive Engineer.....	Western Division
William E. Tout.....	Locomotive Engineer.....	Western Division
James L. Wilkinson.....	Conductor.....	Western Division
Frank O. Williams.....	Switchman.....	Western Division

25-YEAR PINS

Glenn E. Fox.....	Conductor.....	Eastern Division
Paul H. Murphy.....	Yardmaster.....	Western Division
Andrew W. Silfvast.....	Traffic Representative.....	Salt Lake City, Utah

20-YEAR PINS

Frank Allain.....	Waiter.....	Dining Car Dept.
Sam M. Baker.....	Crossing Flagman.....	Western Division
Marion Clark.....	Assistant Chief Clerk.....	Eastern Division
Leo J. Graham.....	Store Helper.....	Store Dept.
Mariano J. Latino.....	Painter Foreman.....	Mechanical Dept.
David W. Lee.....	Clerk.....	Western Division
Henry C. Parrish.....	Yardmaster.....	Eastern Division
George Roehl.....	Foreman, Pile Driver Gang.....	Western Division
Dudley Thickers.....	Rate Analyst, Freight Traffic.....	San Francisco

15-YEAR PINS

James R. Clevenger.....	Telegrapher.....	Western Division
Albert L. Gonsalves.....	Carman.....	Mechanical Dept.
Floyd D. Hillyer.....	Clerk.....	Western Division
Calvin P. Hocter.....	Passenger Traffic Representative.....	San Francisco
Milton E. McCann.....	Brakeman-Conductor.....	Western Division
Robert D. Monahan.....	Brakeman.....	Western Division
Rudolph L. Muckleroy.....	Waiter.....	Dining Car Dept.
Paul J. Readinger.....	Dispatcher.....	Western Division
Carl A. Sandstrom.....	Section Foreman.....	Western Division
John F. Weber.....	Carman.....	Mechanical Dept.

10-YEAR PINS

Liga G. Crunk.....	Machinist Helper.....	Mechanical Dept.
Phillip A. Drake.....	Brakeman.....	Eastern Division
Elizabeth C. Fagan.....	Secretary-Clerk, Engineering.....	San Francisco
Bernard J. Farrell.....	Brakeman.....	Eastern Division
Hayden J. Gates.....	Laborer.....	Mechanical Dept.
Benjamin F. Jackson.....	Laborer.....	Mechanical Dept.

Promotions and Transfers

Effective June 1, Ray Adams is appointed to a newly created position as supervising station agent. The former traveling auditor will coach and assist station agents with their duties along the entire system. He will make his headquarters at Sacramento.

Born in Missouri on June 17, 1908, Ray completed his high school education at Greeley, Kansas, and spent most of 1932 attending business school at Chillicothe, Missouri.

His railroad experience began in June, 1927, as telegrapher and relief agent for the Santa Fe at Chanute, Kansas. In March, 1933, he accepted a position as traffic department clerk for the Skelly Oil Company at Kansas City, Missouri, but he returned to railroading in February, 1936, as clerk in the general agent's office for the Missouri Pacific at Lincoln, Nebraska. After advancing to chief clerk in the division freight and passenger agent's office at Springfield, Missouri, he went north to Anchorage, Alaska, in August, 1940, to become telegrapher-clerk, agent, train dispatcher and relief yardmaster for the Alaska Railroad.

He was inducted into the Army in September, 1943 and served in the European Theater with the 720th Railway Operating Battalion, receiving a

field commission in France in 1945. At the time of his separation in July, 1946, Ray had reached the rank of 1st Lieutenant.

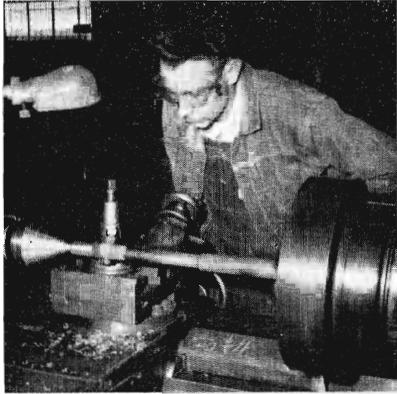
Ray returned to the Alaska Railroad in August but resigned in May, 1947 to return to California, to become stenographer-clerk in WP's freight station at Sacramento, moving up to cashier. He spent one year from May, 1948 in self-employment at Fair Oaks, California, and returned to WP in May, 1949 as chief clerk to C. R. Harmon, general agent at Sacramento. Returning to Alaska he served as train dispatcher for the Alaska Railroad from June, 1951 until October, 1952, but one month later he was back with WP as joint WP-SN agent at Marysville and Yuba City. He became a student traveling auditor on May 1, 1953 and was made traveling auditor in January of the following year.

Ray married Geraldine Larsen, of WP's accounting department, last April, and they will make their home in Sacramento, as soon as construction is completed. He hopes soon to have completed building a 16-foot outboard cruiser and become a member of WP's "fleet."

Ray's picture was not available for this issue, but will appear next month.

Mileposts in Gold . . .

Boyd O. Kent.....	Carman.....	Mechanical Dept.
Rita Kerikas.....	Trainmaster's Clerk.....	Eastern Division
LeRoy Ligons.....	Clerk.....	Western Division
Ernest L. Moody.....	Carman.....	Mechanical Dept.
George M. Nall.....	Carman.....	Mechanical Dept.
Mary J. Nally, Mrs.....	Clerk.....	Western Division
Walter G. Swasey.....	Brakeman.....	Western Division
George B. Tew.....	Locomotive Fireman.....	Eastern Division
Dewey Troupe.....	Switchman.....	Eastern Division
Pieter Van Arden.....	Marine Fireman.....	Western Division
Harry E. Wait.....	Switchman.....	Western Division



William B. Gray, machinist's helper apprentice, depends on goggles while working with an engine lathe. —H. A. O'Rullivan photo.

"The best answer to excuses for not wearing goggles is that goggles are designed to protect your eyes. A small price to pay to help prevent you from losing your eyesight when working where danger exists.

"You can replace a lost eye with a glass eye—one that looks like the real thing, moves like the real thing, does everything that a real eye can do—except see. It won't replace your sight.

"Man is a natural-born gambler, but a gambler must be prepared to lose as well as to win. Few gamblers will play for stakes so high they can never regain what they might lose. But that's just what you are doing when you gamble on losing your sight. You, of course, can better your odds if you wear goggles when your job requires doing so."

OPPORTUNITY TO JOIN WP'S GLEE CLUB

If you enjoy singing, with top professional instruction by Eugene Fulton, Director, you are invited to join Western Pacific's Glee Club.

The popular singers have been invited to participate in the ceremonies at the premiere of "Cinerama Holiday," in which the *California Zephyr* plays a big part, opening August 2 at the Orpheum Theater in San Francisco.

Other planned Fall activities include the making of recordings as well as television and radio appearances.

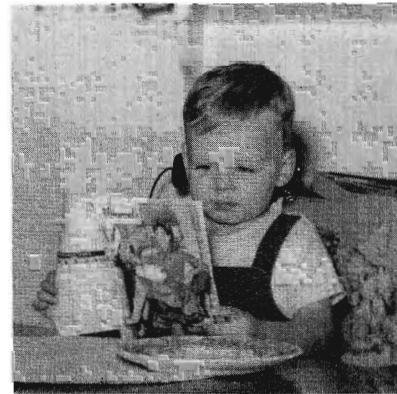
Please do not join the group if you are unable to attend rehearsal from 5:30 p. m. to 6:30 p. m. each Tuesday evening in the roof lounge.



FIRST READER

Dear Sir:

The enclosed picture was completely unposed and unrehearsed. The boy is my son, Michael, 2½ years old, grandson of Charles R. Harmon, general agent at Sacramento.



Mike really seems to enjoy MILEPOSTS, for the only time Dad or anyone else gets a chance to see it is after the boy is in bed at night. He feels as though it is his book.

I know his granddad would get a real kick out of seeing the picture in print.

Charles A. Harmon
Sacramento.

* * *

Like all "men" we note that Mike has an eye for the gals. He's probably reading all about Lee Ann Meriwether, "Miss America of 1954," whose charming picture graces the cover.

Dear Editor:

ENJOYS MILEPOSTS

Dear Sir:

For some time you have been regularly sending me MILEPOSTS and I want to express my thanks and appreciation for your consideration.

I enjoy MILEPOSTS and look forward to receiving it each month. It is hoped that you will continue to send it.

N. C. Haines

Washington, D. C.

MILEPOSTS RATED HIGH

MILEPOSTS thought you might be interested in learning that your magazine recently scored an 88 in the 1954 Awards Program conducted each year by the International Council of Industrial Editors. Your publication was among the top 20 per cent of its category and was considered in the Final Judging. Scores ranged from 51 to 99.

Nine hundred entries from nearly every form of industry were received and judged in the contest on a basis of appearance, contents, interest, writing, illustrations and editorial balance.

MILEPOSTS now has a circulation of over 8,000, and is mailed to readers in every state and several foreign countries.

The editor extends his appreciation to all staff correspondents and the other WP railroaders who have contributed their cooperation in making this award possible.

Paul Jenner sez: "Don't Be HALF Safe!"

"When the job you are doing requires the use of goggles, wear them.

"Every day I hear reasons for not wearing goggles. 'They're too heavy'; 'the lenses fog'; 'they get dirty'; 'goggles give me headaches.' Point for point, these reasons do not stand up.

"Goggles are too heavy? Today, goggles are manufactured to be as light as ordinary reading glasses.

"Lenses fog? Perspiration vaporizes, can't escape from behind the goggles, and settles on the lenses. Fogging will not occur if you coat the lenses with moist soap and polish them until they are clear.

"Goggles get dirty? So does everything else you use on the job. It takes only a minute to clean them.

"Headaches? Headaches have many causes—overeating, undereating, nervousness, fatigue and other reasons. It's hardly fair to blame goggles alone for causing headaches.



Caboosing

RALPH MEDLEY, ticket clerk at San Jose, succeeds LEE MARSHALL, chief clerk, as correspondent for MILEPOSTS. Ralph will appreciate receiving any items of interest from railroaders in that vicinity.

SAN JOSE

Ralph Medley

Increased forces at the local freight office necessitated a new arrangement of the entire office. Among the new faces are CLAYTON ASHLAND, down from San Francisco, as demurrage clerk; BILL HATFIELD, from San Francisco and Milpitas, as claim clerk; MRS. JEAN LESLIE, stenographer-clerk from Stockton; JOE MURPHY, revising clerk from Sacramento; and BILL SHERILL, relief clerk, from the Great Northern at Bieber.

RALPH CHRISTY has left our office and is now chief clerk at Milpitas.

BILL GAGE is acting as assistant cashier while BUD SOULE is resting following a heart attack. We're glad to learn you're now at home, Bud.

General Agent CARL NIPPER and Assistant Freight Agent KEN DUNTON have been comparing notes following their recent sojourn at O'Connor's Hospital, and are both hale and hearty.

The new yard office was completed and occupied March 21. Located next to William Street, it will have sufficient parking space. New teletype equipment was installed in the Steelex

building of approximately 720 square feet.

STOCKTON

Elaine Obenshain

Engineer WILLIAM A. RILEY retired May 31 after nearly 38 years with the railroad. He began his railroad career as a fireman on the SP December 24, 1906, and joined the WP July 11, 1917. He saw service in France with the U. S. Army in 1918-1919. He and his wife, Minnie, have been married 30 years and they have one daughter and one granddaughter. He has no plans other than taking life easy.

Congratulations to Carman WAYNE ORTON and Mrs. Ruth Christian, who were married in Reno, May 7.

Clerk HAL J. SHIGLEY, now in the U. S. Army, spent a furlough with his family in Stockton prior to his departure for Germany.

Steven Mendoza, son of Section Man WILLIAM MENDOZA, has received his Army discharge and is now employed by the PFE at Stockton.

We wish speedy recoveries to: Carman W. L. SWOPE, who suffered a broken jaw in an auto accident; Mrs. GENEVA PENDERGRAFT, who sustained a broken arm; Brakeman J. P. HELMICK, who is in St. Joseph's Hospital; and Carman JOHN TORONTO and Clerk C. D. SMITH, who are absent because of illness.

Congratulations to Brakeman and Mrs. D. A. LOVDAL on the birth of

Brenda Lynne, their second daughter.

That fire-engine-red Jaguar parked in the lot at the yard belongs to Brake-man M. R. SEARING. Other new car owners are Fireman E. HURST and Conductor L. B. SPENCER.

Those on vacation in May were: Trainmaster L. A. HENRY, who spent his time wielding a paint brush; T. D. "DEACON" HUNTER, road foreman of engines, fractured his thumb while playing in the ocean at Oceanside and spent half his vacation with his hand in a cast; Trainmaster P. F. PRENTISS, recently assigned to Milpitas, was relieved by Assistant Trainmaster, W. W. GEIL.

The initial Safety Breakfast held at the Stockton Hotel on May 6 was very successful, with many excellent safety suggestions being made by those attending. Present were Engineers R. L. GRUBBS and O. E. LYLES; Fireman P. G. MORRIS; Conductor G. H. EVANS; Brake-man D. A. MILLER; Switchmen H. E. FAY and F. A. SHEPHERD; Clerks P. E. PARMENTER and L. DANIEL; Terminal Trainmaster L. D. MICHELSON; Trainmaster R. A. HENDERSON.

Traffic Representative WILLIAM LINEHAN enjoyed a visit from his parents during his vacation. Mr. Linehan, Sr., is employed by the Terminal Railroad in St. Louis.

We are happy to see Fireman R. B. KENNEDY back to work after an extended illness.

OROVILLE

Helen R. Small

An interesting scene near the Oroville depot recently was the loading of pontoons in gondolas by an electric gantry crane for shipment to Richmond by the Walsh Construction Co.

Some of the pontoons had been stored there; others were from dismantled barges.

MRS. VELMA McPEAK of the CB&Q, Chicago, supervisor of the Zephyrettes on Trains 17 and 18, stopped over between trains recently and did a bit of shopping.



Congratulations to Brake-man and Mrs. Edward W. Jayne on recently celebrating 32 years of married life. They were married in Eureka, Kansas, June 6, 1923, and came to Oroville in 1924. "E. W." began working for WP on December 31, 1931. They have one son, one granddaughter, and three grandsons.

Conductor JIMMIE L. WILKINSON returned home from the hospital in San Francisco much improved after a recent illness.

Conductor O. W. LIND, who also spent some time in St. Joseph's Hospital, is back to work and feels better than ever.

We were sorry to learn that Mrs. Match, wife of Carman MONTY MATICH, fell in her home fracturing a hip. Our wishes are for a speedy recovery.

Sincere condolences to Carman and Mrs. CLAYTON HEINEMAN in the loss of their infant daughter on May 17.

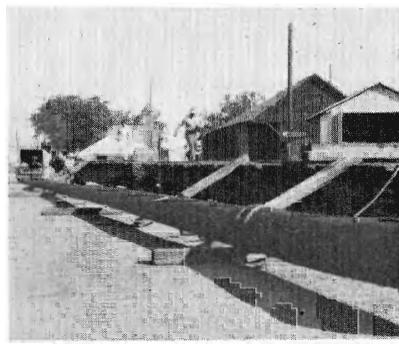
Bill Sanford, son of retired Engineer W. H. SANFORD, completed his theology

course while attending St. Mary's College at St. Andrews, Scotland, on a Rotary Club scholarship. He was awarded a basketball "Blue" in recognition of his efforts in popularizing that sport there. He came home in June.

Congratulations are in order for the D. M. LANGSTONS (switchman) who report the arrival of two grandchildren. To their twin daughter, Mrs. A. E. (Letha) Weiss of Oakland, a son, David Evan, arrived May 26. To the twin son, Lee Bedient of Roseville, a daughter, Leanne, was born April 17, the second daughter for Lee.

Telegrapher JOHN C. YOUNG, who bid in the relief job at Oroville depot and Marysville, has just taken over his assignment, having been called to Quincy Junction to relieve A. R. REICHENBACH, who was off due to illness.

A broken ankle was the misfortune of Engineer AL VRISMO when a truck collided with No. 1 in Oakland in May, but we're glad to report that he is getting along fine. Repairs to No. 1 were so extensive that it was not until June that it returned to service.



Tidewater Southern B&B gang N. S. Westfall, J. W. Alexander, J. J. Gonzales and R. B. Dixon (not in picture) just completed unloading a 110-foot radio antenna pole from two 60-foot flat cars at Modesto.

TIDEWATER SOUTHERN

Betty Rand

BOB THOMSON, Manteca agent, really hit the jackpot on opening day of trout season even though he did get snowed in. Came home with the limit.

Roadmaster BILL ST. JEOR reports an enjoyable two weeks spent at Ensenada, Mexico, loafing and fishing. He informs us that he is a great-grandfather for the first time.

Caboose TS 303 hit filmdom when it was leased to the Modesto & Empire Traction Company to play a part in a Hollywood movie being filmed on the M&ET, entitled "Night Freight." We hope the identification on the 303 will not wind up on the cutting room floor.

We are sorry to learn that Engineer FRANK EDGERTON is confined to St. Joseph's Hospital and we all wish him a speedy recovery.

N. S. "NICK" WESTFALL, B&B foreman, Modesto, his wife and son, Thomas, had the honor of recently entertaining visitors from far-off Thailand, General Kahrb Kunjari, in charge of Thailand's public relations program, Mrs. Kunjari and their daughter, Toy, public relations officer. Tom met Miss Kunjari while on a U. S. Navy training cruise last summer. During her short visit in Modesto, Toy window-shopped, toured residential areas and visited McHenry Village and the Foster Farms Jersey Dairy plant. She was impressed with American stores, which stock more than one line of merchandise, and expressed preference for the small American homes and the fact that each home has a front lawn. She likes American foods and prefers milk with her meals.



Miss Toy Kunjari

KEDDIE

Elsie Hagen

Engineer BOB HOLT's brother passed away. He is survived by his widow, a daughter, three brothers, and one sister who is the wife of ENGINEER BLAIR of Portola.

Understand the fellows are getting some good catches since the opening of fishing season in this district.

W. M. HALLSTEAD, our new train desk clerk who came to WP after discharge from the Marine Corps, and Beverly Jackson were married in Reno during May. Beverly is the daughter of Mr. and Mrs. Sam Jackson. Sam is our handy man around Keddie and the one you call on when you need something done to your house or other repair work.

Another wedding was the marriage of Bill Fisher and Kathryn Louise Taylor, of Manhattan, Kansas. Bill is the son of Conductor and Mrs. CLYDE FISHER, formerly of Keddie and now residents of Oroville. Mrs. Fisher went to Kansas to attend the wedding.

We're happy to learn that Mrs. Alice Bashford, wife of Engineer HAROLD BASHFORD, is recovering after surgery at the Industrial Hospital in Quincy.

Trainmaster R. A. HENDERSON is back with us after several weeks in Stockton. Assistant Superintendent J. J. McNALLY and Trainmaster R. C. MADSEN were on hand when needed during Bob's absence.

The new radio pole used to communicate with the train and engine crews from all parts of the yard has been installed and we understand it is the highest self-supporting radio pole in this part of the State.

FLORENCE SMITH, who left several weeks ago due to illness, is back at work again in the Hotel Coffeeshop.

Our train and engine crews have been very busy lately handling the extra cars and trains needed to haul the freight during the truck strike.

Conductor J. L. WILKINSON is on the sick list and we do hope it won't be too long before he will return to service.

Yardmaster WAYNE GELL has left us to our loss and his gain. He was promoted to the position of assistant trainmaster at Stockton which made some changes here. CHARLEY SELF is now day yardmaster; JOE CLINTON, afternoon; BARNEY KENNY, night man; and BEN NOAH, relief.

Cindy Barry, daughter of Roadmaster CHET BARRY, and Rodney Nelms, son of the Keddie Hotel manager, had their birthday celebration again this



Rodney Nelms and Cindy Barry

year. Celebrating their fourth birthday this year, Cindy and Rodney received fire helmets in honor of our new fire siren on the hotel.

After a 20-day leave at home, WILBUR STUBBLEFIELD returned to Navy duty on the East Coast.

The Keddie store reopened on May 31 with new managers, Mr. and Mrs. ARTHUR ABEL from Reno. LLOYD FARLEY has moved to Herlong.

JOHN E. POWERS, former clerk at Keddie and Oroville, passed away last month from a heart ailment at Council Bluffs, Iowa, where he moved following his retirement.

Our Keddie Folk Dancers entertained their parents with a dance review last month. The Quincy Dance Club, to which most of our railroad children belong, also had a program.

Conductor JIM FOX, and Train Desk

Clerk Mrs. JIM FOX, spent their vacations with their daughter, Mrs. James Burrows and family, in Stockton.

Conductor JAMES RUSH, who is still a newlywed, took his bride on a tour of San Francisco and down to Santa Cruz recently.

Conductor E. F. REEDY and family spent their vacation fishing at Prattville.

SALT LAKE CITY

J. B. Price

While on vacation, Conductor and Mrs. JAMES L. COLLINS journeyed to Flint, Michigan, to pick up a new car. Upon their return to Salt Lake City they decided to go to California to visit their son and take in the sights there.

Conductor and Mrs. ELMER CAMPBELL went to San Francisco for their vacation and report an enjoyable time. Upon return home, Elmer and retired Conductor TOM FOX went off on a fishing trip.

Mrs. STEPHEN J. FAHEY is convalescing at her home from a recent illness and her mother is spending some time with her.

Not the kind of vacation that anyone would ask for was spent by Fireman CLYDE F. MEAD who was ill most of the time. Hope to see you back with us soon, Clyde, fully recovered.

A hearty welcome to Engineer A. E. WILLIAMS, who bid in a turn out of Salt Lake. We will be looking forward to your paying your 10 per cent, Ernie.

SACRAMENTO SHOPS

Marcella Schultze

After a service which began on July 15, 1934, J. D. BOWLER, foreman of switchmen at Sacramento yard, and former yardmaster, retired May 31. We wish him many happy years ahead.

A big trip is being planned by Carman MANUEL COQUIM and daughter, Marilia, when they leave in July for Rio de Janeiro to see Grandmother Coquim, who is nearing ninety. Manuel and Marilia will train to Houston, Texas, and then go "flying down to Rio."

Mrs. EDNA SPRATT, our dispensary nurse, had the honor of being selected to unveil the plaque at the dedication of the new rose garden at Sacramento County Hospital. Each rose bush honored a graduating class of nurses; and the dedication was sponsored by the Sacramento Hospital Alumni Association. Edna also represented her class at the "brunch" held at Antonina's previous to the dedication.

We hear that two of our former Machinists, BOB JOHNSTON and BOBBY HAINES, are now installing machinery at Folsom Dam; and a third, EARL KONVALIN, is a tree scaler for the U. S. Forestry Service in Calaveras County. Know Earl's in his element in those forests for he could outwalk any of his pals here. Right, McCORKLE?

Our sympathy to the family of fur-loughed Boilermaker G. E. WILBOURN, who passed away May 5.

Machinist GEORGE NYE was elected Manager of WPAC's softball team for the coming season. George says, "We're going to see some good ball."

The WPAC treated the kindergarten class of Earl Warren School to pop-sicles on their recent tour through our Shops. A very nice gesture!

NEW YORK CITY

Alan Hudson

The big news hereabouts as of the time of this writing is the glad-sad news that our genial chief clerk, JOHNNY PEGNIM, is leaving us to go to

St. Louis and work as traffic representative for General Agent JACK MCKENZIE. We will miss John's exuberant good nature but are happy for him and feel he will be highly successful in his new work.

John's transfer brought about ACE MORACE's promotion to chief clerk, and believe me, we will all toe the mark from now on.

A new addition to our staff is in the person of FRANKLIN DELANO CROSS. Frank looks like he has the goods and from that monicker, it is easy to tell Frank's approximate age. Furthermore, Frank hails from that state where everything is bigger than anywhere else—the city, alas, is Dallas.

HAL KLEIN, passenger traffic representative, San Francisco, poked his smiling face in the office recently while on his annual escorting tour with the Christian Scientists.

OAKLAND TERMINAL RAILWAY

Al Coady



We are all going to miss HARRY W. HOLBROOK, industry clerk, who retired on June 1. With the Oakland Terminal since March, 1944, Harry had previous railroad service with the Pacific Electric in Los Angeles, the Southern Pacific, and the NYNH&H. We hope you enjoy many years of happiness during the years to come.

Switching Foreman L. L. LEPPER has returned to work after several months' absence because of sickness and injury. Welcome back, "Pappy!"



Doings at the Annual Picnic

H. L. MYHRE, chief clerk, will soon be a granddaddy, a first born for his daughter, Joan. We wish a hearty welcome to the little one.

PORTOLA

Phyllis Laughlin

Wedding congratulations to C. C. "RED" HARVEY, machinist, and Addie Roderick, of Quincy, on their marriage in Reno on May 31 at the First Methodist Church. Both are active in the Order of Eastern Star and White Shrine.

Don Ray, son of Engineer and Mrs. ERMA RAY, won the Richardson Scholarship Fund of \$300 attending Chico State College. Don has been very active in athletics and will play for the Oroville Olives as shortstop. While at college his batting average was .385.

LEWIS FERGUSON, train desk clerk, and E. C. GERVAIS have resigned to work elsewhere and we wish them good luck in their new jobs. PHILLIP HAZLETT bid in a job at Milpitas and we wish him the very best.

JOE GUFFRA, locomotive engineer, retired May 1 after 46 years and four months with WP. Joe's last run was on the Reno local and he also had service on the *California Zephyr*. He plans to rest and take a few trips in the near future.

Mrs. FRANCES MLAKAR, roadmaster's clerk, returned to work after being in Washoe General Hospital for surgery. Mrs. EMMA LOU PETERSON relieved while Frances was away. We are also glad that Frances' brother, Bob, is home from the hospital. Mrs. NELL BROWN, after being released from Portola Hospital after illness, went to Sacramento and while there was involved in a very serious auto accident. After

being in a Sacramento hospital, Nell returned to Portola Hospital. We hope you will soon be back at work, Nell.

Mrs. Lee Ann Collins, wife of Welder RUSSELL COLLINS, is in San Francisco for further surgery after leaving Portola Hospital. Mrs. Dorothy Crews is much better, as are her two children, and she has been released from Portola Hospital. Mrs. "Aggie" Cloud, wife of Brakeman GALEN CLOUD has also been released from the hospital upon recovery from an auto accident.

Little Alexia Lindley, daughter of Fireman "BILL" LINDLEY is home again, and we hope she will be so well in the near future that she will not need the iron lung which was sent to her at Portola from Boston on the *California Zephyr*.

Private WARREN ANDERSON returned to Portola to visit his wife, Marlene, and while here was taken ill. We don't imagine Marlene was too unhappy over his having to remain here nearly a month—just having Warren home was wonderful.

Fireman ADOLPH VOGEL and his wife Mildred are both ill in a Texas sanitarium and we wish them a speedy recovery, as well as to Fireman ORVILLE DACK who is still in St. Joseph's.

Mrs. Lucille Weddell, wife of Diesel Clerk JACK WEDDELL, worked as relief clerk while "HAP" WINN was on vacation in the East, from where he returned home in a new car. Fireman NELSON SMITH and his wife, Winnie, also returned from a vacation in the East driving a new car.

LOU MCGARRAH is working as water service maintainer while LEO SERVIA is in the hospital. Switchman "RED" WILLIAMS is off work with a dislocated

elbow, and Carman F. W. MITCHELL is in St. Joseph's. We hope both are well again soon.

FRED G. LOUCKS, 74, retired locomotive engineer, died in Auburn on June 1. He came to WP in 1910 from the Great Northern in Montana and was one of the first residents of Portola. He was a charter member of the Order of Eastern Star, and a member of the Portola Voluntary Fire Department and the Brotherhood of Locomotive Engineers. Funeral services were held in the Portola Community Church on June 4 under the auspices of F. & A. M. Grizzly Lodge No. 601 and burial was at Whispering Pines Cemetery. Eulogy was given by Trainmaster VIRGIL EDWARDS. Mr. Loucks was survived by his wife, Rose, and a brother, George, of Los Angeles.

CHICAGO

Don Banks

Two new additions to our Chicago family. TONY DURBAN and DAN DUTKIEWICZ, both steno-clerks, who replaced DOLORES HANSEN and LEON PAUKSTA. Tony lives in Des Plaines, right next to O'Hare Field, and says he gets singed every now and then by jets flying a little too low. Dan hails from Posen, Illinois, which is south of Chicago, and formerly worked for the Continental Illinois Bank. Welcome, fellows, and hope you'll find the WP a nice place to work.

LEON PAUKSTA, our tracing clerk, was a recent casualty when a car in which he was riding climbed a nearby tree. He's back at work again with a big patch over one eye where he had several stitches taken in his forehead.

If you happen to see a gal dashing along West Adams in a bikini it will probably be PAT SULLIVAN, our switch-



"Could you speak a little lower, please?"

board operator. Seems someone ran off with her clothes while she was in her bathing suit on a boat out on a Wisconsin lake over Memorial Day. Pay-day isn't far off, Pat.

JIM RICHARDS, former traffic representative, is now with Bliss & Laughlin Company as assistant traffic manager. We wish you lots of luck, Jim, and hope you'll keep us in mind when you have any cars moving west.

We understand Ol' Stork will soon be heading for the home of BETTY BRAZEAU. We're glad to hear the good news, but it will also mean that you will soon be leaving us which we don't like to hear.

WENDOVER

Esther Witt

Visitors in the DAN LEE home were Telegrapher Shirley's brother, Agent and Mrs. JOHN W. NAYLOR and family of Burmester, and Switchman Dan's two sons, Danny and Ricky of Dugway.

Roadmaster M. L. "LES" KIZER was more than happy over the results of

the Sperry Rail Detector Car. There was only one broken rail between Mileposts 806 and 890. Steel and ballast work is still progressing rapidly.

Retired Fireman ALBERT D. DRAKE of Grand Junction, Colorado, called on his many friends in Wendover. Says he is enjoying retirement even though it has made him a trifle lazy.

Yardmaster HARLAN C. FORD made a trip to Salt Lake City to spend the weekend with the family, and Waitress IRENE CHARLES made a quick trip to Grand Junction to visit with her two sons, Earl and Mark, and also her mother, the former Waitress MARY FITZGERALD.

Switchman COLEMAN "BILL" PETTIT went to Santa Fe, New Mexico, to visit his mother while on vacation, and Telegrapher FLORENCE McCLURE visited her son, Robert, who was hospitalized in Los Angeles because of a nervous breakdown.

We hope Boilermaker JAMES A. MONAHAN will soon be fully recovered from his recent illness.



Radiating every ounce of happiness possible, Ranac Sprague, daughter of Brakeman and Mrs. Henry Sprague, was awarded a Brownie chain and locket for selling most daffodils in her Troop, No. 6.

Signal Maintainer and Mrs. THEAS N. GARFIELD, Fireman and Mrs. HARVEY E. SAXTON, and Hotel Manager and Mrs. WALTER PARKS are all owners of new cars.

Signal Maintainer and Mrs. THEAS N. GARFIELD entertained Mrs. Martha Vess of Belle Garden, California, recently. Mrs. Vess is a former fellow worker of Mrs. Garfield's and the ladies had a very enjoyable time talking over past experiences.

ELKO

Henry Wallock

Fishing season opened May 15 and from what can be learned most of the so-called fishermen caught nothing but frost bite. CLIFF FIELDS, road foreman, claims he caught seven, but no one saw them. ROUNDHOUSE FOREMAN CRISSEY is vying for honors of the largest and to date is ahead with one about 23 inches in length. WILLIAM PARRY, master mechanic, is getting his rod oiled and tackle ready and hopes to stiffen the competition.

Incidentally, Bill's son, William Parry, Jr., was married in June and the newlyweds plan to make their home in San Francisco. He is a radar technician for United Air Lines.

Mrs. Lynch, wife of Superintendent JIM LYNCH, has been in Elko Hospital for an operation and we understand she is convalescing nicely, which is good news for all of us.

Mrs. Dale Nugent, wife of Conductor DALE NUGENT, entered Elko Hospital for medical attention which we hope is nothing serious.

Machinist FRANK WILLIAMS' son, James E. Williams, was home on leave from the U. S. Navy. James is with the Interior Communications aboard the Mine Sweeper *USS Inflict*.



Engineer John Stager, of Elko, submitted this picture of T. M. Clark, a line rider for Western Pacific at Wendover. The Wendover roundhouse and old coal chute appear in the background. Taken in 1912, the line rider had to ride pipe line from Wendover to the springs near Pilot Mountain, 25 miles away.

JOHN L. MURPHY, clerk, had an unfortunate accident while walking to work recently and thought he had turned his ankle. It was later discovered that he had fractured a bone in his foot.

Clerk and Mrs. FRANK OLDHAM are spending their vacation in Los Angeles visiting relatives and seeing the sights.

SACRAMENTO STORE

Irene Burton

We are all glad to see CHARLES REID back at work none the worse from the ordeal of surgery which he recently underwent. And thanks, Charlie, for the lovely box of candy sent to us during your convalescence.

JOSE CHAVEZ and family will vacation in Mexico, just across the border. Mrs. Chavez will stay with relatives for a while as they are hoping that when she returns her health will be greatly improved.

LEE and MICKEY WILLIS and daughter, Carol Lee, enjoyed a fishing trip near Bridgeport and Carol came home with three trout, each about nine inches long. The little eight-year-old

said she even put the worms on the hook and we're wondering if she will still be as brave a few years hence?

FRANK T. AVILA has returned from a two months' leave of absence which was spent visiting relatives in and around Mexico City.

AGNES ASH was honored at our usual birthday celebration and since the fellows have been doing the purchasing they of course choose pies, which we enjoyed instead of cake with our ice cream and coffee.

ROY FALQUIST and EUGENE LAGO-MARSINO are on vacation and they got away so fast that no one learned of their destinations.

About two years ago one of our noble fishermen promised your correspondent some fish. It finally arrived, a very nice catfish, and was it ever good. All good things come to those who wait!

The wife of a baseball pitcher and mother of five taught her husband how to swaddle a baby. She laid out the diaper in the form of a baseball diamond. "You take the batter's position at the low end of the cloth; then bring center field down to home plate. Put the baby in pitcher's box. Bring first base, third base, and home plate together, and you're in."

"P.S. If your game is rained out, start all over."
—PG&E PROGRESS.

WINNEMUCCA

Doris Cavanagh

Had planned to feature the Budd car *Zephyrette* in July, first of the big three months for vacationers. Instead, came up with a WP combo (a bit of the old and new), which replaced the *Zephyrette* after her collision with a truck near Oakland and sent her to Sacramento shops for repairs.

Fireman DICK HARRISON joined Conductor IRVING KILGORE, Brakeman STANLEY GUDMUNDSON and Yard Clerk VAL MARTIN at the Winnemucca station when the combination train arrived. A fireman is not required on the *Zephyrette*.

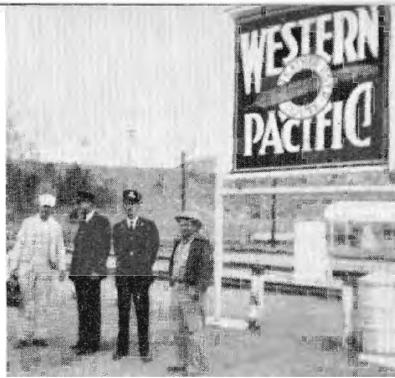
In Winnemucca, Conductor IRVING KILGORE handed the train orders to Engineer CLINTON RICE, in charge of the one-unit diesel engine, black baggage car and black coach representing No. 2.

Failing to obtain seats on the crowded *California Zephyr*, Division Accountant FRANK OLDHAM, wife Maxine, and daughter Linda, of Elko, expected to ride the *Zephyrette* upon return from a Los Angeles vacation, but ended up on the combo.

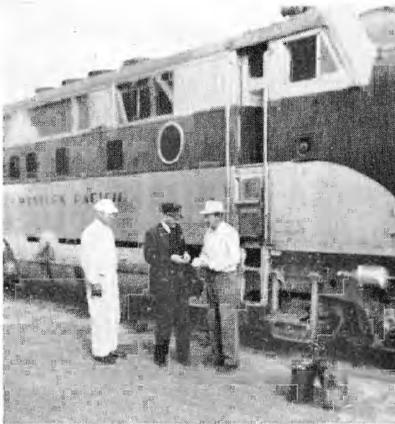
At Elko, following a scenic ride through the Humboldt River palisades, Section Foreman BOB HOBBS' wife and baby, of Flanigan, returned early to the old-new train after a 30-minute breakfast stop. On the platform, but camera-shy, was Master Mechanic BILL PARRY.

While the Combo, which had revived vivid memories of fascinating childhood rides, moved eastward out of the Wells yard, Agent FRED L. MCELROY took care of communications.

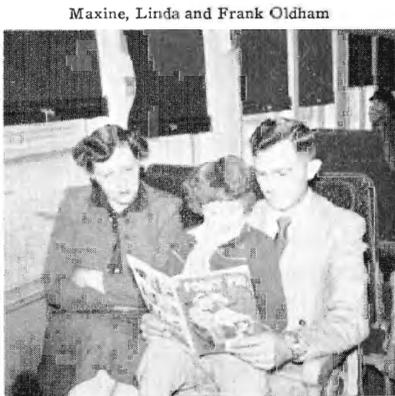
Then Fred assisted Mrs. Hobbs and



Harrison, Kilgore, Gudmundson and Martin



Harrison, Kilgore and Rice



Maxine, Linda and Frank Oldham



Mrs. Hobbs and baby Loren board the combo



Agent Fred L. McElroy

McElroy assists Mrs. Hobbs



baby Loren, who enjoyed the ride too, in reaching their destination several blocks from the Wells station.

Roadmaster DAN LAUGHLIN and family vacationed in May and June. So did Relief Operator MARY EVANS; Yard Clerks THEL LEWIS, BILL BROWN. VAL MARTIN accompanied his wife to Salt Lake for medical attention.

While Section Foreman TED BARRERA handled Golconda in the absence of JACK LORD, Assistant Foreman GUADALUPE LOPEZ went to Venado. Earning brief periods away from the sections were Foreman LEE PRICE, Cholona; Foreman JOHN HERRON, Trego; and Foreman VIC GARZA, Pronto.

Signal Maintainer HAROLD AUL spent a long weekend in San Francisco visiting with Section Foreman JACK LORD of Golconda, who was improving in Stanford Hospital. Fireman Ed DUNSTON also received medical attention in San Francisco. Local patients included Brakeman LARRY ROBERTS and Extra Gang Foreman O. F. PETEET.

Destined for a new assignment in the European area from Mineral Wells, Texas, A/2c Edward Moore, in the Air Force since February 1953, enjoyed a fishing trip with his dad, Engineer RAY MOORE. Engineers BUCK WILLIAMS and BILL SHOLL; Firemen "SHORTY" CLAUSEN and FRED ELWELL also had qualified for a week or two of fishing.

Forty-five years ago in July WP passenger service was announced starting on August 22, 1910 with two through trains daily. A train of new coaches from the Pullman Company passed through en route to Oakland. Of solid steel construction they contained new style vestibule ends, electric lights, handsomely decorated interiors and seated 82 passengers.

CINCINNATI

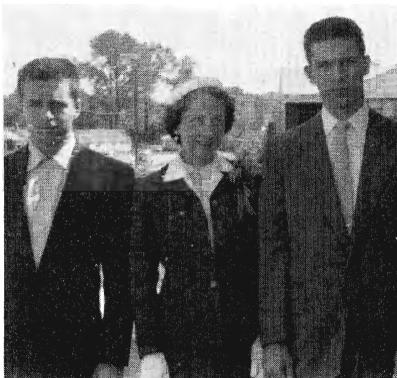
Charles J. Hudgins

To those of you who know him and those of you who don't, we'd like to introduce our General Agent, R. B. RITCHIE, better known as "Bob."



He attended schools in Minneapolis where he was born on October 21, 1905. He first entered the traffic world when 18, in the traffic department of Commander-Larabee Corp. at Minneapolis in 1923. He next accepted a position with the Nickel Plate in October, 1927, and in the Fall of 1929 went to work for the Pere Marquette as city freight agent, remaining with that railroad until 1939 when he joined WP as traffic representative at Minneapolis. He was appointed to his present position on September 1, 1954.

Bob married Lorna Gail Learned on July 25, 1928. They have two fine sons, Bob, Jr., born February 3, 1934, and



Bob, Jr., Mrs. Ritchie, and John

John, born August 12, 1937. Bob, Jr., recently completed three years with the U. S. Navy and John will graduate this year from North College Hill High School and also has his eye on the Navy.

Bob is past vice president of the Minneapolis Traffic Club and past president of the Off-Line Agents' Association of this Club. Since coming to Cincinnati, he has also become a member of various traffic organizations, is an avid golfer and enjoys hunting and fishing. He divides his other spare time working around the new home and nursing along the grass on what he now terms "Yucca Flats." When No. 2 son hasn't a date, Bob and Lorna enjoy driving around and seeing more of their new home town.

To know the Ritchies is to like them and we hope this short insight will bring you closer to our "Getting to Know You" feature to be continued.

JACK HOPPENJANS is burning up the greens on the weekends and reports his game is improving. Not that he needs it—he's shooting in the low 80's consistently!

The Nomads, a traffic organization here, had a dance recently which was enjoyed by the office force and their wives. We won no prizes for our "arty" dancing, but the fun surpassed any prizes. Before the dance, we enjoyed the hospitality of JOE MOORE and his missus at their home.

SAN FRANCISCO

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

From the interline divisions bureau we learn that RON QUINT is the proud father of Cathleen Denise, born April 28, while just one month later MARILYN ALLEN announced the birth of Kim Natalie. Soon to be a daddy as this goes to press is BOB HANSEN, while HORACE LOHMEYER is hoping to have a bowling partner come November.

Girls from the passenger accounts bureau surprised ELIZABETH WOOLSLEY on May 10 with a coffee and cake party in the lunchroom. No one knew what the 16 candles on the cake represented and Elizabeth is telling no secrets.

We're going to miss MAURICE GOUDY, our talented accompanist for the WP Glee Club, and we wish him the best of luck in his new work even though we dislike to mention it will be as a steward for TWA.

It is regret that we report the death of GEORGE JOHNSON, rate clerk, which occurred on June 3 following an illness of several months. George first worked as bill clerk at Sacramento in July, 1922, spent nearly 20 years in the operating department beginning in November, 1925, became rate clerk in the general agent's office at San Francisco in September, 1945 and rate clerk in the freight traffic department in September, 1950. George was division

chairman for the Brotherhood of Railway Clerks for nearly four years at the time of his death.

CHARLES VINCENT, supervisor duplicating bureau, has succeeded George as acting division chairman until elections are held at the end of the year. Charley previously served a half term from 1949 to 1951 in succeeding LEE BROWN, chief clerk-overcharge claim department, as division chairman.

Congratulations to DON HEDGPETH, on Army leave from the passenger department, on his marriage at Washington, D. C. on May 28. The honeymoon was spent at Niagara Falls.

MAX FREGOSO is now mail truck driver, succeeding JOE BOOTHROYD who bid in as key punch operator in the car record office.

ARRETTA ALEXANDER, secretary-clerk in the research department, spent a vacation in the Middle West, going east as far as Salt Lake City on the *California Zephyr* and returning Union Pacific via Los Angeles.

SID HENRICKSEN, chief clerk-engineering, and his wife, "Billie," spent Memorial Day Weekend during one week of his vacation on a trip to Yosemite Valley, Kings Canyon and Sequoia National Park.

FRANK RAUWOLF, personnel assistant, and impresario of wine, women and song, enjoyed a June vacation working on his new home in Palo Alto where he recently moved.

Members of the auditor's office were pleasantly surprised when a wedding cake arrived on June 1, sent by JESS DOUD, auditor payroll accounts, following his marriage that morning to Mrs. Mary Pescaro, of Napa. The couple left for the east following their marriage to pick up a new car.



Left to right: T. W. Schulhoff, signal foreman; C. H. Martin, electrician; R. T. Kearney, president; W. E. Tatman, conductor; F. P. Brower, brakeman; W. H. Evans, retired vice president-general manager. Seated: Mrs. Martin, Mrs. Tatman, and Mrs. Brower. A large crowd turned out for party. See Page 29.



SACRAMENTO NORTHERN

Milton Ziehn

A capacity crowd of 250 attended the "best ever" retirement party held June 12 at Veterans Hall, West Sacramento, to honor seven SN railroaders who left the ranks in retirement.

Those honored were CELSO M. ATTILANO, JOHN N. BRAT, and FRED E. DRAKULICH, dock patrolmen at Pittsburg, who were unable to attend the party. Attending were FRANK P. BROWER, brakeman, C. H. MARTIN, electrician, T. W. SCHULHOFF, signal foreman, all of Sacramento, and W. E. TATMAN, conductor, of Yuba City.

Master of ceremonies for the day was FRANK NOTT, commercial agent, who did a fine job in conducting the entertainment. Those present heard a talk by President REX T. KEARNEY, watched several acts which were claimed outstanding, and found time

to hold a big "gabfest" with everyone talking about SN old times.

Adding humor to the party were SHIRLEY BICE, maintenance of way timekeeper, and PEARL COOK, division accountant, whose pantomime acts featured "Marilyn Monrow" and "Jane Rustle." Joan Fippen, daughter of AL FIPPEN, valuation engineer, pleased the crowd with dance numbers, as did the grandson of BILL PARKS, retired yardmaster, with his accordion.

The committee included OLLIE ANDERSON, FRANK NOTT, LUPE OLVERA, BOB SANT, BOB THOMAS and MILT ZIEHN.

PEARL COOK tells us that she recently visited with NELDA (DEL PONTE) MITTELBERG, former SN timekeeper, and now the wife of WALTER MITTELBERG, former WP employee. They have a new home in San Carlos and will be glad to welcome anyone who can assist them with landscaping their new home.

WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Harry W. Bale, switchman, Stockton.
Elwood W. Danforth, electrician, Oroville.

Edward T. Dolan, Alameda Belt Line machinist helper, Alameda.

John B. Egan, roundhouse foreman, Oakland.

Henry J. Enders, machinist, Elko.
Jose Hernandez, section laborer, Stockton.

Harry W. Holbrook, Oakland Terminal Railway clerk, Oakland.

Eliseo Lipparelli, track laborer, Elburz, Nevada.

Jose Lopez, track laborer, Pulga, California.

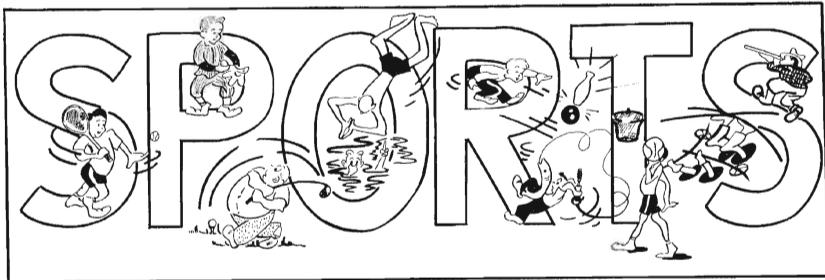
Charles R. Mallinson, towerman, Stockton.

Harvey O'Kelly, AAR clerk, Sacramento.

Sherman D. Perkins, locomotive engineer, Stockton.

William A. Riley, locomotive engineer, Stockton.

Libardo Sandoval, section laborer, Wendover, Utah.



By Maurice Notter

Shaughnessy Cops Golf

Hickey Scores Ace on 15th

A record 96 WP golfers and guests turned out June 4 to battle Old-Man-Par in the annual company tournament held this year at the new Almaden course near San Jose. Unusually high temperatures forced ten (the fairer sex) to take shelter after nine holes, and a lot more wished they had been so wise before completing their rounds.

Hottest WP golfer was Larry Shaughnessy, accounting, who turned in a steady 43-42 for an 85 low gross, just one stroke better than AGFA Ken Stoney's 41-45 total of 86. Third place went to Don Nash, engineering, who went out in 45 and came in with a 43.

Among the guests, G. Wilks turned in a nice 39-37 for a four-over par 76, one stroke better than the 77 scored by D. Graham, J. Harris and D. Texdahl tied for third guest's low gross with 82's.

Low net among the rails went to Harry Stark, traffic representative, whose 53 was seven strokes ahead of second low net scored by Eddy Jaegels,

Standard Realty. Leo Pope, division analyst, and Dick Bridges, labor relations assistant, tied for third low net with 61's.

The three low net winners among the guests were E. Lindee, 61; R. Bucklen, 62; and Mrs. Bosworth, 63.

Highlight of the day was General Passenger Agent Jim Hickey's five-iron shot which landed just short of the 140-yard "hole-in-one" 15th, bounced and rolled straight to the pin. He finished up with a 95-gross, 71-net score. It was the first "ace" scored on the new course which opened in April last year. Jim won a sport shirt and a San Francisco Examiner "Hole-In-One" lapel pin for his single. Other winners received golf balls.

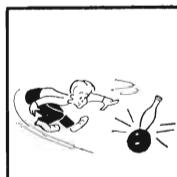
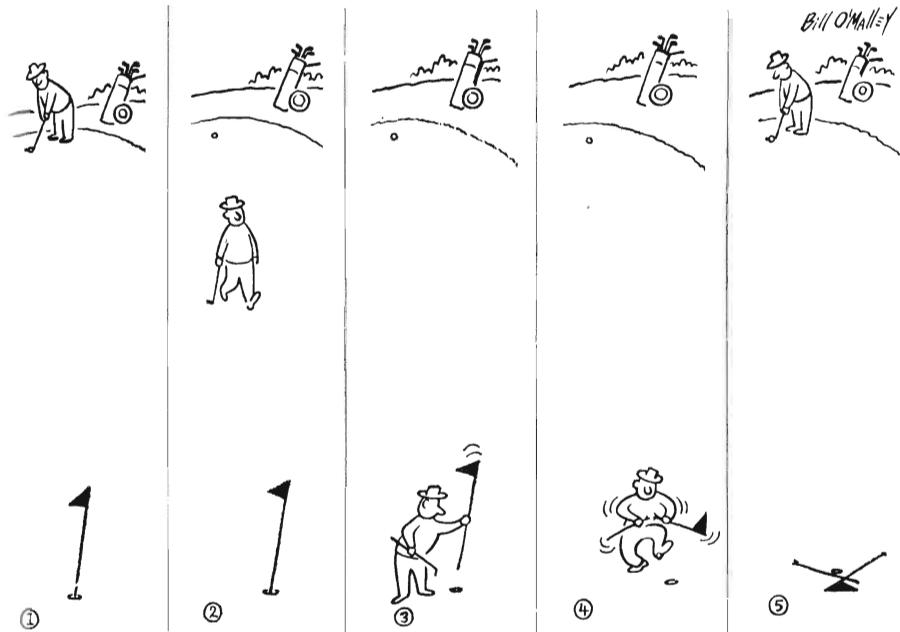
Bob Bills, Sacramento engineering department, won himself a caddy cart when his name was drawn for the attendance prize.

Taxes and golf are a lot alike. You drive hard to get to the "green" and then wind up in the hole.

* * *

Golf: A sport in which the ball usually lies poorly—but the player well.

—FIREMAN'S FUND RECORD.



Bowling League for the 1954-55 season.

The Traffickers won their chance at the playoffs by virtue of a 28 won, 17 lost record in the second half, two games ahead of second-place Split Pickups. In winning the first half, Transportation rolled 27 wins against 18 losses.

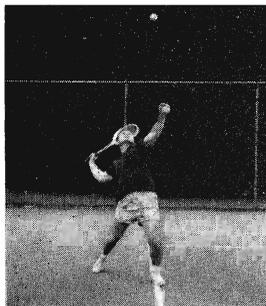
The champs led the league with a team high score of 904 and a team high series of 2,509. High individual game

was rolled by Joe Lombardo with a 246, while Eddie Brath took individual high series with a 608. Frank Thompson, Transportation, was acclaimed individual champion for his 90-game score of 15,059 pins for an average of 167. The Feather River team led the high team average with 760.

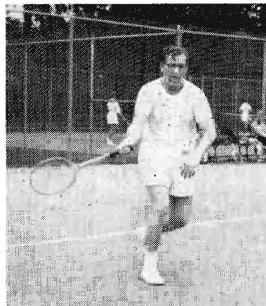
Fourteen members of the Double R club of Women Bowlers left Herlong, California aboard the *California Zephyr* May 20 for Omaha, Nebraska, to enter the National Bowling Tournament, held on May 23 and 24.

According to the keglers, the RR stands for Railroad Rosies. They were given a send-off by friends and well-wishers at the station.

CHAMPIONS OF THE COURTS



Andy Olano



Bob Toll



Jim Michael

Olano Wins Tennis Tournament Toll-Michael Win Doubles

Andy Olano, engineering, won over Bob Toll, freight traffic, 6-4, 6-3, to win the men's singles in the annual tennis tournament held at Golden Gate Park courts on June 11. He won over Don Nash, engineering, 3-6, 6-1, 6-3, in the second round, and took two 6-0 sets from Wayne Stanley in the first round. Nash won his match with Jim Michael, 2-6, 6-3, 8-6 to gain second round play against the champ.

Toll, who took a 6-4, 6-2 victory over Gardner Rogers, engineering, won his first round with a 6-2, 6-2 victory over Larry Shaughnessy. Rogers won his second round play with a 6-3, 6-4 victory over Ray Miller, accounting.

Men's doubles were taken by Bob Toll and Jim Michael, assistant treasurer, with a straight two-set 6-4, 6-0 win over Ray Miller and Larry Shaughnessy, accounting, after winning 6-4, 0-6, 6-1 over Olano and Nash in the first round. Miller and Shaugh-

nessy won their opening round 6-1, 1-6, 6-4 over Rogers and President Whitman.

For his win, Olano will have his name added to the Arthur Curtiss James Memorial Cup, won last year by Ray Miller. All winners received cups and runners-up received tennis balls.

LOOKING FOR A NEEDLE in a haystack is child's play, compared with trying to recover 2,791 tagged albacore in the 5,000,000 square miles of Pacific Ocean, where this prize of the ocean angler ranges.

One particular fish tagged and released off the Southern California coast was recovered 324 days later 450 miles off Tokyo, Japan, a distance of 4,724 airline miles. Another moved 3,166 miles to the Midway area, and a third 2,931 miles to an area north of Hawaii. Another one moved from 27 degrees north latitude, off the coast of Baja California, to 38 degrees north, off Point Reyes, or a distance of 673 miles.

This is the fifth and concluding installment of an article by Robert C. Madsen, given as a talk before the coast convention of the Superintendents' Association at Portland, Oregon,

last August. It was so well received there that he was asked to repeat the talk for the Chicago South Shore and South Bend Railroad Veterans' Association at Michigan City, Indiana.

My European Railway Tour

By Robert C. Madsen
Trainmaster, Oroville

THE Severn Junction hump yard is an old installation, not equipped with retarders, engaged in classifying mostly coal drags from the Wales district which number around 20,000 cars per week. The yard is equipped with two humps, one for each direction, and is divided by the main running lines. The westbound yard handles empties returning to coal fields and employs only one hump engine and one trimmer engine. The humping operation is very simple. When a train pulls into a receiving yard, a clerk walks the train to write in chalk on the leading edge of a car the appropriate classification track, determined from destination label on the side of the car. Waybills do not follow each car, as bill is mailed from origin station to destination station only, so movement of each car is entirely dependent on the car label. No inspection is required at this yard; so as soon as cars are chalked for classification, the humping operation commences. One man with a shunting pole uncouples the link chains between the cars as they are shoved forward. Four runners brake the cars on the hump, as car brakes are located on left rear side, accessible from the ground level. The trimmer engine assembles the cut, and the conductor writes a tally sheet when going on duty, by walking the train, noting the destination and con-

tents of each car. This sheet is handed to the hump foreman at the destination as a check against the distribution made by the field clerk in classifying cars.

CREWE LOCOMOTIVE WORKS

"Crewe is a large railway junction in central England, but it is noted for its locomotive works which employs a staff of approximately 7,000. All heavy repairs and building of new locomotives, as well as the manufacture of metal parts for railway use, are concentrated here. The typical annual output of 900 heavy repairs, 700 light repairs, and 40 new locomotives gives some idea of the magnitude of this operation. The main erecting shop employs a belt system so that locomotives being dismantled move in one direction, while those being assembled move in the opposite direction. Production time for light repairs averages about five days per locomotive and up to three weeks for heavy repairs.

"After nationalization in January, 1948, extensive studies were instituted to develop standards for subsequent locomotive replacement. At present twelve standard types have been considered and eight of the twelve standard design locomotives are in service. The various standard locomotive designs adopted, range from 2-6-2 tank locomotives of 18,500 pounds tractive

effort to 4-6-2 general service locomotives weighing 140 tons and developing 32,000 pounds tractive effort. The most distinct advantage of British Railways steam locomotives has been the very simple designs, as a means of achieving efficiency through increased utilization by reducing maintenance on auxiliary equipment and time out of service. The vacuum system of train braking eliminates the need of an air pump, since vacuum is created by a steam ram which produces between 23 to 26 inches of vacuum. The only auxiliary equipment I saw on steam powered locomotives was forced feed mechanical lubricators and steam powered coal pushers in tenders of large locomotives. Exhaust steam injectors serve in place of water pumps.

"The locomotives are maintained on a mileage basis, with extensive inspection and light running repairs made periodically every seven to ten days, depending on miles and service. Daily inspections are required, but responsibility is placed with the locomotive engineer. However, a locomotive inspector checks the outgoing locomotives before they are assigned.

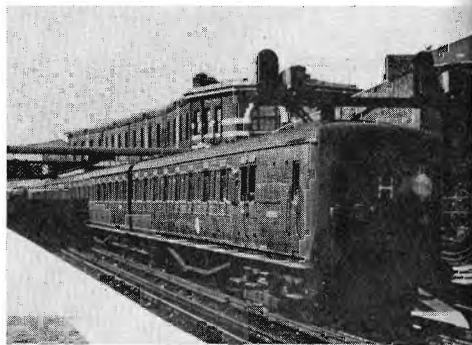
BIRMINGHAM FREIGHT DEPOT

"This modern shed has several unique features which I will briefly mention.

"The 'forwarded' section contains eight tracks on which 203 freight cars can be set. Alongside the tracks are paved roadways for the use of trucks engaged in collecting the freight from the city or delivery decks. The drayman who collects freight from the consignor delivers the package directly, alongside the approximate freight cars for loading into the cars. This avoids a sorting operation on the

platform. The freight is weighed and billed at a billing office directly in front of the depot entrance.

"On the 'received' portion of the shed forty loaded freight cars can be set on four car tracks, arranged in two pairs, each with a conveyor belt running between. The traffic is discharged from the cars directly across a narrow deck and placed on the conveyors, first from one track and then while this track is switched, the cars on the adjacent track can be worked. At the sorting end of the two conveyors the



Southern Region Suburban train of eight cars at London Bridge. Most intensive passenger service I have ever witnessed is here at Clapham Junction.

traffic is sorted on one side of the conveyor for local delivery and on the other for traffic to be reforwarded. A unique arrangement is employed for moving the flats from the sorting end of the conveyor belt, to the delivery decks. The flats are moved by a transverse rail-mounted machine, which travels along the delivery and sorting decks. It is equipped with hydraulic device for lateral movement, or cross transverse carriage, which can be projected under the flat to be moved on the delivery deck to the sorting deck

or vice versa. These machines are the key to the operations as they keep the cargo placed on the flats at the sorting deck, moving to delivery deck, and supply empty flats made empty at delivery deck to sorting deck, and take the place of forklift trucks.

TOTON MARSHALING YARD

"Toton Yard, located on the southern fringe of the Midland coal fields, is used to classify labeled freight cars into direction order so that a full train can be assembled for operating to the south and west of England.

"The basic layout is very similar to our hump yards, with a few exceptions that I would like to mention. The yard is divided into two freight yards, with the main line bisecting the directional yards. Normally the east yard receives up to 70 trains daily, and dispatches 60 trains daily, with an average car count of 4,000 on heavy days. The average number of cars in a cut being classified on the hump is between two and three.

"As soon as trains are yarded an inspection for defects is conducted. Cars are carded to identify those requiring immediate rip track work or those that may be moved on to destination before defects are repaired. A head shunter follows, chalking classification track number on the leading end of the car according to destination from label on side of the car. While train is standing or moving, another shunter uncouples the chain links between the cars with a shunting pole.

"As the leading cars approach the hump, the panel operator observes the chalked track number on the leading end and depresses the appropriate track button, releasing as soon as the corresponding indicating light appears on the panel. He then observes how

many cars are in the cut, and depresses the 'cars in cut' button, which transcribes this information to a control tower for the retarder operators. If more than six cars are in a cut, he relays this information to the control tower by loudspeaker.

LOCOMOTIVE TESTING STATION

"The Rugby locomotive testing station was fascinating for the scientific data carded from a steam locomotive. The essential object of locomotive testing here is to establish the performance characteristics of each locomotive design, and to relate these data to specific assignments for which locomotive is best suited, relating fuel and water consumption to the work output.

"The information available from the tests is correlated with a working schedule to allocate a specific class of locomotive to a run where utilized within range of working conditions in which they work with reliability and economy. Schedules are also established on basis of test results for locomotive ability to maintain maximum work load and speed. In other words, schedules are geared so that locomotive has to work at full economic rate of work output.

GENERAL REMARKS

"The volume of passenger traffic is quite impressive, but what is more noticeable is the effectiveness of operation achieved by simplicity of operation. The yard offices are conspicuous by the silent operation this simplicity permits. The assignment of train and engine personnel is geared to a constant number of duty hours, which permits more versatile assignments to achieve this constant figure, and thus afford an opportunity for better work utilization."

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RAILROAD LINES



Baltimore & Ohio, since February, has recalled 2,175 furloughed freight car repairmen.

. . .

New Haven orders a third light-weight streamliner, a modification of the RDC; already has two Talgo-type trains on order.

. . .

Northern Pacific adds stewardess service to its North Coast Limited.

. . .

Chesapeake & Ohio building facilities to stockpile up to 400,000 tons of domestic ore at Riverville, Virginia.

. . .

Railroad observers in New Jersey saw ACF prototype of Rock Island's new Jet Rocket in action during May.

. . .

Pennsylvania receives 200 special 75-foot flatcars for two-trailer piggy-backing.

. . .

North Western hauls between Wisconsin and Kentucky first piggy-back shipments of high explosives.

. . .

Santa Fe purchases control of Toledo, Peoria & Western for \$9.9 million.

. . .

Texas & New Orleans' new four-mile-long gravity switching yard scheduled for dedication this fall at Houston will be able to handle average of 3,500 cars per day.