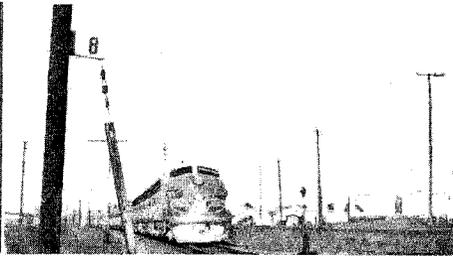


WESTERN PACIFIC
Mileposts

MARCH 1950



WESTERN PACIFIC Mileposts



Vol. I

MARCH, 1950

No. 8

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Cover:

"Try and get me, coppers," sneers bindle stiff Mickey Knox escaping on a raising drawbridge. A scene from the Lippert Production "Western Pacific Agent," Hollywood's latest railroad thriller. Watch your local theater.

MORE POWER TO WESTERN PACIFIC!

Delivery of 15 new diesels at a cost of more than seven million dollars enables Western Pacific to render 1950 service with a fleet of 54 diesel-electric locomotives.

Of the eleven locomotives built by Electro-Motive Division of General Motors Corporation at La Grange, Ill., nine have been assigned to road freight service, while two entered road general service.

The new freight diesels, #913 to #921 inclusive, are 4-unit, 6,000-h.p. Model F-7, built at a cost of \$654,300 each. The power plant is composed of 16-cylinder, 2-cycle engines, capable of hauling 25 per cent more tonnage on a one per cent grade at continuous ratings, or will haul up to 33 per cent more tonnage at short-time ratings for two hours. Heavier tonnage can be controlled with these locomotives, equipped with dynamic brakes, and all in all the complete picture envisions reduced maintenance costs with respect to both mechanical and roadbed operations.

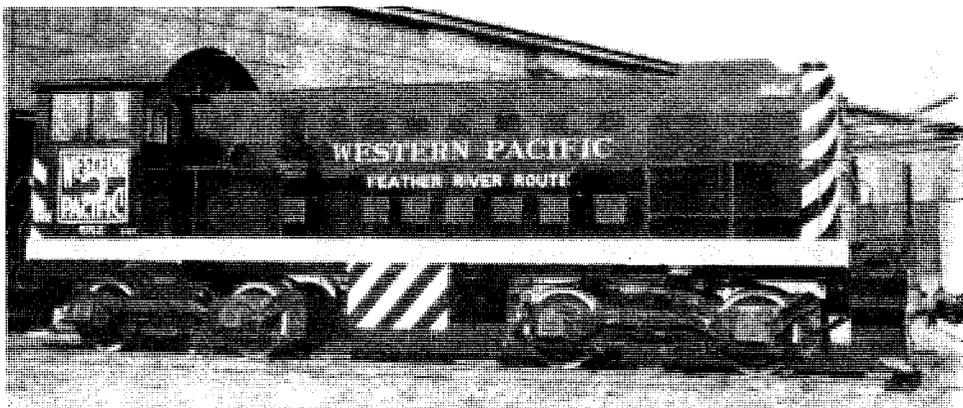
The two general service locomotives, used in both passenger and freight service, are 3-unit, 4,500-h.p., model

FP-7, and cost \$545,100 each. Numbered 804 and 805, they have much the same characteristics as the F-7's. They are double-ended (cab unit, motor unit, cab unit), and provide for increased train-heating capacity, greater water capacity, and longer distances between water stops and greater freedom from extreme cold weather hazards. These engines have been split up so as to more greatly utilize the two cab units on each. Combined with "B" and "C" units of the original passenger diesels, numbers 801, 802 and 803, the California Zephyr may be hauled in one direction by the 804-C and in the other direction by the 804-A. All in all there are seven cab units in operation with eight motor units (B and C). Thus, combinations of 1,500, 3,000, and 4,500 horsepower locomotives may be used with trains of various length and tonnage.

The four additional single-unit, 1,000-h.p. switching locomotives were built and delivered early in February by American Locomotive Company of Schenectady, New York, at a cost of \$102,330 each. Weighing 115 tons, the switchers are 45 feet long and have a

New 4-unit freight diesel heads west out of Elko easily hauling long train of miscellaneous merchandise.





Side view of new switcher. Black and white diagonal stripes on front, rear and both sides, provide better visibility for motorists and pedestrians during switching movements on city streets at night.

30-foot wheelbase. Power is supplied by a six-cylinder supercharged diesel engine which turns a generator to supply electricity to four traction motors, one geared to each axle. The maximum amount of traction power is obtained by having the entire weight of the locomotive rest on four driving axles.

These new locomotives are essential in meeting competition by helping to keep down costs and rates. Trucks have taken away jobs from thousands of railroaders. To protect their men and their investment, railroads must now cut costs to the point where this competition may be met. Diesels can pull heavier loads than steam engines. They require less helper service and can make longer runs without taking on water and fuel or stopping for service. They spend far less time out of service for repairs. Furthermore, they are easier on the track because they apply constant, smooth power to their driving wheels.

By making it possible to hold down rates, improve schedules, and offer competitive transportation, dieselization is a safeguard to steady employment.

Due to less need for repair facilities at some intermediate points, some types of jobs will, over a period of time, be affected. Yet, with the expected increase in tonnage handled, some of our shops will probably require more men than at present, and a gradual shift to jobs directly related to diesel maintenance and repair will take place. Because the changeover covers a long period of time, normal retirements and turnover can be expected to take care of a majority of the situations where the type of job is changed.

The diesel-electric locomotive is primarily a labor-saving device. Experience has shown that every labor-saving device has ultimately proved itself to be a job-creating device, by bringing prices down to a level where increased demand calls for increased production, and puts more men to work.

Western Pacific has passed another milestone in maintaining dependable freight and passenger transportation.

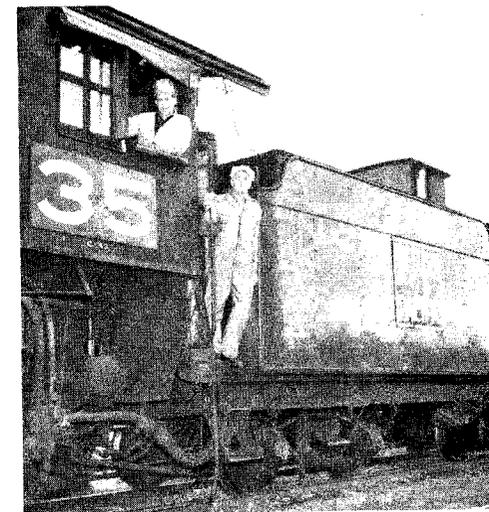
(Editor's note: See Page 5 for story on WP's eastern division conversion to diesel power; also article on Page 11 on WP's diesel training school.)

FAREWELL TO STEAM!

The new diesel-electrics meant the end of steam on the Eastern Division and foreshadowed its doom on the entire railroad.

To locomotive No. 35 fell the slightly sorrowful task of hauling the last steam train on the division when engineer highballed her west out of Elko on St. Patrick's Day, March 17. Appropriately enough, her train comprised about fifty obsolete reefers enroute to Sacramento for scrapping.

No. 35 thus began and ended the age of steam on W.P.'s Eastern Division. She was one of the original order of sixty-five 2-8-0 freight engines which worked on construction from 1906 until the road was opened for business and then hauled revenue trains for over forty years.



To engineer H. A. "Dutch" Baumert, on the steps, and fireman Bill Eyre, in the cab, went the honor of taking engine No. 35 over the eastern division on its final run, to be replaced by new diesel power. Her whistle was a familiar sound along WP's right-of-way for over 40 years.

Last steam engine to operate on WP's eastern division was No. 35, shown heading west out of Elko March 17.



Can You Use \$50?



Three mighty Mallets stand idle on a Western Pacific side track at Elko waiting their turn for retirement after giving way to more modern diesel power.

In 1948 the Transcontinental Pipe Line Company awarded a contract for the construction of a gas pipe line from Mercedes, Texas to New York to the Fish Engineering Corporation of Houston, Texas, who in turn contracted with the Kaiser Steel Company at Fontana for the steel plate and with the Consolidated Western Steel Company at Los Angeles and South San Francisco for the fabrication of the plate into pipe. Most of the pipe was fabricated at the Maywood (Los Angeles) Consolidated plant with a small portion being made at South San Francisco.

Western Pacific handled several train loads of this pipe and the above picture, taken recently in Elko yards, shows one of these trains on our line.



With vacation time just around the corner and Uncle Sam finally appeased, who couldn't use an extra fifty bucks this summer? Wouldn't it be nice to walk out of some store with a nice new fishing rod under your arm, or perhaps a present for the little woman? Or maybe a receipt for another payment on the new home or family jalopie?

We're not kidding, for there are two brand new fifty dollar bills set aside for two lucky railroaders. Not only that, but to back up the fifties there are also a couple of twenty-five dollar bills (we know they don't make 'em, but you get the idea), and two ten dollar bills for four other employees of Western Pacific, or its subsidiaries.

Very simple, too. All you have to do is to tell your friends, neighbors, relatives and acquaintances all about the California Zephyr and Western Pacific's fast, dependable freight service, turn in a Tip Card for each prospective passenger or shipper to Walter Mittelberg, general freight agent, S.F., who will arrange to have a traffic department representative contact the person or company named. If the call is successful, you will receive points for each passenger or freight tip. The six employees having the highest total of points at the end of the contest on August 15, 1950, will be awarded the cash prizes. All employees are eligible except traffic department representatives whose duties involve contact with the shipping or traveling public.

Asked to comment on the contest, Henry E. Poulterer, traffic vice-president, said: "No railroad soliciting organization can possibly cover the entire field of prospective travelers or

shippers. This field can, however, be very effectively covered if WP employees will keep their eyes and ears open, and take advantage of this offer to further their interests as well as the company's by turning in Tip Cards."

With five months to go in the contest, three of last year's winners are again leading the race, James B. Dillon, Boyd C. Sells, and William J. Ferguson. But there is still a lot of time for anyone to come in a winner and your cooperation is solicited.

Mittelberg requests that Tip Cards show first and last name, as well as position and location, to avoid any possible error in recording points. If your supervising officer does not have a supply of Tip Cards, a card to Walter will bring results.

Standings to and including March 15 are as follows:

EASTERN DISTRICT

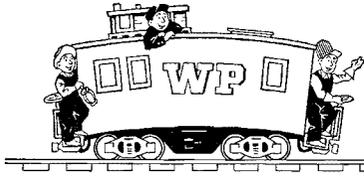
	Points
William J. Ferguson.....Portola	4
Mrs. Annabelle Albrecht.....Gerlach	2
John O. Goodwin.....East. Division	2
Gustaf Zackerson.....Elko	2

WESTERN DISTRICT

James B. Dillon.....Oakland	19½
Boyd C. Sells.....S. F.	15
Edwin B. Allison.....Sacramento	5
Henry P. Seavers.....S. F.	4
William D. Edgerton.....Stockton	2½
J. Fennell Abbott.....S. F.	2
Carl H. Flaig.....S. F.	2
Henry E. Stapp.....Oakland	2
Harry J. Sutherland.....S. F.	2
Frank Ahlert.....S. F.	1
Frances Corbolotti.....S. F.	1
Earl R. McKellips.....S. F.	1
Dudley W. Thickens.....S. F.	1

Studying homework, Junior said, "Dad, what is meant by diplomatic phraseology?"

Dad replied, "Well, if you were to say to a homely girl, 'Your face would stop a clock,' that would be stupidity; but if you said to her, 'When I look into your eyes time stands still,' that would be diplomatic phraseology."—Chase Bay Co. Bag-ology.



Caboosing

San Francisco

Due to advancements to the desk of Chief Pass Clerk, succeeding LOIS DRAGOO upon her retirement March 31, GORDON KNAPP's clerk position has been filled by GEORGE VICHICH, formerly of the Telegraph Department. George's former work is now being handled by MAX FREGOSO, who now rides the elevators strictly as a passenger, while succeeding Max at the elevator controls is ERNEST BOLTON, former guard at Alcatraz.

Retirement means little for retired president HARRY A. MITCHELL, for now this busy fellow has taken on the chairmanship of the executive committee of the Western Transport Conference, in addition to being president of the California Society for Crippled Children, chairman of the S. F. Chapter of the Infantile Paralysis Foundation, director of the S. F. Boys' Club, and active in the Rotary Club and State Chamber of Commerce!

K. V. PLUMMER, first worked for WP and then went to Pacific Fruit Express. Son, K. V. JR., first worked for PFE and is now WP's supervisor, perishable service.

Sympathy is extended VINCENT J. HOWARD, AF&PA, upon learning of the death of his father, David L., on February 14.

Added confusion for Sunday drivers . . . a 1950 Pontiac Ivory convertible for GEORGE WELCH; a 1950 Blue Studebaker Champion for LEO POPE; a 1950 Mist

Green Chevrolet for JIM MILLS; a 1949 Blue Pontiac Chieftain for ANN DOWNS; and a 1949 Gray-Blue Plymouth Deluxe for BENITA SIBLEY, all of the AF&PA office.

Employees at general office were shocked to learn of the sudden illness of LOGAN PAINE, assistant secretary, who suffered a heart attack while working at his desk Saturday morning, March 18. The doctors at St. Joseph's report satisfactory progress, but complete rest has been prescribed for at least two months. Best wishes for a speedy recovery, Logan, from the gang.

A silver service and set of dishes were recently presented to MARY TRICKETT, telegraph department, by the telegraph and transportation depart-

Get out the old box Brownie that is gathering dust in your bureau drawer—get a roll of fast film—turn on your best smile—for MILEPOSTS will pay you one dollar for each picture you submit to the Editor that is used in the Caboosing column. Pictures should be sharp, have good contrast and must show W.P. employees at work or play. Identifications must include place, date, and first and last name of employees. Let's go, you roaring Rembrandts—who gets the first buck?

Caboosing . . .

ments, on the occasion of her recent marriage.

The welcome mat was out for CLOTILDE SULLIVAN when she returned to the car record office March 1 after a three months' leave of absence.

Dan Cupid has been quite busy in the AF&PA office recently, and engagements have been announced by LOUISE FRATTERELLI and CHARLOTTE DETERMAN. The lucky fellows are Raymond Zatararain and Charles Astrue and the February dates were the 14 and 7.

Oakland

We tuned in on the San Jose freight station the other day and heard the office choir singing "Happy Birthday" to KEN DUNTON. There was a new voice added, that of FRED BRANDES, who is the new rate clerk and one was missing—that of CHARLIE TYRRELL, former warehouse foreman who retired the first part of this year. It was nice to hear the cheery voice of MADELINE MILLER, claim clerk, formerly of Oakland.

DICK CRUM, fireman, was passing out cigars the other day and on each cigar in bold print was "It's a BOY." Harold James made his debut at 11:52 a. m. February 23, weighing 6 lbs. 10 oz. We were sorry to learn that Mrs. Crum had to undergo a very serious operation soon after the birth of her son and we wish her a very speedy recovery.

TONY DAY isn't waiting until September to spread the news that he is an expectant grandfather. The expectant mother is LEE STEWART who formerly worked in the car record department at G.O. She has one son, Jimmie, five.

Another proud father is TOM NELLI-

GAN, wearing a big grin because his daughter Jean Gilmore is home after 6 years in Falls Church, W. Va., where her husband, Lt. Comdr., USN, has been stationed but has now transferred to Moffett Field near Sunnyvale. With them came The Duchess, Cisco and Sneezer, three most graceful, though haughty, felines.

DUTCH WALDMAN is trying to sell his summer cottage in the Santa Cruz mountains. It's too bad we are not allowed to advertise in this column or we might have been able to help him sell it.

ART ROKE is the tweedy, pipey, fire-placey sort of fellow who is thoroughly content to spend his leisure time at home, puttering around the yard planting flowers, watering and pruning. When forced to stay indoors during bad weather he paints—not pictures, but walls and furniture, etc. Every night he reads the papers to the strains of the Warsaw Concerto or to the New World Symphony capably rendered by his son Arthur, 18, a genius on the keyboard. Arthur, by the way, is taking a pre-Med course at UC.

MAX MUNSON is back with us at Oakland Yard, as is LARRY HAGGERTY.

Saw CHARLIE DOWNS the other day and although not too well, he is looking fine and in good spirits. He stated he misses all his friends on the WP, and we know his friends all miss him, too.

Los Angeles

Congratulations are in order for D. C. WILKENS, general agent for WP at Los Angeles, on his appointment as publicity chairman for the Citrus Belt Traffic Club in Southern California.

DORIS HILL, stenographer, and KEITH "BUTTERCUP" JOHNSON, clerk, both of

(Continued on Page 13)

IN THE GOOD OLD DAYS



BACK in August 1910, when the style was high button shoes, long skirts and fluffy blouses for the women, linen dusters and derby hats for their gentleman friends, and taxes were no worry, Western Pacific's first passenger train pulled into Hartwell (later Marston and now Quincy Junction).

THE band played and the whole town turned out in Sunday clothes with much flag waving and excitement to acclaim the youngest trans-continental railroad.

Diesel Training School

By HY O'RULLIAN

A leader among the nation's railroads in the use of diesel-electric power, Western Pacific is laying a solid foundation for full scale superpower diesel operation with a thorough training course in diesel mechanics designed to sharpen the skills of those employees engaged in maintenance, inspection and repair. To familiarize themselves with established practice and new developments in diesel operations Sacramento general shop employees last Fall requested the management to promote a program of education on the subject. The suggestion at once met with the wholehearted support and approval of E. E. Gleason, superintendent of motive power.

Result was a training school started through cooperation of the Western Pacific management and the Sacramento city school department with nearly 30 of the railroad's employees enrolled.

Classes are held every Wednesday evening, 7 to 9:30 o'clock at the WP Sacramento general shops. The complete course comprises ten sessions, one each week. The first term of instruction commenced in January and will soon be completed. Similar terms of ten weeks of instruction will then continue.

The course is designed for machinists but members of other crafts also have joined. There is no cost to employees

Instructor Clapham explains various diesel parts to mechanics attending the adult education school at Sacramento general shops while lecturing. Photo by Hy O'Rullian.

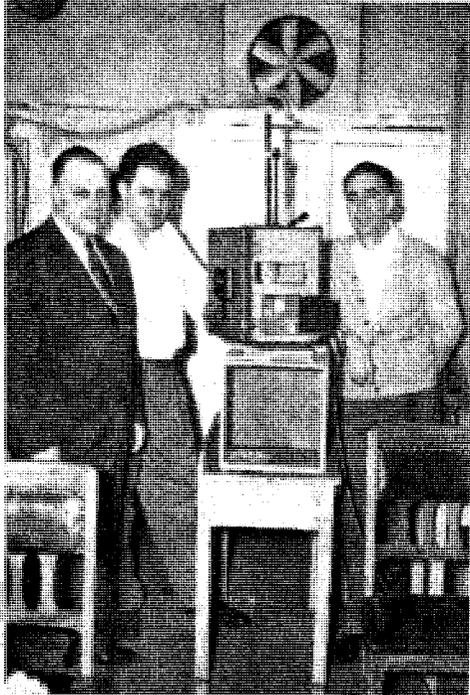


or others who may wish to enroll. All are invited to attend.

Instructor in charge is Lester M. Clapham, diesel foreman and former teacher in Western Pacific's apprentice school program. Negotiations for establishing the school were carried on between Sacramento city schools adult training division, who supervises the course of instruction. David R. Sarbach, superintendent of the Sacramento general shops, also participated actively in organization of the school and assists in instruction.

Clapham has been approved by both the city school department and the

Left to right: David R. Sarbach, supt. of shops, Lester H. Clapham, instructor of WP Diesel school, and Herbert Gillespie, WP apprentice school instructor, as they prepare to show motion pictures pertaining to repairing of diesel engines. Photo by Hy O'Rullivan.



state educational system as a qualified instructor of diesel mechanics. His expenses are paid by the Sacramento school department. He prepares the class lectures and visual instruction material. A projector and study material are furnished by the city school system.

Films produced during the war for the Navy in cooperation with the Electro-Motive division of General Motors are provided by Standard Oil Company through arrangements made between that company and Edward T. Cuyler, assistant superintendent of motive power. Approved methods of diesel repairing, inspection and maintenance are shown on the films and explained in detail through sound.

Mr. Cuyler also spends considerable time with students giving them the benefit of his expert knowledge in diesel-electric maintenance.

Box Cars Belong On Tracks

January MILEPOSTS commented on the fact that trucks have killed more in three years than the U.S. Marines lost throughout the war. This month, a hearing before the California Public Utilities Commission brought out some of the reasons:

State traffic engineer, J. C. Young, testified that although the speed limit for loaded trucks is 40 miles per hour, nine per cent of them travel over 55.

Not only are trucks involved in accidents more frequently than passenger cars, according to his records, but truck accidents are far more likely to result in fatalities. For passenger car collisions the average is one in every 35, but for truck smash-ups one in every 25 results in death.

Caboosing . . .

(Continued from Page 9)

the LA staff, joined forces to make an auto trip to their former home bases in the S.F. Bay area. Last report was that Johnson was seen atop an oil derrick in the Santa Maria area trying to sight S.F. in the pitch black of the night after having apparently strayed from the route carefully outlined in advance for them by traffic representative W. B. Cook.

LOIS DRAGOO, chief pass clerk, recently stopped by our office on her return home from a vacation in Grand Canyon, and as a result the LA staff now know a great deal more about passes and turquoise stones as a result of her visit.

Another "foreigner" from up north was fortunate enough to recently visit Southern California, and AGFA T. P. "Tux" WADSWORTH'S excuse was that he had to attend a meeting of the A.A.R. Container Committee. May be so, but we know he likes our sunshine!

Store Department

Our deepest sympathy is extended to RICHARD V. WOLF, on the recent death of his father.

JULIUS FRICK is sporting a brand new Studebaker—Comanche Red, with a wonderful pickup, claims Julius.

Wishes for speedy recovery to ALBERT MADDEN, who has been confined to Sutter Hospital. But with a lot of pretty nurses waiting on him, Al may not be so anxious to recover!

HORACE LATONA received the bid for the position of Storekeeper's Clerk, which was left vacant by the death of TOMMY SHOWLER.

ED HAWKINS received the bid for assistant price clerk, displacing JOHNNY

WP WILL REMEMBER

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

Now retired after serving Western Pacific well, are:

Tony Cristani, track walker, Sloat.

Ralph E. Richardson, conductor, Portola.

Guy A. Snowberger, conductor, Eastern Division.

Jesse C. Walker, switchman, Stockton.

Nick Holkovich, section laborer, Eastern Division.

Wayne L. Caffee, locomotive engineer, Sacramento.

Antonio N. Celli, carman, Sacramento.

John L. Hastings, switchman, Stockton.

Edmund R. Teat, telegrapher, Portola.

DURAN who was on temporary consignment.

A severe cold put ALTON DABBS on the sick list, but the coming of Spring should insure a rapid recovery.

Sacramento Shops

LOUIS DEL MORO, former shop clerk, has been assigned to the position of file clerk in the superintendent's office, succeeding HELEN MCCOY who has resigned. Glad to have you with us, Louie.

Succeeding Louie as shop clerk, is A. G. RODRIGUEZ. Before being assigned to his new job, Rod was roundhouse clerk at Oroville.

A sure sign of spring is the activity in front of SMP office each noon, as the boys begin their softball training. (Our readers will recall that the Sacramento Shops team won the league championship last year.)

(Continued on Page 16)

PLASTIC FLOORS FOR BOX CARS

Back in October, 1947, Western Pacific called in some industrial chemists and asked them to work up a substitute box car floor covering as an aid to shippers in the prevention of freight damage. In December of that year, the Westvaco Chemical Corporation of Newark, California, met all requirements and presented the Oxychloride (plastic nailable) car flooring.

The first box car to be equipped with the new flooring was WP 20071 which was placed in heavy L.C.L. service on January 17, 1948, between the San Francisco, Sacramento and Salt Lake City freight houses. Transportation inspector P. H. Emerson (now retired) reported that the floor of this car was subjected to extremely severe tests with heavy lading that required much floor blocking, and rough equipment such as discs, harrows, drums and steel beams, some of which required the operation of heavy lift trucks over the floor while loading and unloading.

The car was closely observed at frequent intervals for 11 months, and the excellent results induced the management to authorize similar floor installations in 10 additional box cars. This was accomplished in April, 1949. Since that time the number of installations has been increased to a total of 70 cars, and the original 11 cars are now operating in regular service.

The first load handled by 7 of these cars consisted of rice in paper bags, West Sacramento to New Orleans. Destination reports were requested and it was found that, even though the floors were not covered with paper as is the usual practice for shipments of this commodity, not a single bag was damaged by the car floor.

This Oxychloride flooring can be troweled to any desired surface smoothness, and WP selected a slightly rough finish so that friction would act to prevent the movement of units of lading. The result is less damage to lading due to permitted collisions enroute and a reduction in hazards such as compression, tilting and sawtoothing.

Damages to date have not created an uneven floor, as sometimes is the case with wooden flooring, and the continuous smooth flooring throughout the car simplifies cleaning of the car preparatory to reloading.

Slight floor repairs to car 20071, such as nail holes and, in one instance, damage caused by improper use of a crowbar, have been economically and permanently repaired. Tools required were a chisel to clean the edges at the damaged location, a broom to sweep away the dust, a small amount of material, a mixing pan and a putty knife, and less than an hour's time to return the floor to its original condition.

A few advantages of this type flooring include: long wearing surface, material reduction in out of service time for simple and economical installation and repair, resistance to fire as well as being spark proof. The floor is light in weight, flexible, and insures high compressive and transverse strength; it is impervious to oils and greases as well as most acids, and is not affected by heat or cold temperature change, and fair usage will materially prolong the life of the basic car floor.

Cars equipped with this type flooring have been under constant surveillance, and reports to date have been exceedingly gratifying.



This typical box car floor before being resurfaced with Oxychloride plastic, nailable car flooring, shows much wear and need for repair. Photo clearly shows rough condition of floor prior to application of wire bond onto which plastic covering is spread. A minimum amount of time is required to prepare the wooden floor for resurfacing, and no special tools are required.

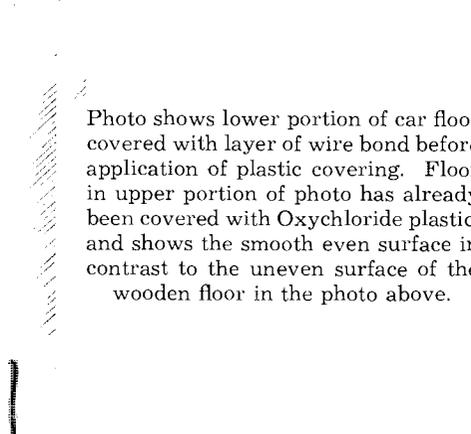
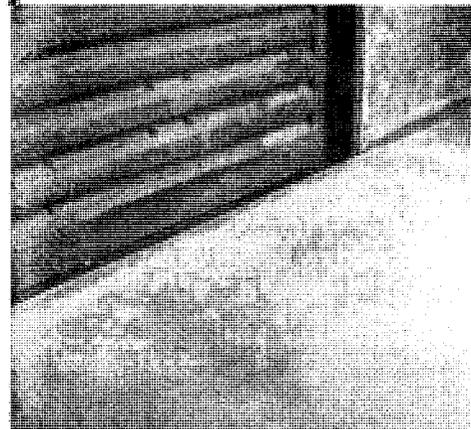


Photo shows lower portion of car floor covered with layer of wire bond before application of plastic covering. Floor in upper portion of photo has already been covered with Oxychloride plastic, and shows the smooth even surface in contrast to the uneven surface of the wooden floor in the photo above.



Final step in the resurfacing shows the old floor completely covered by a monolithic slab. Surfaced end wall to end wall and side wall to side wall, the floor provides a maximum of protection for freight such as paper bags, normally susceptible to splinters, worn boards, or nails. New floor will not dent, is sanitary and has a low moisture absorption ratio, and makes cleaning prior to reloading a simple matter.

Caboosing . . .

(Continued from Page 13)

Busily making plans for construction of a new home in Carmichael is CHARLES JERAULD, secretary to E. E. GLEASON. Nothing to it—says Charlie!

The Red Cross drive at the Shops has gone over with a bang. WP employees in Sacramento were among the first in the city to reach their quota. Handling the drive for WP were L. M. MORRIS, master mechanic; F. R. KELLEHER, assistant car foreman; PAUL SCHULTZE, pipefitter; EARL BROWN, assistant chief clerk; E. A. MANIER, general freight agent; and your correspondent.

Sacramento Northern

Spring fever finally got the best of Y. BETTYE HARRISON (WP Traffic) who left March 8 for a two weeks vacation. Y. Bettye didn't disclose her vacation spot before leaving, but said she intended to rest a bit and was considering a visit to Lower California. Y. Bettye!

WILMER (chief clerk) and FRANCES ANDERSEN recently purchased a home at 1333 33rd Street, Sacramento. They're busy as bees with interior decorations and have hopes of moving in in the near future.

A card was received from FRANK PRITCHARD (agent, Sacramento) from Ashfork (wherever that is), Arizona, on his way to a vacation in the Grand Canyon. So that he will enjoy his trip to the utmost, CLYDE BROWN informed Frank that he will handle his work for him and not to worry. Railroaders have a habit of cooperating with their fellow workers.

We are glad to learn of the slight improvement made by JAMES TUCKER, recently transferred to Veterans'

Hospital, Oakland, from Sutter Hospital, in Sacramento. James has been critically ill for some time.

We hope the years ahead will be pleasant for GENE BAGGARLY, former conductor, and LEE HURLBURT, former agent, Vacaville, both recently retired from SN service.

Stockton

It seems as if GLADYS and JOHNNY EVANS certainly have had their share of sorrow. Not two months after Johnny's mother and sister died, his father, John Sr., passed away. Deepest sympathy was extended to Gladys, Johnny, and GRANT EVANS, assistant trainmaster.

Sympathies also were extended to file clerk BERNICE PARKS, whose parents were seriously burned in an accident. Bernice's mother subsequently died from her injuries; however, her father is coming along nicely. And this all happened just when Bernice was recuperating from a minor operation.

Seems like sorrow always come in three's—once again the WP forces at Stockton are in sympathy at the passing of former ticket agent A. J. DECKER, who died March 13 after a long and serious illness.

It is reported that assistant trainmaster GRANT EVANS made a whopper of a deal and purchased a new home on 7th Street. When reminded that he was close enough to walk to work now, his reply was, "That's right, if I ever get the ambition to walk to work!"

Does anyone want a mascot? If suspicions are correct, GERTRUDE, our mascot at Stockton Yard, may soon have the answer.

The first thing train desk clerk (night shift) H. TETREAU asks your correspondent each morning is "who

(Continued on Page 17)

Up the Ladder

Charles J. Fischer, who has been Western Pacific's general agent at Klamath Falls, Oregon, will succeed the late Bert Hazlett as agent at Reno, Nevada.

Fischer, a native of Salt Lake City, has been in Western Pacific service for the past 20 years. Commencing as a stenographer in the auditor's office, he was later secretary to the vice-president-traffic, traveling agent at Ogden, and assistant general agent at Salt Lake City. He has been stationed at Klamath Falls for the past year.

He attended Jordan High School in Salt Lake City and the University of Utah, is 42 years old, married, and has two children.

Succeeding Charles J. Fischer, Frank M. Rowe has been appointed general agent at Klamath Falls, Oregon.



Frank M. Rowe

Rowe began service with Western Pacific in 1925 in freight accounts and, except for three years with the United States Army, his service has been continuous.

A graduate of Oakland Technical High School, Rowe, 45, is married and has two children.

Caboosing . . .

(Continued from Page 16)

won such and such a race at one of the tracks." All of a sudden Harold was missing and a check revealed that he is enjoying a vacation in Chicago. Do the horses race in the Windy City during cold weather?

VELMA PRENTISS, secretary to chief clerk McATEE, is an expert around the garden and is quite enthusiastic about her flowers, trees, etc. Raised on a South Dakota farm, she comes by it naturally.

(Continued on Page 23)



Charles J. Fischer

MILEPOSTS



IN GOLD

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

30-YEAR PINS		
Austin N. Lambert.....	Locomotive Engineer.....	Eastern Division
Charles Gibson.....	Agent-Telegrapher.....	Western Division
20-YEAR PIN		
Harry Yoe.....	Trainmaster.....	Eastern Division
15-YEAR PIN		
William L. Bates.....	Switchman.....	Western Division
10-YEAR PIN		
Raymond C. Lee.....	Accountant.....	Treasurer's Department

The names of several employees who were to receive pins during this month have been omitted as a slight delay was incurred in receiving an order of pins from the manufacturer, states Kenneth D. Lewis of the president's office. Those names will be included with next month's awards.

Railway Employees Credit Union

A successful credit union is available for railroad employees in Oakland and the East Bay Area operating under the name of the Eastbay Railway Employees Credit Union.

For the information of non-members, the following advantages are listed below, and their membership is sincerely solicited:

Similar organizations have been in successful operation for many years, all under a National Credit Union supervision. Local officers are bonded, and books are regularly examined by State commissioners. Interest rates are higher than average, and savings accounts earn two per cent. Share accounts receive dividends from the earnings of the credit union which may be considerably more than interest on savings. Savings in share accounts also

have an insurance value. For example, \$100 in account will pay \$200 to the member's beneficiary in the event of death. There is no additional charge for this protection.

Officers of the credit union are elected by the membership in a democratic manner and present officers are employees of the Southern Pacific, Atchison Topeka & Santa Fe, and Western Pacific. They are:

President — LAURENCE J. GOLDEN, AT&SF
Vice-Pres.—ARTHUR W. ATSHINSON, SP
Sec-Treas.—EDWIN G. CONDELL, SP
Asst. Sec-Treas.—OTIS C. POTTER, WP
Chairman, Supervisors' Committee —CHARLES Y. SHERIFF, AT&SF
Supervisor—FLOYD D. HILLYER, WP
Supervisor—F. EARL CONLEY, SP
Chairman, Educational Committee—WILLIAM B. McCULLOUGH, WP

Have You Been Listening?

When the "show train" of "The Railroad Hour" arrives at the NBC Hollywood studios each Monday night, there is one man aboard who uses not only his head but also his hands and feet. He is Bud Tollefson, the sound effects engineer, whose supply of noises provides the backdrop of authenticity in the creation of mood and action.

Remember "The Desert Song?" There are several scenes in which a band of men are riding horses across sand. To create the illusion, Tollefson strapped half of a coconut shell on each foot and paced furiously back and forth in a box of gravel.

The opening and slamming of a door are a simple matter. Tollefson uses a door built especially for the purpose. And if a squeak is needed, he merely foregoes oiling the hinges.

Suppose you hear the crackling of a fire coming over your radio. It's the sound effects crunching cellophane. A distraught woman runs from her house, slams the door and walks rapidly through the new-fallen snow. Again it's the sound man pushing the door with his foot and manipulating a corn starch filled plastic bag.

The wide variety of shows heard on "The Railroad Hour" taxes the ingenuity of Tollefson and he has added many permanent props to the NBC sound department. For instance, he had to build a special assortment of wooden blocks and pulleys to get the effect of authentic creaks and groans for the haunted windmill in "The Red Mill." Also, he collected a symphony of barnyard moos and grunts for the midway scenes in "State Fair." The bustling atmospheres of a river front

town in "Showboat" was created by a judicious mingling of whistles and paddle wheels, while the clanging of swords in "The Vagabond King" was heavy steel knives struck together.

Tollefson says that "The Railroad Hour" operettas and musical comedies derive their main spirit from spot emphasis rather than full-scale realism, and that because of this the sound effects are an integral part of the show. They must be keyed to mood and character. If the hero plants a romantic kiss on the lips of the heroine, the studio audience and the listeners at home would laugh uproariously if it sounded like a small boy kissing his mother as he dashed out of the house on the way to school. So, holding the back of his hand to his own mouth, the sound man tailors the kiss to order.

Each week when Tollefson gets "The Railroad Hour" script, he studies it carefully and marks the sounds needed. He has found that since the program has been on NBC, the average number of sound effects required for each show has been 63. The materials for their creation are in the NBC sound laboratory, which he calls "the fifty thousand dollar grade A junk shop."

One of the few sounds Tollefson has recorded for regular use on "The Railroad Hour" is the opening and closing effect of the engine bells and a locomotive pulling out of a station. It's the same every week. Otherwise, when announcer Marvin Miller says, "Ladies and Gentlemen, The Railroad Hour!", it's the signal for Bud Tollefson to get busy with both hands and both feet, doing a job that calls for a lot of head-work in advance.

LOIS J. DRAGOO RETIRES

Retiring as a friend of probably more railroaders than any other WP employee, Lois J. Dragoo left the service of Western Pacific on March 31, 1950, after more than 30 years of loyal and efficient service. One of two women holding this type of position on this nation's major railroads, it was she who issued thousands of meritorious, annual, trip and business passes in her position of chief pass clerk, in addition



to hundreds of permits for transportation on the California Zephyr as well as freight trains.

Born in Valparaiso, Indiana, she completed her education in the schools and business college of Fort Wayne, Indiana, where her parents moved when she was five.

It was while on a trip to California following her schooling that she fell in love with San Francisco, and after a short career with an export-import company, entered Western Pacific service on March 17, 1920 in the office of vice-president and general manager,

as secretary to H. W. Forman, then assistant to general manager. She began pass work when Forman retired in 1937, under the jurisdiction of R. C. Beltz, manager of the pass bureau, and at the outbreak of World War II became secretary to the late E. W. Mason, vice-president and general manager. With the return of his regular secretary four and one-half years later, Lois returned to pass work and assumed the position of chief pass clerk, continuing in that position until her retirement.

A member and past Matron of the Eastern Star, she is also a charter member of the National League for Women's Service, which founded the Women's City Club of San Francisco.

Her diversified hobbies include dress designing, archaeology, lapidary work and travel, which has extensively covered Continental United States and Alaska, Canada, Mexico and the Hawaiian Islands. Next to San Francisco, she likes the Grand Canyon of Arizona, having made many vacation trips to that fascinating corner of these United States.

Commenting on the many thousands of times her signature has appeared on WP passes, Dick Beltz says that if Miss Dragoo were ever elected president of the United States, her autograph would have but little value.

Her host of Western Pacific friends and those of other railroads, wish her many pleasant years of happiness.

She will make her home at 1175 Francisco Street, San Francisco.

One of her happiest days at WP was St. Patrick's Day this year, when she was presented with a 30-year service pin by Dick Beltz. In addition she was presented with a portable typewriter on March 31, a gift from her many friends at General Office.



Editor, MILEPOSTS:

You asked for it, so please tell me why they don't serve tamales in the California Zephyr dining cars? Also, did they ever serve these Mexican delicacies in any Western Pacific dining cars? And, what does a revising clerk revise? Thank you.—H. S.

ANSWER:

Boy, did we stick our neck out when we mentioned these examples of questions in the January issue of MILEPOSTS under this column! However, we went to work upon receipt of your letter and after a little research work in John Steinbeck's "Tortilla Flat" and Duncan Hines "Adventures in Good Eating" we submit this answer.

Tamales are a highly prized dish among certain nationalities, but if we featured them in the California Zephyr dining cars we would be obligated to go further and satisfy the epicures of other nationalities. Our menus soon would have to include such prized dishes as "Chow Mein," "Poi," "Hassenspfeffer," "Suki Yaki," "Shish-Kebab," "Gefulltefish" and other delectables to satisfy the wide variety of nationalities traveling on this famous train. In order to retain our chefs the company believes it much more practical to stick to popular American dishes, such as Mountain Trout, Filet Mignons cooked to your personal taste, Prime Ribs of Beef, delicious chops and other foods

usually requested by epicures riding our train.

A check of our dining car department files reveals that back in December 1912, Tamales were listed as "Special Today" on a menu printed for the occasion of a special excursion for the San Francisco Commercial Club to Oroville and the Feather River Canyon. Since that time, Tamales have apparently never been served on a Western Pacific dining car.

We next learned that a revising clerk checks the waybills sent in by our agents to see that the agent has collected the proper charge from his customer or shipper for the transportation of freight.

If the customer was undercharged for his shipment of freight, the revising clerk makes out a waybill correction; the agent is notified and charged with the amount of undercharge and he must collect the difference from his customer.

In the case of overcharge for shipment of a customer's freight, the revising clerk issues a waybill correction and the agent is responsible for refunding the amount of overcharge to the shipper.

In addition to revising waybills, the revising clerk also makes revision of refrigerator and heater charges (charges made for icing and heating perishable shipments) and other miscellaneous charges too numerous to describe here.

Swing Your Partners!

Fast music and whirling skirts are synonymous to Folk Dancing and whenever and wherever you find these groups you will find Lillian Navone, secretary to Ian Ferguson.

Lillian became interested in the interpretation of Continental dances in July 1946, when she joined Chang's International Folk Dancers, and since that time has appeared in many exhibition groups. She also held the office of secretary for that group during 1949. Her most recent exhibition was in December 1949 when she appeared in a Russian Peasant Dance, televised on Ruby Hunter's program over KPIX.

Capable of more than 200 native dances, Miss Navone specializes in Hungarian, Caucasian, Polish, Italian, Peruvian, French and Russian dances. She designs all her own costumes.

Lillian Navone in Peruvian costume



Membership in the organization is limited to 250 and there is a long waiting list. Classes are held each evening except Saturday with special classes for beginners, advanced and intermediate groups. A dance for members and their guests is held each Friday evening with a program of 40 to 45 dances of the various nations, including three sets of American Squares. Colorful festivals are held on Sunday afternoons on many school lawns around the Bay Area, and indoor programs are held evenings in San Francisco's War Memorial Building, the State Armory and other buildings, all under the auspices of the Folk Dance Federation of Northern California.

In Memoriam

The death of MORRIS W. LLOYD, carman at Sacramento Shops, on February 4, 1950, has been reported. Mr. Lloyd began service with Western Pacific July 9, 1942.

* * *

Report has been received of the death of PETER A. PROVELEGIOS, retired bridge watchman for the Sacramento Northern. The date of his death is unknown.

Entering the company's service January 25, 1932, Mr. Provelegios retired July 20, 1943.

* * *

JUAN S. RAMIREZ, section laborer, died January 26, 1950. Mr. Ramirez entered Western Pacific service in April 1935. He leaves a brother, Edward, of Herald, California.

* * *

Notice of the death of EDGAR E. WESLEY, 54, locomotive engineer, on February 19, 1950, has been received.

Mr. Wesley's service with the company began August 14, 1920.

Survivors include, besides Mrs. Katherine Wesley, widow, of Portola, a stepson, two grandsons, and two sisters.

* * *

OSCAR R. GIVEN, retired yardmaster, died January 5, 1950.

Mr. Given entered the service of this company June 4, 1920 and retired under WP's Provisional Retirement Plan March 1, 1949.

Caboosing . . .

(Continued from Page 17)

If S. E. DINKEL's waistline continues to expand, the story that he has been taking special vitamin pills must be true.

It was nice to see AILENE MEYERS back on the job again at the freight house after a three months' absence and she looks, if possible, healthier than ever.

LARRY DANIELS, assistant chief clerk at the yard office, saved nearly \$300 on his new Studebaker by driving to Los Angeles for delivery.

A dinner and dance was given engineer R. G. TAYLOR March 13 at the Pump Room in honor of his retirement. Many officials and co-workers attended and engineer Taylor was presented with a beautiful overstuffed chair. His wife received a pair of beautiful matched vases.

Seems like road foreman of engines H. R. ALLEN is never in Stockton, his home town, for more than a couple of hours at a time. Says he enjoys his work, but his wife hardly recognizes him when he comes home.

Elko

LELAND FORD has been called to Elko from his studies at the University of Nevada because of the serious illness of his grandmother. Leland is on leave of absence from his duties as assistant accountant while attending school under the G.I. Bill of Rights.

LOIS and SETH MANCA are back at work after a very delightful vacation in Florida sunshine. Several days were spent visiting Seth's sister whom they had not seen for many years.

REED SHAW, dispatcher, who has been in S.F. receiving treatment for a nerve condition in his right arm, is

sufficiently improved to be able to return to work.

GRACE LAMOREAUX, telegrapher at Gerlach, is back on his job after an illness of several days.

The basketball game scheduled between the Elko town team and the Chocolate Co-eds has again been cancelled—and we so wanted to see STEVE HERNANDEZ guarding Miss Streamline, the six-foot-eleven center!

Our deepest sympathy to VELMA SHAW, telegrapher at Pilot, whose mother passed away recently. Velma had spent her vacation with her mother in Texas and had just returned to work when she was notified of her mother's death.

HARRY YOE has returned from S.F. where he spent the past three weeks putting out a new time-table. Harry said the trip to the lower climate was very beneficial to his health.

LOREN and BERNICE AMES were called to Capitola, California, a short time ago because of the serious illness of Bernice's father, E. B. Lytton, prominent rancher of Lamoille Valley. Still a very sick man, he has improved sufficiently to allow the family to return home.

ADOLPH MOLDENHAUER, signal supervisor, is now a full-fledged Girl Scout, but assistant superintendent JIMMY LYNCH was unable to qualify. These fathers are learning that Girl Scouting means a great deal more than traipsing through the woods hunting for sticks to rub together.

EARL FONDA, cashier at Portola, suddenly discovered that his childhood sweetheart is a general clerk at Elko. We envied the PBX operator being able to hear both sides of the conversation. Oh, well! Hearing one side wasn't too bad!

(Continued on Page 24)



Veteran WP Conductor Fred R. Huffman (with hands crossed) stands with train crew before California Zephyr engine at Oakland Pier March 15 after completing his final run before retirement. Many friends and co-workers were on hand to greet Fred, and in the photo below Clarence L. Drott, secretary, extends best wishes on behalf of the company and employees. Mrs. Huffman accompanied her husband on the final run and the happy couple plan to make their home in Oakland, take life easy, and make a few trips now and then as passengers on the famous train.



Caboosing . . .

(Continued from Page 23)

MRS. BOWLER, widow of deceased engineer BILL BOWLER, and mother of HANNA ETCHEBEHERE, is seriously ill from a heart attack suffered recently.

Those Western Pacific bowlers are now occupying the number one spot! Excuse, please—we were reading upward from the bottom of the list.

Our congratulations to the MILLER VAUGHANS on their first child, Terry Katherine. We'll leave her education to the Signal Department.

Observations from the "Little Red Caboose"—AL MANHAN, president of the Chamber of Commerce (before the war, Al was accident clerk for WP at Elko), was on hand to greet PRESIDENT WHITMAN and party of the Western Pacific, upon their arrival March 15.

COMBINED UNION MANAGEMENT EFFORTS SEEN AS ROAD TO JOB SECURITY, PROFITS, BRIGHTER FUTURE FOR RAILMEN

The following article is reprinted in its entirety with the kind permission of "The Railway Clerk," in whose February 1st issue it appeared.

The vital difference between a democratic and totalitarian society is that democracy invites conflicting opinions on the premise that some good exists in all viewpoints.

This premise is well demonstrated by American railroad systems. Management and labor often differ concerning specific questions, but they share agreement that America's major transportation artery must continue to function under free enterprise.

The "railroad problem is too complicated to attempt capsule explanation. Greatly over-simplified, it is that railroad managements face growing financial loss, and railroad workers face an increasing loss of jobs.

There are many versions of why this situation appears evident in factual long-range predictions regarding the railroad industry. There are just as many "cures" offered. Education appears as the key to an increased understanding of a problem which touches the lives of millions of American families.

True education is non-partisan, thus no approach to understanding can result from a prejudiced beginning which denies the good which education may extract from conflicting opinions.

In the form of "memos," pertinent questions are suggested as topics for educational efforts which managements and unions could use in building a more personalized concern about the railroad problem among all groups of our democratic society.

Memo to Management:

Modern rail executives might do better to divorce themselves from a public conception of their relation to the empire builders of early railroad history. Power, profit and personal greed was amassed when America's frontiers were being pierced by steel rails, but the hard-headed mutton-chop gentlemen of those days would collapse under the pressures of modern management.

Railroad advertising today is often pessimistic, whines over many subjects, and the American public likes to play a winner. It is confusing to see shiny new million-dollar equipment advertised in the same issue. Why not tell the public how those special equipment bonds are handled.

Increasing fares are fractional when compared to increased operating costs, mechanization and efficiency has added ton miles to postwar rail records, and unfair competition grows—but statistics are dull. Why not borrow a leaf from merchandising, and institute a "railroad-union label" for items shipped by rail? The tie-in advertising would be consumer education.

Rate structures are obsolete under present ICC rules. Rail managers know how much this restricts ability to meet price competition as practiced in other industries. The public would be fair-minded about this inequity—when they know the facts.

Railroad financing is a complex mystery for most people. But interest rates on small loans were also complex until an aroused public opinion put a ceiling on them, which proves that it can be done.

Traffic clubs, individual shippers, and other groups are usually polite while eating and drinking at railroad-sponsored meetings, but they are carving their personal future out of dollars "saved" by using carriers who compete unfairly with the railroads. More productive might be the approach to local officials in towns and villages which the railroads help to support.

School competitions, and The Railroad Hour show, are steps in the right direction of telling the railroad story to more people. Railroads are obliged to get into politics for protection of their investments, but fraternal, church, and civic organizations in many communities are hungry for talks or movies on important subjects.

Suppliers of railroad equipment ought to kick-in on the cost of anything which helps the railroad industry. Leisure has produced hobbies and photography and modern railroading are leading ones. Here is another opportunity of telling the rail story through contests and give-aways.

These are costly suggestions. So is any form of advertising, but the measure of its worth is what it will cost the railroads if this type of educational advertising is not done.

Memo to Railroad Unions:

It is not enough to say that increased union membership is the sole requirement for increased union-won benefits. Union members cannot claim a partnership in our economy without sharing the responsibility of keeping their own industry profitable enough to furnish continued employment and personal growth.

Union legislative committees can assist in educating union members concerning the problems which rail-

roads face. Small group meetings offer opportunity for discussion of rates, financing, equipment, and profits.

Individual union members should correct workers who are careless, wasteful, inefficient, or otherwise "just working" instead of treating their job as something worth having. Reason should guide opinions about the railroad being "tight" or "making plenty." If the grievance is legitimate there is union machinery for worker protection.

Cooperation will produce more mutual benefits than shoulder chips. Brotherhood newspapers offer a widely circulated medium for telling the railroad story. It is not a retreat from union principles to recognize that railroads face serious problems. Management will not violate such cooperation, for it could be quickly withdrawn.

Railway labor relations pioneered collective bargaining, and pension retirements far ahead of most industries. The relations have lasted through many trials and over many years. They have been accepted by the public as patterns of practical labor-management harmony.

Now another opportunity is presented for pioneering. The combination of management and union forces can awaken public opinion to the need of solving the railroads' loss of money and the workers' loss of jobs, in a manner that promises a brighter future for everyone concerned.

It can be done because railroad management came from the ranks of labor, and the high intelligence of railroad workers ensures mutual understanding of the educational tasks to be accomplished.

Shall we start—NOW!

SPORTS

BOWLING

Western Pacific's Bowling League in Sacramento is nearing the finish, with the Silver Stags, captained by Al Stadler, and the Caboose, captained by Roe Campbell, tied for first place with but two weeks of play remaining. Just to make matters more complicated the Derailers and the Silver Beavers are tied for second place with the Zephyrs and the Flyers right on their heels.

Standings for the six teams are:

TEAM	WON	LOST
Silver Stags	22	14
Caboose	22	14
Derailers	17	19
Silver Beavers	17	19
Zephyrs	16	20
Flyers	14	22

Leading the bowlers in individual scores is Al Stadler with a 164 average, closely followed by John Asbury with 162 and Hy O'Rullian with 158. Averages for the top ten bowlers are:

PLAYER	AVERAGE	HIGH GAME
A. Stadler (Silver Stags)	164	212
J. Asbury (Beavers)	162	235
H. O'Rullian (Derailers)	158	216
A. Bailey (Flyers)	152	214
J. Mussillani (Caboose)	150	214
C. McDonald (Zephyrs)	147	216
C. Prieto (Caboose)	146	191
R. Kimball (Derailers)	145	187
E. Finchley (Beavers)	141	222
E. Lindley (Zephyrs)	137	189

The second of a series of bowling matches between Western Pacific teams in Sacramento and Stockton are scheduled for the very near future. The Stockton team eked out a slim victory over the Sacramento five in Stockton recently and claim they can do it again. Whether this is true or not Sacramento means to find out, and their future plans do not include any such event.

The first match found Harold Brant-

ing leading the victors with a 563 series, while Roe Campbell's 541 series was high for the Sacramento team.

SOFTBALL

Keeping right in step with Pacific Coast and Major Leagues, turnouts for Western Pacific's softball team brought smiles to Tony Quill, coach and manager. "With this swell turnout WP should finish high in the San Francisco Men's Industrial League," claimed Quill, "and with a little more practice we will be ready to take on all comers."

Practice began February 28 at the Rolph Playground, Army and Potrero streets, and continued weekly until league play begins April 17. Schedules are now being worked up and Western Pacific will be entered in the "C" League.

All games will be played either at the Rolph or Margaret Hayward playgrounds, the latter located at Golden Gate Avenue and Octavia Street, and starting times and dates will be announced soon.

The following players have turned out:

Tony Quill, coach and manager, Transportation Dept.

Jim Mills, business manager; Jack Ditty, John Mills, AF&PA Dept.

John Dullea, Reggie Dunkley, Frank Whities, Freight Traffic Dept.

Al Johnson, Don Johnson, 8th & Brannan Freight Dept.

Don Brown, Bob Hanson, General Auditor Office.

Norman Jackson, Treasurer's Office. Cliff Gerstner, Engineering Dept.

Jim Dillon, Jr., Waterfront Office.

Bob Ditty, Switchman, S. F.

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Railroad Lines

Pennsylvania Railroad's answer to high dining car prices is single entrée menus in The Jeffersonian's diner.

. . .

Three dome coaches and a dome observation car are included in the new Wabash Chicago-St. Louis streamliner, the fifth train now operating with domes.

. . .

Three million dollars' worth of streamlined passenger cars now being received from Pullman-Standard by Nickel Plate to modernize their main line trains.

. . .

Railway & Locomotive Historical Society is sponsoring an unusual excursion April 16, leaving the Ferry Building via steamer Frank M. Coxe to Vallejo Wharf, thence special SP train to Suisun, Vacaville, Winters and Esparto. The train will return directly to Oakland Pier.

. . .

Atlantic Coast Line has spent nearly \$400,000,000 for improvements during last ten years.

. . .

Since last May, Texas & Pacific has retired 71 steam engines to make way for Diesels, and has presented one of its retired Pacific-type steam locomotives to the State Fair of Texas.

. . .

Convinced that fines alone won't discourage overloading of trucks, Maryland is jailing convicted truck drivers.

. . .

Arriving in Spain from the U. S. A. last December, the Talgo, articulated light-weight diesel train, is now in service on the Madrid-French Frontier line of the Spanish National Railways.