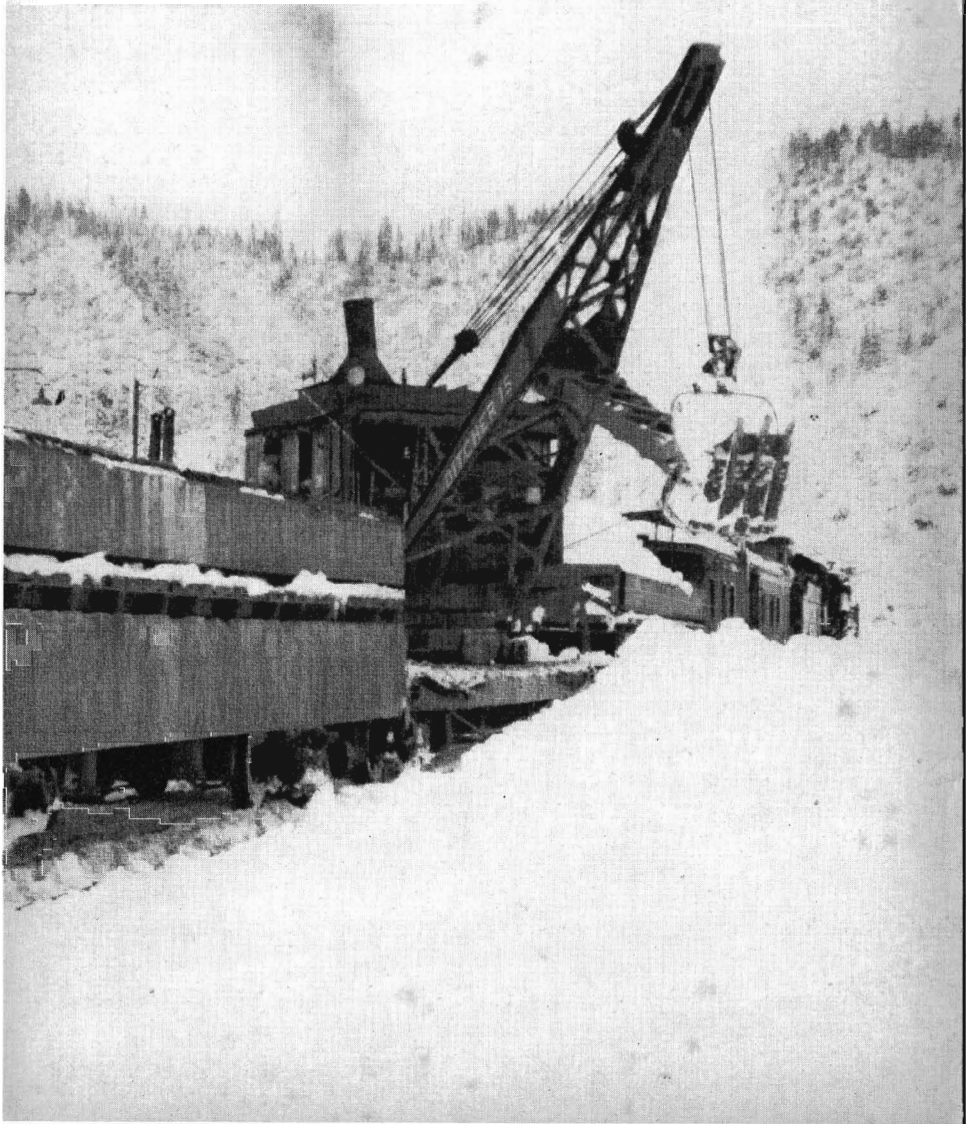
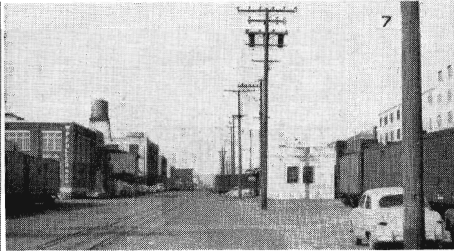


WESTERN PACIFIC
Mileposts
FEBRUARY 1950



WESTERN PACIFIC Mileposts



Vol. I

FEBRUARY, 1950

No. 7

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Cover:

Ditcher removing snow from WP main line at Keddie. Just another of the many services performed by and at the expense of the railroads to give the best transportation without the assistance of State Highway Department equipment or the taxpayer's money.—Photo by N. F. Roberts, Road Foreman of Engines.

WP PLACES FIRST ORDER FOR NEW BUDD RAIL CAR

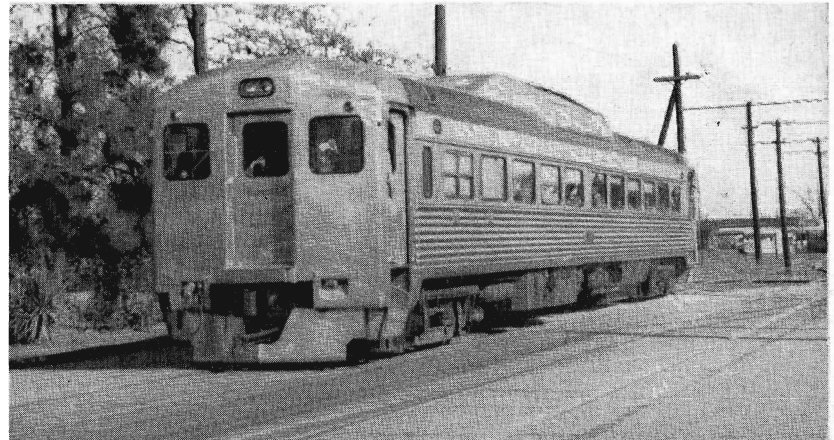
Western Pacific became the first railroad to place an order for one of the new Budd rail diesel cars, when the passenger and express model, technically referred to as the RDC-2, was purchased for delivery this spring, at a cost of about \$130,000.

A similar car, the RDC-1, which differs only in the number of passengers carried and does not include a baggage compartment, made the first actual scheduled revenue runs for this type of car over Western Pacific's eastern division during January, operating on the schedule of Trains 1 and 2. During the five round trips between Portola and Salt Lake City, passengers for points west of Portola changed from this all-coach accommodation to regular steam trains.

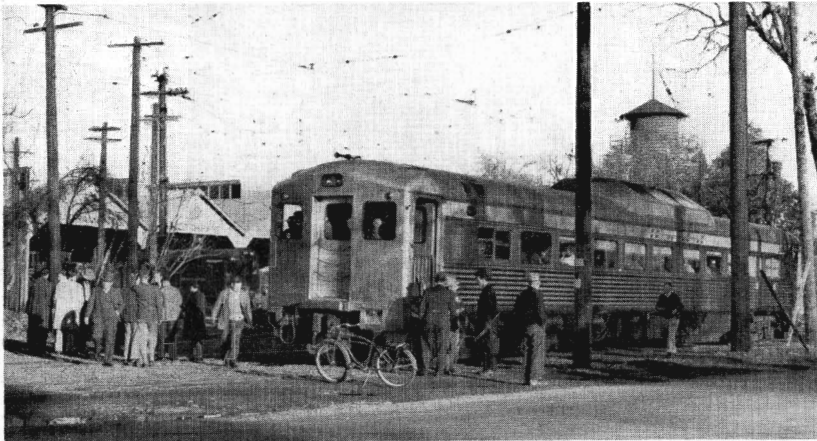
The Budd rail diesel car closely resembles the California Zephyr vista-

dome coaches in appearance, although the dome contains the engine cooling system rather than observation seats. The engines are two 275-h.p. General Motors diesels, and the power drive is provided by Allison torque converters, developed for heavy tank use during the war. The six-cylinder, in-line engines are mounted under the car floor. All clearance requirements are met, and at the same time there is no intrusion on revenue space. Moreover, this placement contributes to a low center of gravity—only 52.6 inches. The installation has been designed with special consideration for simplifying normal maintenance, preventive maintenance, and ready replacement when overhaul schedules require.

The principle of the torque converter, so widely employed in automotive transportation, has been applied to



The Budd Company's demonstrator Diesel car, RDC-1, enters Yuba City from the east on the line of the Sacramento Northern Railway en route to Chico January 29, the first rail fan trip to be held with this type of car.—Photo by Arthur Lloyd, Jr.



Rail fans stop to visit Sacramento Northern's shops at Chico during Bay Area Electric Railroad Association's excursion between Sacramento and Chico. Hundreds of people turned out at Sacramento, Chico and Yuba City to see the car.—Photo by Stanley Snook.

power transmission. It operates during acceleration up to a designated speed, at which point the transmission automatically locks into direct drive.

In addition to providing high efficiency and reliability, the torque converter saves tons of weight, is appreciably lower in price than other drives, and gives unsurpassed flexibility and smoothness in operation.

The Budd Railway Disc Brakes, model CF, operate in conjunction with the Budd Rolokron anti-wheel-slide device, and have stopped a fully loaded car, under service application, from 85 miles-per-hour in 2,330 feet. To increase rail adhesion the car is equipped with both automatic and manual sanding devices. Wheels are 33 inches in diameter, and the disc is bolted to the inner face of each wheel.

The car is fully insulated against heat, cold and noise, and is completely air-conditioned by seven-ton, electro-mechanical equipment especially de-

signed for railway car use by the Frigidaire Division of General Motors. Its foam rubber seats provide comfort for 70 passengers at speeds up to 83 miles per hour. Actual service on the WP's eastern division provided operation at high speeds at long distances with few stops, and railroad men throughout the country watched the innovation with interest.

Before putting the RDC-1 through its paces, special arrangements were made with the Budd Company to temporarily modify the demonstrator model and to equip it for the test service contemplated. Seats were removed from one end and a temporary baggage compartment was so constructed that the interior trim and decorations of the car were untouched. When the compartment was removed only minor touching up was needed to restore the car to its original condition. Since the demonstrator model possessed no baggage doors, for the period of the test,

all head-end business had to be handled via the conventional vestibule doors. The Railway Express Agency assisted by diverting, wherever possible, shipments of unusual size or livestock.

With the cooperation of Budd Company service engineers, a welded stainless steel-sheathed pilot was designed and attached to the front of the car. The original car carried only truck-mounted pilots which, while satisfactory for commuter service, were unsuited for mainline service in mountainous terrain. The wisdom of this installation was proven in subsequent encounters with snowdrifts and rocks during the course of the tests.

All modifications of the car were handled at Western Pacific's Sacramento shops, under the supervision of E. E. Gleason, superintendent of motive power.

In the test, the RDC-1 acted as a complete train and proved to be an adequate substitute for the usual steam-powered consisting of two or more conventional cars.

Traffic-wise, the Budd car presents an attractive appearance. Constructed throughout of stainless steel, it makes a fitting supplement to the California Zephyrs, and for this reason, Western Pacific has dubbed its new car "The Zephyrette."

Following the test between Portola and Salt Lake City, the car was made available to the Bay Area Electric Railroad Association, a local rail-fan organization in the San Francisco area, for an excursion between Sacramento and Chico over the once-electrified rails of the Sacramento Northern. The trip attracted 86 railroad enthusiasts as well as many old "rails," including the retired Superintendent of Trans-

It May Be for You!

A report from Ann H. Crowder, secretary for the Medical Department, reveals that the following employees have recently answered that department's call for blood donors for replenishing the supply of the Irwin Memorial Blood Bank:

General Office Employees

George E. Bowers	Virgil M. Haggard
Douglas J. Bruce	Robert D. Hanson
Pearl M. Cunha	Harold F. Harrington
Luella Dickinson	Anthony Jakenovich
Doris A. Doherty	Yen Louie
Denise D. DuPre	Anne K. Malfa
Rosalie Enke	Alice M. Mills
Kathryn S. Fiscoe	Alma Painter
Carl H. Flaig	Mary E. Rathburn
Vernon W. Geddes	Axel F. Rintala
Roland L. Gohmert	Roberta Stearn
Richard A. Groves	Clifford E. Warner

And

R. W. Landon, brakeman-conductor
Alfred Vrismo, engineer

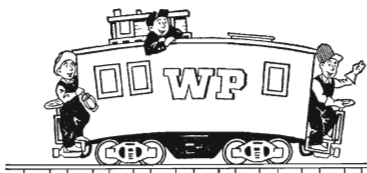
A heartfelt gratitude goes out to these employees of WP, who so graciously answered the call for blood donors in order that the life of a fellow employee may possibly be saved.

A call to Miss Crowder will put your name on the list with those who wish to make future donations.

portation, W. W. Nelson, who remarked that it was the smoothest ride he had ever had over the line since its inception in 1906.

Cost-wise, the car can be operated for about one-half the cost of a conventional train of equivalent appointments. In 6,000 miles of test service the car averaged 2.8 miles per gallon of diesel fuel at a cost of slightly more than three cents per mile. Fuel cost for steam locomotives used in similar service averages 22 cents per mile.

The Zephyrette is a logical solution to the problem of local passenger service, and Western Pacific is looking forward to inaugurating a "first" in passenger travel.



Caboosing

Tidewater Southern

WARREN "BILL" TRUITT hangs up his lantern and retires March 15. Starting with the Tidewater in 1935, Bill served as conductor during the fruit season and brakeman during the winter months. In looking over the winter crew of the Tidewater, we find the youngest man in seniority is retiring. In fact, the 5-man crew has a total of 130 years with the Tidewater, so they could hardly be classed as a bunch of "boomers."

No doubt you will be surprised to find this issue of MILEPOSTS in your mailbox and we trust you will like the idea.

We have felt all along that our magazine might be enjoyed by the families of Western Pacific Railroaders as well as by themselves. We also believe that mail distribution will insure delivery to each person in the quickest possible time, as there were unavoidable delays in the old method. Please let us know whether you agree.

MILEPOSTS is for your enjoyment, and the only way by which the editor can judge how well he is succeeding is through verbal or written suggestions voicing your likes and dislikes. Your cooperation is solicited.

JOE LEMONS and HAROLD CHALMERS started with the road in 1914 (when I rode free and not on a pass), FRANK EDGERTON in 1925, and SAM EVANS in 1928. Can Western Pacific produce a crew that can total 130 years on the same tracks?

Sacramento Northern

CHRISTINE WILKES, general clerk, Sacramento general office, is on a 90-day leave of absence account illness and has been replaced by GORDON HALVORSEN.

Gordon's ex-duties were assumed by JANE PORTALUPPI, whose most recent employment was with Universal International Pictures, Inc., Universal City.

We all wish Christine a speedy recovery and welcome Jane to our force.

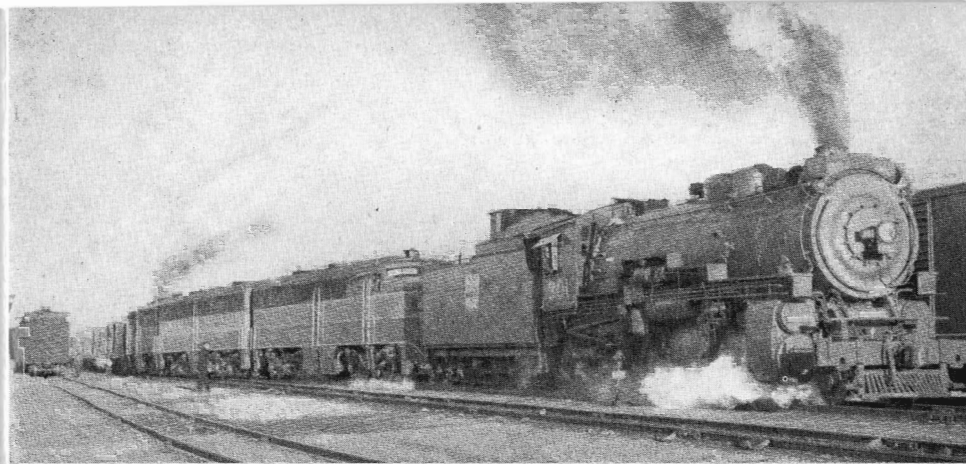
GERALD K. LAUMER, superintendent of equipment, Chico shops, became a grandfather on January 25 to a baby girl born to his daughter, Mrs. Hall.

It was nice to see OTTO MEIER, former shop foreman at Chico, who dropped in recently for a visit with his old friends.

Diesel locomotive No. 144 underwent a major operation in the Chico shops, but is well on the road to recovery.

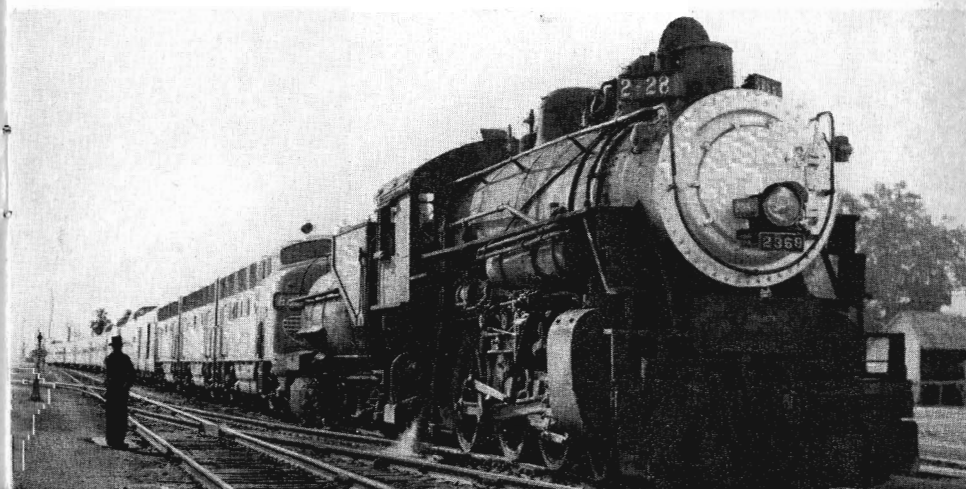
MILT ZIEHN, ex-homeowner, is residing in his bachelor quarters in Del Paso Heights. Milt recently sold his home in Lafayette.

NEWELL PAYNE, bill-rate clerk, Marysville, has taken over his new position as chief clerk at the Yuba City



Though traffic departments of neighboring railroads compete aggressively for business, their operating organizations are always ready to help out when the rival line has an emergency. Such is the tradition of the rails.

These two striking similar photographs illustrate the point. The top view shows the streamliner "City of San Francisco" detouring over Western Pacific at Wendover when the S. P. line was blocked by the blizzard of February, 1949. The other photo is of the "California Zephyr" in a similar predicament behind an S. P. engine at Roseville last January, when a slide blocked the Feather River Canyon. Photo by Alan Aske.



freight office, vacated by LESLIE BROWN.

We received a nice "thank you" note from ELEANOR McMURRAY, nee Olsen, of WP's freight traffic office, for the crystal sent her and her husband, Blaine, as a wedding present.

James, Jr., the son of JAMES ABBAY, blacksmith, was married December 24 to Betty Baker. We wish them every happiness.

Chicago

When GEORGE WENIG, the original worryman, goes before St. Peter to see about getting "in," we can just hear St. Peter saying, "Wenig, ah yes, the all-around answer man. We even have transit problems up here, so come right on in!" Monday mornings are George's favorites. He can hardly wait to get in the door to see what happened over the weekend to worry about. George will be pleased to know that his fellow workers are arranging for another telephone for his desk so he can handle twice as many problems.

Small world . . . A short while back, BILL McGRATH dropped in on the agent of the Indiana Harbor Belt Railroad at Hammond, Indiana, W. D. Irish, who identified himself as a brother-in-law of BOB GONSALVES, ex-Chicagoan and very personable DPR at Salt Lake City. Later, in calling on J. K. Spencer, traffic manager, Metal & Thermit Corp., East Chicago, Indiana, discovered he was also a brother-in-law of Bob's. While in Chicago, Bob's initials, R.E.G., gave birth to a nickname that used to make Bob turn Irish green, namely, "Reggie." Your host of Chicago friends say, "Hello, Bob."

To the point . . . Understand ANN WEBER and JIM BAKER were talking about the merits of women drivers versus the male, when Jim is reported

to have closed the subject with "women drivers would be as good as men but for one thing—fenders."

Weather man, wrong! . . . Recently, the weatherman predicted a cold wave would break upon the city during the day, by coincidence the day assistant traffic manager McCARTHY and traffic representative KEN RANK were to travel to suburban Aurora. All bundled up, heavy overcoats, mufflers flying, ear muffs in hand, warm boots and probably longies, too, they headed bravely outdoors expecting the worst. That was the day the southern breezes bested the northern freezes, and the temperatures mounted to an all-time January high of 67. You have seen the "old look" and the "new look," but when Messrs. McCarthy and Rank reported back, we had the "wilted look."

I do . . . With all the talk about famous bachelors taking the step in recent months, namely Barkley, Stewart, Gable, O'Dwyer, how come they left out the fellow that started the stampede, KEN STONEY, formerly of Chicago and now back in San Francisco. Frankly we believe the others, upon seeing Ken settle down, must have come to the conclusion that married life was here to stay. After all, didn't someone make the sage observation that approximately half the married people were men!

San Francisco

MARGE and BOB BISIO, AF&PA, announced the birth of a daughter, Robin Lancaster, January 18, weighing in at 5 lbs. 1 oz.

Gondolas don't have running boards, says BARNEY KENNEY, yardmaster at Keddie, is recovering from two broken legs out at St. Joseph's Hospital.

(Continued on Page 9)

The Bums' Rush

Many interesting, although slightly exaggerated, stories have appeared in the local press of late concerning the fastidious quarters established by Western Pacific for lonely "knights of the road" in the company's Oakland coach yard. According to the press clippings, Pullman cars after being serviced for the next day's run were placed on sidings and, being without locks or bars, were inviting to the bindle stiffs who immediately took up lodgings therein and made themselves right at home, sleeping in clean sheeted berths in a manner not usually associated with citizens of their calibre.

However, taking up from where the press left off, it should be mentioned that these so-called Pullman luxury cars were not placed on siding for service, but were spotted on an isolated storage track at Oakland yard only to accommodate the Pullman Company's over-crowded Richmond shops, where these old and unrepairable cars were to be later reduced to scrap. With windows amiss, seats either gone or destroyed beyond all serviceable use, no running water or lights within, or any other niceties usually found in deluxe equipment of this type, the cars were far from being deluxe and only provided shelter from the immediate outside cold.

The stories all began when Oakland police started to search the local jungles and railroad yards from which these gentlemen of the road make their ingress and egress, for a couple of known criminals. For having unknowingly assisted the constabulary by detaining these uncensused citizens until such time as they could be rounded up,

Western Pacific feels a sense of satisfaction. However, since the roundups, consisting of 25 hoboes the first night, 17 the next night, 14 the ensuing morning, and 56 on another day, WP has taken means to make the cars inaccessible to future guests, a matter that will no doubt encourage these non-revenue passengers to route themselves via other lines on future cross country tours.

Caboosing . . .

(Continued from Page 8)

Participants of the Accounting Department's Christmas Party very generously donated a generous cash collection to Children's Hospital, according to an acknowledgment received by general auditor LEO GOSNEY from Frances D. Losse, secretary for that organization's Board of Directors.

Incidentally, "Jingle Bells" (valuable reproductions of California Mission Bells loaned by EMMETT DILLON, assistant auditor of payroll accounts), and the Christmas records of organ and chimes music loaned by LORIN



RICKS, accounting department, added much to their enjoyment, as did the fine work of WILBUR HANSON, war bond clerk, who very generously donated his free time and his excellent "home-made" fireplace which had previously decorated the department for two weeks preceding Christmas. And WP was well represented in the "Pope," "Little Jim," and "Crocker" wards on Friday night and Sunday morning by the arrival of Santa Claus, a duplicate of the sequence used at the accounting department's party.

Speaking of beau brummels, have you noticed (how could you help it) the clashy argyle socks, windsor knot ties and striped shirts worn by our president's secretary, SID HENRICKSEN!

Incidentally, SID is now wearing his 20-year service pin.

If the manufacturers only knew it, JOE VALERGA of the president's staff, is the finest advertisement for neckties we have had the pleasure of seeing.

A group from the treasurer's office went skiing over the weekend of February 3 to an unheard-of place called Waleswood, short way beyond Squaw Valley on the road between Truckee and Tahoe City, but old Jupiter Pluvius had other ideas. He was not in sympathy with riders of the waxed boards. Making the trip were CHARLES RATHBURN and wife, MARY; JANE HYLAND and husband JACK; BOB AHLGRIM and wife DONNA; NORMAN JACKSON and wife FRANCES; MINETTE POPE, LILLIAN CARLSON and TOMMY BALDWIN.

STANLEY PROFFITT, retired purchasing agent, drops in the office for an occasional visit and reports all is well.

GUY NESMITH, purchasing department, found out there is never a dull moment in St. Joseph's operating room.

Guy says there is nothing exciting about a thyroid operation though.

GERTRUDE SHOUT had the pleasure of a visit with MRS. LEE SHAEFFER, retired purchasing department clerk, and reports she looks wonderful. Sends her very best to all at WP and is spending most of her time reading detective stories up Cotati way on the Russian River. Life of Riley!

MABEL FENNEL, secretary to Mr. DOOLING of our law department, left the company February 15 to join her husband in Montana. Our loss.

It must have been a tiny paint brush that BETH DETHERAGE wielded around her apartment in getting those vivid canary yellow and Chinese green walls. We understand she received her painting lessons from HILDING NILLSON, a master at the art.

Fifteen members of the freight claim department had dinner at Luccas, December 29, celebrating Christmas and New Year, then went to BILL PADEN's home for entertainment and a buffet supper. Bill's son, of course, brought out his Spike Jones records and did a few turns on the ivory keyboard.

HANK TELLER, freight claim department, suffered a brain inflammation and spent two weeks at St. Joseph but came home in time for Christmas.

It must be catching, for BRUCE McCURDY, also a draftsman, just gave his gal, Colleen Crabtree, a beautiful diamond. She is manager of See's Candy Store in Berkeley.

JAMES R. BROWN, delegate to U. S. Custom's House from 8th and Brannan's steam desk, has been drafted for jury duty in the Superior Court presided over by Judge Traverso in S.F.

EVERETT ENGLAND, bill desk at the 8th & Brannan freight house, leads the

(Continued on Page 13)



One way an editor finds out if his magazine is being read is by asking questions of his readers. This we did in the last issue of MILEPOSTS in a new column under this heading. The first question received in our mail was:

EDITOR, MILEPOSTS:

"How can the Royal Gorge go in the red over \$900,000 a year?"

(Name withheld upon request)

ANSWER:

Unfortunately, it's just a matter of simple arithmetic. Gross revenues from passengers, express, mail, dining cars, etc., have been \$747,700 a year. That sounds like a sizeable sum, but what does it cost to run the train?

Well, take payrolls, for instance, the largest item. Trains 1 and 2, only, require the following:

12 Engineers	\$ 93,800
12 Firemen	81,300
9 Conductors	61,600
18 Brakemen	102,300
6 Coach porters	16,800
5 Dining car stewards	19,100
10 Waiters	28,100

THE TAX BITE . . . From baby's powder to the family car, every item which goes to make up American living standards feels the impact of the tax collector. Some of the taxes are hidden, others appear right on the sales ticket. In either case they are heavy. Often the part of the selling price which goes to supporting government is larger than what is left to pay for the wages, materials and plant used in producing the item. The levies on cigarettes and on alcoholic beverages are outstanding examples of this class. In the case of gasoline and milk the share taken by the tax collector nearly equals what goes to the producers. But regardless of the proportion, taxes today cut heavily into our living standards by reducing the number of things we can buy and enjoy. So long as the tax man takes anywhere from 10 to 60 per cent of what we spend, our enjoyment of a full American living standard must suffer. And just so long will the measurement of income in terms of dollars be meaningless. Those living on fixed incomes have already felt the pinch of the tax collector in reduced purchasing power. Those who are saving for their old age will feel it in years to come unless economy in government halts the wild uprush of inflation.—From the New York Journal-American, January 10, 1950. (See next page.)

10 Cooks and chefs	34,600
10 Express messengers	22,200
and then there is—	
Engine repairs	271,500
and car repairs	191,600
and, of course, fuel	259,900
TOTAL, SO FAR	\$1,181,900

Our total revenues for the train are all spent and we are already \$434,200 in the hole. But, there are additional costs which must be charged to Trains 1 and 2 alone. They are:

Dining car supplies	\$ 80,100
Commissary expense	26,200
Water, lubricants and supplies	13,200
Engine house expenses	18,500
Train supplies and expenses	55,200
Terminal expense	52,700
Rent for passenger train cars	34,900
Payroll taxes	39,600
Depreciation	100,700
Maintenance Way and Structures	57,800

WHICH TOTALS	\$ 478,900
Adding the costs already shown above	1,181,900

Makes a grand total for	
Trains 1 and 2	\$1,660,800
And, after deducting revenues received from these trains for one year's operation	747,700
the answer is a loss for one year's operation of	\$ 913,100

The Tax Bite -- -- What it Adds to Everyday Living Costs



Effective January 23, 1950, The San Francisco Regional Office and District Manager's Office of

the Railroad Retirement Board was moved to 180 New Montgomery Street, San Francisco 5.

Consequences

We have published many letters received by Western Pacific that were extremely complimentary as to our services. Sometimes we get the other kind, too. This one, with the name of the writer omitted, is printed here as a demonstration of the fact that there are no unrelated incidents on a railroad. Results of errors are sometimes instantly apparent, sometimes not, but never can they be laughed off with the thought, "well, that was a mistake, but that's the end of it!"

Mr. Henry E. Poulterer, Vice-President
The Western Pacific Railroad Company
526 Mission Street
San Francisco 5, California

Dear Sir:

The writer was a passenger aboard Train No. 17 arriving in Oakland on December 20th, having chosen to spend an extra day enroute to San Pedro in order to view the famed Feather River Canyon for the first time.

Words fail to express my chagrin when No. 17 run through the train washer at Portola in weather reported to be 8° below zero. A thick coat of ice was formed covering all the train windows as well as the Vista-domes, preventing any vision of the canyon until almost Oroville. As a prospective shipper who may be routing some 10,000 carloads to California points from Central Utah within a period of five years, your company has not demonstrated its ability to handle assignments in the field. At Denver with a 6° above temperature, the Denver and Rio Grande Western wisely suspended train washing.

There is very little I can do except protest the "silly" action of trying to wash a train in freezing weather, although I was greatly disappointed in not seeing the canyon, especially from a Vista-dome. I can however ship our products by other lines, whose management I can depend upon.

Very truly yours, (name withheld)

To complete this particular story, it should be added that steps have been taken to insure against a repetition of the incident, and that the writer of the letter, after a personal visit by a Western Pacific representative, has agreed to restore us to his good graces.

Not always do they end so happily.

Stop, look and *lessen* grade crossing accidents. If the train gives a *hoot* for your life, so should you. —National Safety Council.

Caboosing . . .

(Continued from Page 10)

"'50 Vacation Parade" by taking the last two weeks in January. So while the rest of his co-workers were stocking up on anti-freeze and antihistamines, Everett was enjoying life at home to the tune of June in January!

FRANCES ZIEGLER, switching desk, returned to work recently after a three-week siege with a virus infection.

We regret that ROBERTA ARMSTRONG is still confined to her home. A broken wrist incurred two months ago did not properly heal and had to be reset.

LARRY GERRING, pickup and delivery desk, and ARNOLD SKOOTSKY, head export clerk, are both house-hunting these days. To properly engage in such a quest, each bought a car and as they track down each lead, their combined efforts materially increase S.F.'s Sunday traffic.

In order to devote his entire time to writing, JACK SHERIDAN left the AF&PA department January 31. Having been recognized by publishers (see MILEPOSTS Sept., 1949), Jack is well on his way and is working steadily on a new novel, and filling in his spare time with talks on journalism at Palo Alto and Burlingame schools. Western Pacific wishes Jack a glowing future.

JOHN F. QUINN, valuation accountant in the engineering department, is announcing his engagement very soon. A beautiful gem jade ring is being displayed by his fiancée, Frances P. Strate, a graduate of University of Nebraska and former war nurse.

Retirement doesn't keep DICK GLOSTER away from WP. He visits each Wednesday to lunch with old friends, even though he has taken another job with Callaghan & Co., contractors.

Caboosing . . .

CHARLIE STORY, assistant engineer in charge of one of the engineering field parties, not only knows his way around with a transit and blueprint, but is so successful at raising camellias that one of S.F.'s better florists is rumored to be thinking of going into the engineering business!

Prosperity! All green and all purchased on a Monday . . . CLIFF NORDEN's new Plymouth, GARDINER ROGERS' new Buick and HAROLD DIRK's new Hudson. And all in the same department! ???

A new Pontiac, too, for CLIFF GERSTNER, draftsman, who is also entering a new field—matrimony, next April.

Los Angeles

JACK BERSCHENS has moved back to the general office, trading locations with KEITH JOHNSON, who went from general office to L.A. to assist with office duties. Berschens' new title is special passenger representative, a newly created position.

We were interested to note that when KEN STONEY, A.G.F.A., paid a visit here recently he exhibited the good judgment of an educated traveler by depositing his raincoat and vest in the office before making his rounds.

BOB MUNCE has been named publicity chairman and editor of the official publication of the Junior Traffic Club of Los Angeles for 1950.

Oakland

On November 8, agent JIM DILLON was again invited to give a talk on handling, blocking and bracing of cargo, and the paper work connected with it, to a class of commissioned officers of the U. S. Navy Cargo Handling School at the Oakland Naval Supply Center. This school is conducted by the Navy in the interests of claim prevention and

safe handling under the very capable direction of Commander J. K. Webster, S. G., USN. Because LEO DELVENTHAL, JR., transportation inspector, was unable to attend, Jimmy induced retired transportation inspector, P. H. EMERSON, to be present and present his vast store of knowledge to the class. The Navy served lunch, after which a tour was made of WP diesel shops and yards. Twenty-three officers were in this year's graduating class.

The freight office at 3rd and Harrison Streets, and the Middle Harbor Road yard office, have been dressed up in a new coat of paint—light green at the top and dark green at the bottom of the side walls. The freight station also received venetian blinds. The painters did a very neat job and are to be commended for their fine spirit of cooperation during our working hours.

A fine vaudeville show—shades of the old Orpheum Circuit—was enjoyed at the Auditorium Theatre Tuesday evening, February 14, when the Heath Club, an organization of Oakland firemen and policemen, sponsored their 34th annual vaudeville show. Among those present were MESSRS. and MESSDAMES LEO ENNIS, ERNEST EVANS, JIM DILLON, DON NAYLOR, FRED SAUNDERS, JIM DILLON, JR., GEORGE RAAB, JACK ROBERTS, RUSSELL BURCH, CHARLES DAVIS and EDITH SUTTER and daughter.

LESLIE McADAMS and LEO FRATAN-GELO are both back at Oakland again as industry clerks.

WALTER MERYMAN moved his family into their new home in Castro Valley last week. Walter says the trip is long, but worth it.

We must apologize to Chris, for not saying hello when he arrived, but his parents, the DON NAYLORS, didn't remember to tell us until he was four

ASSOCIATION OF AMERICAN RAILROADS TRANSPORTATION BUILDING WASHINGTON 6, D. C.

WILLIAM T. FARICY
PRESIDENT

January 3, 1950

To the PRESS and RADIO:

Subject: RAIL AND HIGHWAY OVERLOADS

It was 120 years ago that a young civil engineer named Horatio Allen drove the first locomotive to run on tracks of a transportation company in the United States. The engine proved too heavy for the light wooden rails, and from that experience, as well as from much experience since, the railroads have learned that they cannot afford to overload their tracks and bridges.

That is why the railroads apply the very best engineering research and skill to determine the loads and speeds at which they can be carried without damage to tracks or bridges. Once these facts have been determined, the railroads permit no heavier trains and no greater speeds than the roadbed and structures are built to carry. If it becomes necessary to operate heavier cars and locomotives over any stretch of track, then the railroads protect tracks and bridges by issuing and enforcing "slow orders."

Highway engineers also have learned the same lesson. They have found it is important to protect public highways from the effects of excessive loads and excessive speeds. Failure to protect them means damage and in many cases even destruction. And that, in turn, results in added costs.

Any damage to tracks and bridges caused by trains which are too heavy or too fast is paid for by the railroad itself, and properly so. On the other hand, damage done to the public highways by overloaded trucks is almost never paid for by the vehicles that cause the damage. Instead, the cost of this damage is borne by the taxpayers and the motorists.

Besides being built to provide the nation with its essential mass transportation, the railroads were purposely constructed to carry heavy loads -- loads that our public highways never were intended to carry.

Sincerely yours,

William T. Faricy

Caboosing . . .

months old and weighed 17 pounds. A cute little fellow, he has a cleft chin just like dad. His grandfather, by the way, is HARVEY NAYLOR, cashier at Fruitvale.

EVELYN EAGLE, demurrage clerk at Oakland freight house, has a new television set with a 16-inch screen—a Hoffman.

Store Department

ROY FALQUIST returned to work after a long siege of illness. Although he says he feels fine, Doc says take it easy for a while.

ED HAWKINS also returned to work and has now transferred to Oakland as relief storekeeper No. 3.

JOE MARCHAND, purchasing agent, was a recent visitor to our department.

RENO PICCHI returned from his trip

MILEPOSTS



IN GOLD

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

30-YEAR PINS		
Ross Birdsall.....	Locomotive Engineer.....	Eastern Division
Walter M. Bryant.....	Chief Clerk.....	S. F. Freight Station
Anthony B. Day.....	Chief Yard Clerk.....	Oakland
Roy Dryden.....	Conductor.....	Western Division
Mary W. Lamberty.....	Secretary to Chief Clerk.....	Eastern Division
Paul E. Meyer.....	Chief of Division Bur.....	Traffic Department
Bruce O. Vance.....	Engineer.....	Western Division
25-YEAR PINS		
Raymond T. Ronan.....	Roundhouse Foreman.....	Oroville
Fred W. Thompson.....	Yardmaster.....	San Francisco
20-YEAR PINS		
Stanley C. Gudmundson.....	Conductor.....	Eastern Division
William C. Kelly.....	Conductor.....	Western Division
Charles N. Tackett.....	Traffic Representative.....	Spokane, Washington
15-YEAR PINS		
William F. Boebert.....	Asst. Chief Special Agent & Claims Agent.....	San Francisco
James J. Hickey.....	General Passenger Agent.....	San Francisco
10-YEAR PINS		
William A. Bergman.....	Ass'tant Special Agent.....	Oakland
Elmer H. Carleton.....	Ass'tant Special Agent.....	Eiko
Robert B. Ritchie.....	Traffic Representative.....	Chicago
Dewey C. Staggs.....	Brakeman.....	Western Division

Caboosing . . .

abroad, arriving home January 14. During his sojourn in Europe he visited Italy, France, Sweden, Denmark, Bel-



TOMMY SHOWLER

gium, Holland, Germany, Luxembourg, Switzerland and Austria. That is really getting around, and Reno has entertained his fellow workers with many an interesting highlight of his trip.

MR. and MRS. ALTON DABBS and family have moved into a new home which Al built. Located at McKinley Blvd. and Elvas Avenue, there are still a few finishing touches to take up his leisure time.

The Store Department has been saddened by the sudden death of TOMMY SHOWLER. Although Tommy had been sick for the past few months, his condition from time to time was reported as on the upward grade, and his passing has been a shock to all of us.

(Continued on Page 18)

Up the Ladder

Effective January 1, 1950, Fred O. Crosgrove has been appointed valuation engineer, succeeding R. I. Gloster, who retired under the Company's Provisional Retirement Plan after more than 28 years of railroad service.

Born in Jamestown, New York, November 30, 1900, Crosgrove received his engineering training at the Case School of Applied Sciences, Cleveland, Ohio. In 1927 he joined the engineering department of the Erie Railroad, working in New York and Ohio until 1941, when he left to accept a position as



FRED O. CROSGROVE

valuation engineer for the Southern Railway, Louisville, Kentucky, and the Kentucky & Indiana Terminal Railroad Co., Washington, D. C.

Coming to the Western Pacific in September, 1948, as assistant valuation engineer, Crosgrove has since been assigned to valuation work exclusively. He is living in San Mateo with his wife and two sons, Donald, 19, and Robert, 25. His headquarters are in San Francisco.

Effective December 16, 1949, Charles

E. Elliott has been appointed division engineer for the Tidewater Southern in charge of maintenance and capital work, with office in the WP Building, Sacramento.

Elliott was born in San Rafael in September 1900, and after graduation from high school attended UC and later studied special courses at the University's Extension School.

Between 1923 and 1948, Elliott was employed by the Southern Pacific Company and learned engineering the hard way by holding various positions in field parties and working up through the ranks to assistant engineer.

He came to Western Pacific as estimating engineer on February 16, 1948, followed by a promotion to division engineer July 1, 1949, with headquarters at Sacramento.

Elliott is married and has two sons, Richard, 21, and Robert, 16.

John C. Nolan has been promoted to the post of general eastern freight agent, with headquarters at 500 Fifth Avenue in New York.

Born in Galesburg, Illinois, not too long ago, Nolan spent about 10 years with the Santa Fe before joining Western Pacific on April 1, 1928. Starting in the Chicago office he rose to position of AGPA in 1932 before taking over those duties at New York.

A member of numerous traffic associations and clubs around New York, he is well known in Eastern shipping circles.

His pet story is how he won seniority over WP's only other assistant general passenger agent, Ernst Gommer, who also began service with the company on April 1, 1928, but on Pacific Standard Time!



Model cable car designed by Russell Beith of Maywood, Illinois, after seeing WP's Chicago Railroad Fair exhibit last year, and built with the assistance of his pal Richard Jorgenson. Painted red and yellow, the car carries magazine ads inside; measures 7 feet 4 inches in length, 3 feet 6 inches in width and is 6 feet high, with a payload of six. Pictures and story in the Maywood Herald brought nearby neighborhood children out for rides—at a price! Pulling the car is George Pottinger, 12; crew and passengers are, left to right, Richard Jorgenson, 11, assistant builder; Russell Beith, 11, builder, designer and motorman; Kathleen and Ray Pesavnt, and Timmy Bohlander, passengers.

Caboosing . . .

(Continued from Page 16)

Tommy was with WP since Nov. 19, 1923. Our heartfelt sympathy is extended to his wife and family.

Elko

Roadmaster BILL ZENT has nearly overcome the lameness from a painful knee injury received several weeks ago but still suffers considerable pain.

MAXINE OLDHAM, FRANK'S wife, is recuperating satisfactorily following an operation performed a short time ago.

It's nice to see HARRY YOE in the hallways again. Back in good health again, he doesn't run up and down stairs so fast and so often now.

Our sincere congratulations to the staff at Station KELK for collecting

more than \$1,100 for the March of Dimes. WP employees are happy for the opportunity of being a part of this splendid project and are deeply grateful for the two-hour program dedicated to them.

MRS. HANS JENSEN, wife of the Carlin signal maintainer, has had the cast removed from her fractured right wrist, suffered about six weeks ago. That's right good news, HANS!

Congratulations to section foreman GORDON SIGMON'S son, Norman, of Elburz, for being judged safest of the large number of safe teen-age drivers at Elko High. Norman was awarded the car given by Carleson Motor Co. and may we offer our sincerest congratulations to Bob Carleson for the

(Continued on Page 20)

In Memoriam

Bert Hazlett, 55, general agent at Reno, died on January 25, after a gall bladder operation.

Born November 5, 1894 at Jewett, Illinois, Bert entered WP service as cashier at Winnemucca June 8, 1923. He went to Elko about 1929 as traveling freight and passenger agent and thence to Reno as general agent upon the death of G. I. Martin in 1947.

Besides his wife, Hazlett is survived by two sons, Phil of Tuscola, Illinois, and Bill of Portola. He had a host of friends throughout the whole State of Nevada and will be greatly missed.

Alexander Lovass, who retired from WP service as boilermaker February 8, 1947, died December 24, 1949.

Mr. Lovass entered service January 22, 1920.

George William Flynn, extra gang laborer, died recently, the exact date of his death being unknown.

Flynn entered WP service in July 1942 and retired in January 1949.

Trent Moody, carpenter, died December 25, 1949 after having retired from service in December 1949 after nearly eight years of service.

The death of Joseph Eppie Roberts, section laborer, on September 29, 1949, has been reported.

Entering WP service in January 1938, Roberts retired the same month in which he died.

John A. McGovern, switchman, died November 25, 1949.

Retired since July of last year, McGovern entered WP service in Febru-

ary 1933, and is survived by his widow, Agnes, of Anchorage, Alaska.

The death of Wilber Eddie Hickey, laborer, who retired from service only a few days before, occurred on December 27.

Hickey's service began in January 1946. He is survived by his widow, Mrs. Ossie Hickey, of Stockton.

Clarence E. Mellor, who retired from the company in April 1939 as a blacksmith helper, died December 22.

Mellor entered service June 5, 1923.

A report of the death of Arthur C. Baugh, retired Sacramento Northern conductor, on October 3, 1949, has just been received. Employed with this company and its predecessors intermittently since May 20, 1908, Baugh retired October 31, 1940.

RICHARD M. ERWIN, western division section laborer, died November 18, 1949. Mr. Erwin entered service with Western Pacific April 4, 1946, and is survived by a son, R. C. Erwin, of Los Angeles.

SAM D. PERKINS, mechanical department laborer, died October 7, 1949. Mr. Perkins entered Western Pacific service April 8, 1944, and is survived by a son, Ausie D. Perkins, of Roxton, Texas.

JOHN D. FORD, formerly employed by Western Pacific as brakeman, died December 16, 1949. Mr. Ford retired from the company August 4, 1947, after nearly five years service.

RALPH HARPER, 51, manager of Western Pacific's telegraph office in Elko, died January 8 after a lingering illness. Before coming to the WP nine years ago, Mr. Harper served as a telegrapher for the Western Union as well as for the Denver & Rio Grande Western, Union Pacific and Southern Pacific railroads. He is survived by his widow, Edna; two brothers, H. S. Harper and Max S. Harper; three sisters, Mrs. S. T. Bloomfield, Mrs. H. L. Jones and Mrs. H. A. Singleton.

Don't Be HALF Safe!

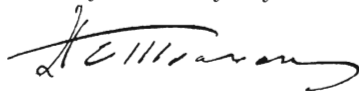
There is satisfaction in the information revealed in the graph on the opposite page, indicating the downward trend of accidents on our road since 1946. A substantial reduction has been made. During 1949 only one W.P. employe was killed on duty. Our fatality ratio of .08 (number per million manhours) is the lowest of which we have record. For this we are all supremely grateful. Nevertheless, the graph further indicates that we have reduced our total ratio to only a fraction of a point below our 1940 rate.

Since 1940, large sums of money have been expended on physical facilities that should make it easier to conduct our operations without accidents. Signal operation, A.B. brakes, dieselization, and other improvements of less magnitude, should materially assist in reducing our accident rate. With these improved facilities we should, without any increase in skill and care, be able to operate with many less injuries than in 1940. I am sure that we will all agree that we can exercise more care and

diligence if we are determined to do so, and to our mutual good.

Our goal is a ratio of "5 in '50" (5 reportable injuries per month). It can be achieved.

Most failures are not due to a lack of ability; they result from insufficient application. The likelihood of our achieving a ratio of "5 in '50" isn't dependent on our ability—Western Pacific men have that ability—but it does pose the question as to whether or not we will constantly and conscientiously apply those abilities to the goal to be reached. To achieve our goal of "5 in '50," we must keep our reportable injuries (those resulting in more than 3 days lost time) to not more than five per month for the System. With the application of your skill and care we are confident that it can be done and earnestly solicit the help of every employee toward this end. The life or limb you save may be your own.



Caboosing . . .

(Continued from Page 18)

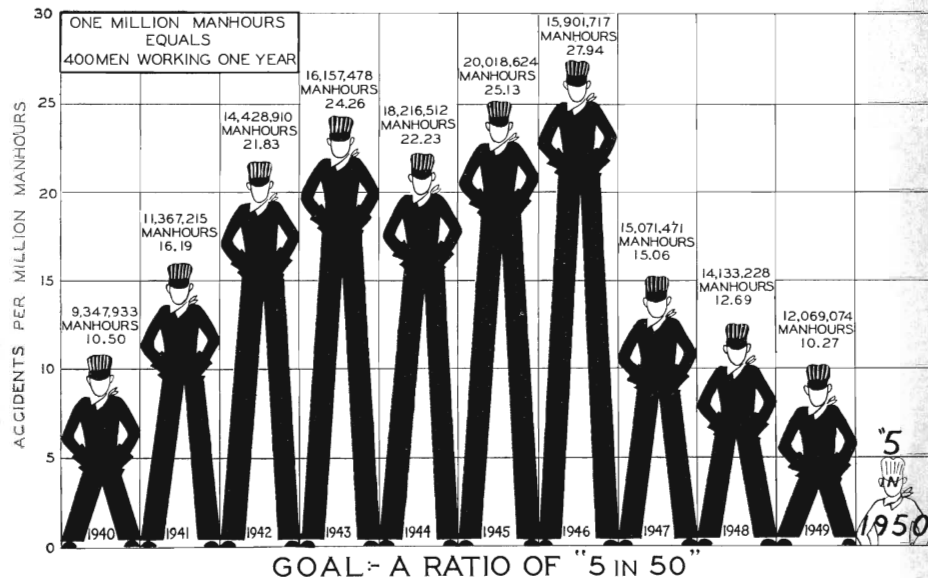
interest he has shown in teenagers.

MARJORIE BALDWIN is filling in for LOIS MANCA who, with her husband, engineer SETH MANCA, is spending 30 days enjoying Florida.

During the last seven years many competent railroad men have gone to the Great Beyond, among which three stand out in our mind as an unparalleled combination—A. P. MICHELSON, chief dispatcher; G. I. MARTIN, general

agent; and BERT HAZLETT, general agent and successor to G. I. Martin. We like to think of them "up there" running St. Peter's Golden Zephyrs. That they experienced difficulty in gaining entrance through the pearly gates we haven't a doubt, but long before this "Mike" and "G.I." will have worked their way in. Through them, "Bert's" entrance will have been made easier and St. Peter's railroads will be infused with a whirl of activity. But, most of all, we like to think of Mike, G.I., and Bert, having a wonderful time together.

THE WESTERN PACIFIC RAILROAD CO. 1950 RAILROAD SAFETY CAMPAIGN ACCIDENTS TO EMPLOYEES PER MILLION MANHOURS 1940 TO 1950



AN EMPLOYEE'S TRAIN OF THOUGHT

By WILLIAM F. McGRATH
Traffic Dept., Chicago

If we're Americans in America, we're thankful—some of us probably more so or more expressive than others. For every grief or unhappiness, there are 99 pleasant factors to consider.

From the security standpoint, we immediately think of WP. The WP sustains us just as we sustain the Western Pacific. Yet, how many of us give only the minimum? Oh, yes, we put in eight hours a day five days a week. Some work harder than others, perhaps of necessity, perhaps of desire. I'm no philosopher, but don't we get

out of something an equivalent to what we put in? We're humans; we've all loafed on occasions, tried to get by with the least effort on other occasions, but being human, we're tied to our conscience. The WP has a right to expect only so much of us and we're not regimented, regulated or driven, so why not try out putting just a bit more than the minimum in our jobs. Operating a railroad today, and at a profit, is an ever-present headache to management, yet management must appreciate the makeup and material that constitutes the Western Pacific, and that's us! So, if each one of us "throws in" a little extra, there'll be no stopping Western Pacific—and us. What do you think?

WP MEN ELECTED TO OFFICE

Les H. Stoltzman, traffic representative, has been elected to serve as secretary for the San Francisco Traffic Club of San Francisco during 1950.

According to Stoltzman, this organization was formed about five years ago and monthly meetings are held by the membership of approximately 80 junior traffic men, at which time various shipping problems are discussed and acted upon to promote harmony and good will among local industrial firms' traffic departments.

Les joined Western Pacific in January 1942, after four years with the Rock Island Railroad at Lincoln, Nebraska, as chief clerk to our Omaha general agent. He came to San Francisco in November 1945 and served as freight traffic agent until February 1948. After a little over a year's service as chief clerk to general agent J. H. Coupin, he again took over the duties of traffic representative, in which position he is now employed.

Les is also a member of the Pacific Traffic Association.

Other Western Pacific employees appointed by the executive officers of the organization to serve during 1950

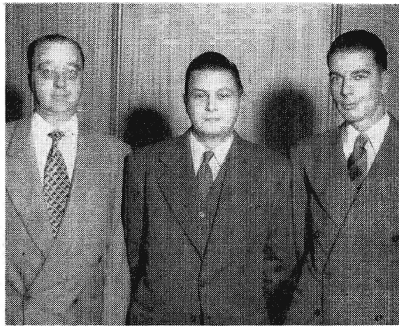
were: W. E. Crawford, Chairman of the Membership Committee; and L. A. Baker, Chairman of the Publicity Committee. Crawford and Baker also are traffic representatives in the office of J. H. Coupin, general agent.

Joe Hamer, passenger traffic representative of Western Pacific's Oakland city ticket office, was elected on January 24 to serve as president of the Oakland Passenger Club for 1950.

Joe began service with Western Pacific in May 1935 in the Chicago traffic office, spent most of 1940 as chief clerk in the Los Angeles office, and came to the San Francisco city ticket office in the fall of 1940 as city ticket agent. He transferred to the Oakland office in January 1943.

Having a membership of approximately 150 Oakland traffic representatives, the organization is well known locally among traffic organizations.

Elected to the vice-presidency at the same meeting, was Carl Bergantz, chief clerk of Southern Pacific's city ticket office, while Joseph Eck, of Capwell's travel bureau, was made secretary-treasurer.



(Left) L. A. Baker, L. H. Stoltzman and W. E. Crawford. (Right) J. F. Hamer.



SPORTS

Bowling

"The oldest league at the Downtown Bowl in San Francisco is the Western Pacific circuit of eight teams, which rolls every Thursday night at seven o'clock on the Golobic drives," writes *Chronicle* sports writer Leo Bunner in the February 1 issue of *The Bay Cities Bowler*, under the column 'Downtown Hi-Lites'.

"Active for ten years, Western Pacific started bowling at Bagdad in 1940 and after one season moved into the Broadway-Van Ness. Then, in April of 1942, Henry M. Golobic threw open the Downtown Bowl doors and the first group to apply for a 'league spot' was Western Pacific.

"Although there are no 'title holders' in the league, W. P. members make their presence felt in any event they might enter. Outside of league play there are just a few who bowl in match game or tourney play.

"Henry Donnelly, president of the league, with a 157 average, advises that Pete Casey is now leading the group with a 172 average. High series for this season belongs to Bob Ditty with 611, while Donnelly at 257 and Jack Ditty with 237, have posted the highest individual games. For teams, the Traffickers are out in front with a 785 team average and the Engineers are next in line with 722.

"Donnelly points out that as soon as the summer campaign draws to a close a group will join WP women bowlers for a mixed four event.

"Secretary Spencer Lewis says to

watch Western Pacific's smoke in the Southern Pacific Tournament, in which Santa Fe teams, as well, will bowl on the week-end of February 24, 25 and 26."

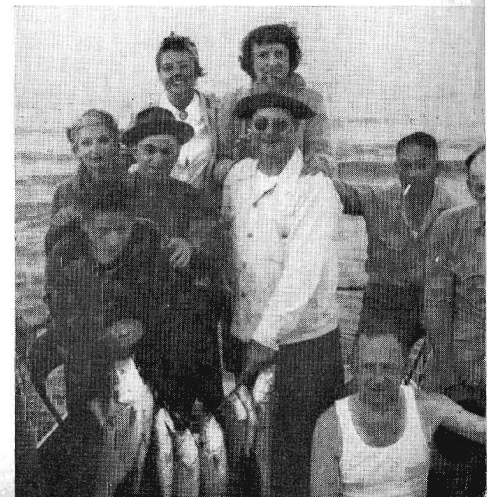
(Editor's note: Results of this tournament play will appear in the next issue of Mileposts.)

Traffickers Win Playoff

To break the tie at the end of the first half (14 weeks) of bowling with 25 games won and 17 lost, the Traffickers won out over Transportation in a playoff held February 16, 2393 to 2314 pins. Carl Rath rolled a 524 series, with a 197 high game, for Transportation, while Jack Hyland led the Traffickers with a 516 series and a 211 high game.

The teams are now buckling down to serious pin smashing competition.

John Corven took this picture on the upper bay near Pittsburg in October 1946 and shows, left to right, back row: Mrs. Lee Brown, Mrs. Hal Heagney. Center: Mrs. Art Petersen, Lee Brown, Hal Heagney, the late Frank Asprer and Charlie Vincent. Front: John Corven Jr. and Art Petersen. They all say, "I caught the fish!"



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Railroad Lines

Travelers on the Union Pacific's City of St. Louis, City of Portland, and Los Angeles Limited, are now riding in new equipment which cost more than \$1,500,000.

The first long-haul Diesel run in Canadian railroad history took place on the Canadian National recently from Montreal to Winnipeg and return.

The Burlington has built in its Denver shops the country's first electric rotary snow-plow designed for use with Diesel locomotives.

The last of sixty-three new streamline cars ordered by the Central Railroad of Brazil has been shipped by the Budd Company.

Railroads placed more new locomotives in service in 1949 than in any similar period in 25 years. 1865 were installed, of which 1808 were Diesel and 57 steam.

"Operation: Fast Freight" is the title of a forthcoming Norfolk and Western Railway motion picture to be released this spring—runs 25 minutes in sound and color.

The California-Nevada Railroad Historical Society is sponsoring its first excursion for 1950 through the historic Altamont Canyon route to Tracy and return via Brentwood and the San Ramon Valley via Southern Pacific using interesting motive power. Date: March 26.

The Lehigh Valley Railroad has announced a reduction in round-trip fares between many points on that line and New York.

The Nevada Public Service Commission has granted the Virginia & Truckee Railway permission to abandon. If the I.C.C. concurs, this historic old line will be a thing of the past.