

WESTERN PACIFIC  
*Mileposts*  
OCTOBER 1957



# Mileposts

WESTERN PACIFIC

Vol. IX, No. 3

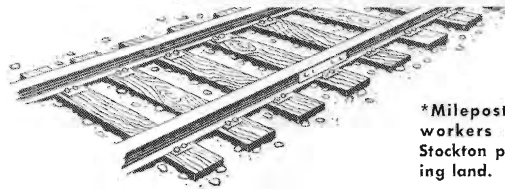
OCTOBER, 1957

\*Milepost No. 99

Department of Public Relations  
**WESTERN PACIFIC RAILROAD**  
 SACRAMENTO NORTHERN RY.  
 TIDEWATER SOUTHERN RY.  
 526 Mission Street  
 San Francisco 5, California  
 Lee "Flash" Sherwood, Editor  
 A. L. Lloyd, Associate Editor



\*Milepost No. 99: Signal workers on way toward Stockton pass through farming land.



## FEATURES

Page

"Mystery of the Missing Pallet" .....	3
Displays Help Solve "Mystery" .....	8
New Power for SN .....	9
How We're Doing .....	10
Industry Locates on SN .....	10
Radio to Aid Shippers .....	11
Mileposts in Gold .....	12
Invitation to an Open House .....	14
Asiatic Flu Vaccine .....	16
You Have a Hand in Western Pacific Railroad .....	17
Dear Editor: .....	20
It's Dance Time Again .....	23
The Mystery of Rudolf Diesel .....	24
It's YOUR Money .....	26
Caboosing .....	27
Railroad Lines .....	36

**COVER:** Summer scenes such as this in California's Niles Canyon are a real travel pleasure for passengers aboard the *California Zephyr*.



MILEPOSTS



## "Mystery of the Missing Pallet"

### Shippers get a "new lift" because of a WP innovation

**T**HE "Mystery of the Missing Pallet" is as exciting a story as any best-selling "whodunit" insofar as many Western Pacific customers are concerned. Proof of this fact is in the more than 500 letters received from industries around the country in response to a recent WP advertisement in a few national magazines announcing a new material-handling technique.

It's a WP innovation—another "first" among the many services your railroad is providing to improve service and to save time and money for its customers. Railroads are constantly on the search for new ways to improve their services, and your railroad—"where per-

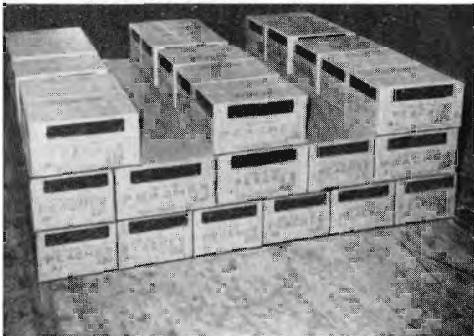
sonal service is a pleasure"—is no exception.

Actually there's no real mystery about the missing pallet. It's just a new method for handling and shipping goods in a self-contained unit which eliminates the need for a pallet.

A few years ago the unit method of handling cased goods on wooden pallets was developed to permit better utilization of mechanized handling equipment. Although this was a definite step forward, Western Pacific's research engineers were convinced that more substantial savings would result if the pallet could be eliminated. After months of study, experimenting and testing under various operating conditions, the research department devised a method of stacking and



Photos above and below show how cases are stacked by one shipper. Openings left in third row provide space for lift-truck forks.



strapping a unit that could easily be moved with a lift truck without a conventional pallet. There are many possible applications in using this unit method of handling materials.

For shipments of cased canned foods, the cases are stacked and so arranged as to provide one or two openings about mid-way in the unit for the lift-truck forks. Metal corners, from material normally scrapped after being used to protect bundles of tin plate, are reused as protectors around the top and bottom edges to stabilize and help prevent damage to the units. The entire unit (2,000 to 3,000 lbs.) may then

be lifted as one piece and transported between warehouse or dock and freight car. The unit is easily loaded in the boxcar or placed for storage in the warehouse.

Uncased canned foods are stacked in layers on flanged fibreboard trays. An opening, similar to that provided for cased goods, is left about midway in the unit for lifting by fork-lift trucks.

Shipments of both cased and uncased goods were tested in regular service. When the cars were opened for unloading at destinations, no damage was found in the unitized loads.

The new material-handling technique saves time and money in production, packaging, plant handling, loading and unloading. In some test shipments, as much as 16 man-hours were saved in loading and unloading a carload (60,000 lbs.) of unitized cases. Additional savings resulted because of the elimination of the costly conventional wooden pallets. In one carload test shipment of uncased No. 10 cans (equivalent to 2,000 cases), packaging cost was reduced by \$104,

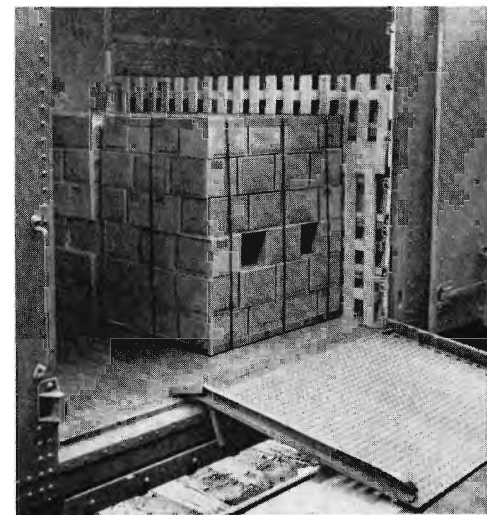
Closeup of lift-truck forks entering openings.



Above: Load of cased canned goods is easily manipulated into the freight car door opening.

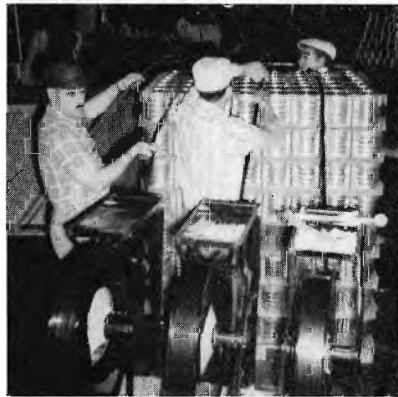
Below: Cased goods are placed right on floor of freight car without the use of costly pallets.

Right: Space between freight car doors can be easily filled; easily removed. Load rides well.



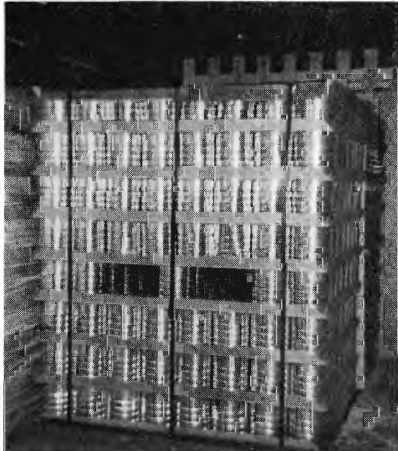


Uncased cans are placed on cardboard trays. Pallet is removed after unit is strapped.



Wire strapping holds the unit securely in place.

Strapped unit of uncased cans in freight car. Size and weight of unit determine single or double openings for forks of the fork-lift truck.



plus a saving of 31½ man-hours for loading and unloading. (Savings of several thousand dollars annually can be realized by shippers who move a large number of cars each year.) Where plants have adopted the unit method for uncased cans, savings per eight-hour shift are running in excess of \$250.

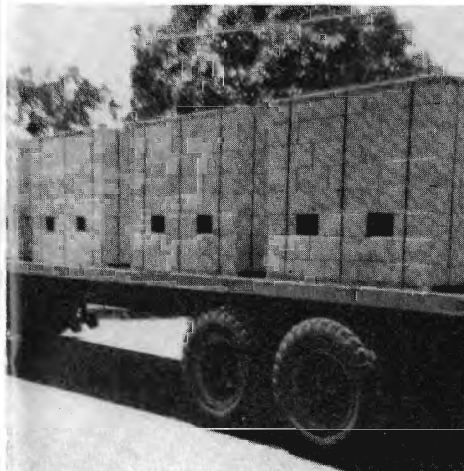
Several Hawaiian concerns, after learning of Western Pacific's unitized loading and handling, invited L. F. Delvanthal, Jr., WP transportation engineer, to the Islands early this year to introduce the method for importing their shipments to the States. These uncased shipments consist of canned pineapple (3,000 to 5,000 lbs.), which is reprocessed at various plants in the United States for the retail trade. The method has been most successful and favorably accepted.

Western Pacific's research in the material-handling field is unique. So far as it is known, Western Pacific is the only railroad where transportation engineers are engaged in programs in this field.

More and more customers are "getting a lift" in reducing their handling costs because of this new WP innovation. Each industry has its own material-handling problems, and your railroad's research engineers are constantly making improvements and offering solutions to their particular problems as a free service to shippers. Major canning plants around the country are enthusiastic about the method, and requests for additional information and assistance continue to be received.

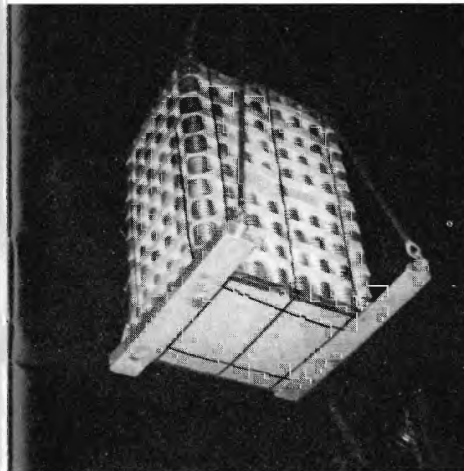
The "Mystery of the Missing Pallet" has been solved! Meanwhile, solutions to other aids to shippers are currently in progress on your railroad.

MILEPOSTS

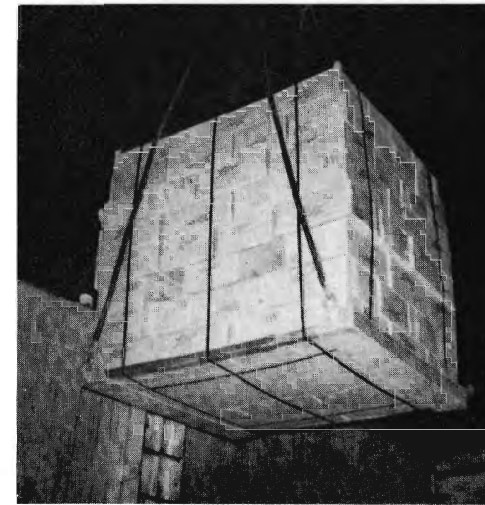


Easily lifted onto truck, load of cased canned goods leaves plant of Hawaiian shipper for dock.

Up from hold, unitized load of uncased cans swings over side of the ship to dockside pier.

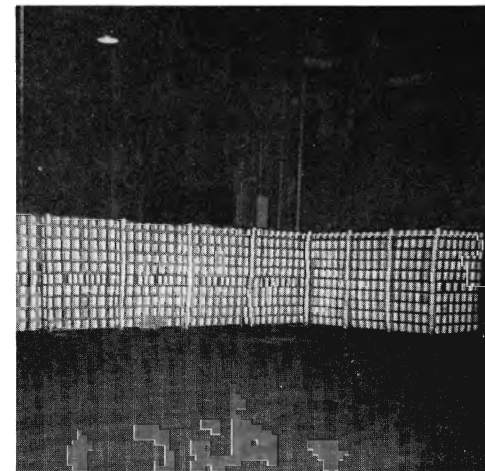


OCTOBER, 1957



Unitized load of canned goods swings down in hold of the ship on sling from the ship's derrick.

Unloaded units of uncased cans stacked in dockside warehouse wait pickup by the consignee.





"Miss Perfect Package" took part in Western Pacific's exhibit at the Los Angeles Exposition.

## Displays Help Solve "Mystery"

**A**n actual shipment of a unitized load of canned goods was a highlight of the 7th National Materials Handling Exhibition at Philadelphia last April. Purpose of the show was to exhibit modern material-handling equipment, and just about every kind of equipment from the simple hand truck to rail cars was on display.

The unitized load was displayed in a Western Pacific insulated compartmentizer car as a part of a Pullman-Standard Car Manufacturing Co. exhibit. This participation permitted contact with traffic managers and industrial packaging and material-handling

experts who represented many national industries.

Particular attention was given to this exhibit, and a sincere interest was expressed by those attending the show in the work being done by Western Pacific. Many persons returned to the booth.

According to Robert C. Morris, assistant transportation engineer, several thousand brochures of the "Mystery of the Missing Pallet" were distributed at Philadelphia, and at a similar display at the Los Angeles 5th Annual Perfect Shipping Exposition, also held in April.



## NEW POWER FOR S.N.

Sacramento Northern recently purchased three EMD diesel-electric locomotives from the defunct New York, Ontario & Western Railroad, at a cost averaging about \$45,000 each.

Two of the engines, renumbered SN-301 and SN-302, are in service between South Sacramento and Nicholas. The third, renumbered WP 801-D, has been leased to WP.

To bring the locomotives up to SN and WP standards, an additional \$2,287 was spent on each for repainting and work at WP shops in Sacramento. Improvements include "dead man controls," windshield washers, awnings, rear-view mirrors, water coolers, first-aid kits, brake pipe flow indicators and jump seats for brakemen. Also, additional grab irons and hand holds, dimming switches, coat hooks, fire extinguishers, ash trays, sun visor extensions, and low-level marker brackets. Fusee and torpedo holders, toilet seat

covers, spark arresters, and radios were also installed. Front and rear couplers and sanding arrangements were modified.

SN now has six 44-ton, two 70-ton, and three 120-ton diesel-electrics, and three 62-ton electric locomotives.



## How We're Doing

Gross operating revenues for the month of August, 1957, as compared with the same month a year ago, showed an increase of \$661,375, or 14.45 per cent.

*California Zephyr* load averaged 103.1 per cent of capacity in August, 1957, as compared with average load of 100.7 per cent during the same month in 1956. (More than 100 per cent of occupancy is possible since some passengers leave the train en route between Oakland and Salt Lake City and their space is reoccupied.)

Concrete lining of Tunnel 38 about 40 per cent completed; mining begins on Tunnel 40. Contractor laying rail on new five-mile Marblehead spur.

Pennsylvania will discontinue all transcontinental Pullman through-car service October 27. Effective October 24 from San Francisco and October 27 from New York, the New York Central only will handle through-car service for the *California Zephyr* on alternate days as in the past.

## Industry Locates on SN

The new 18-acre site recently purchased from Sacramento Northern by Standard Register Company was officially dedicated on September 10. No date has been set for start of construction on the ultra-modern one-floor plant especially designed for the manufacture of printed business forms of all types. Cost will exceed \$1 million.

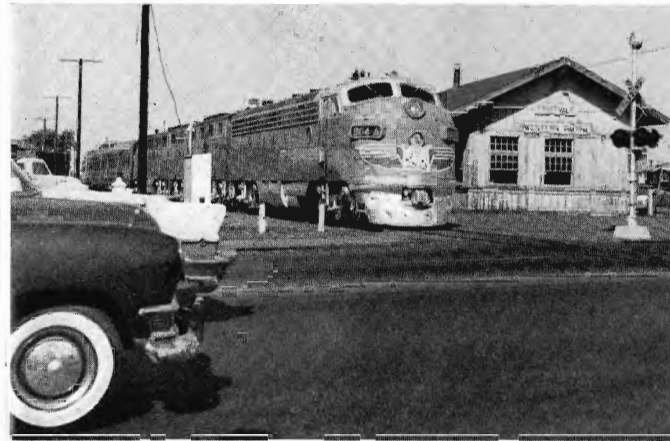
This acquisition is the first in the 110-acre industrial tract being developed by the railroad. The property is located along San Miguel Road, about three miles from Concord, and is bisected by the SN.

Officials of Standard Register, City of Concord, Western Pacific and Sacramento Northern took part in the brief ceremonies.

The officials were brought to the site on a special Sacramento Northern train, first passenger move over the SN's southern division since the aban-

donment of the line between Oakland and Lafayette. The special then proceeded to Concord, where the party enjoyed luncheon at El Adobe Restaurant sponsored by the City of Concord.

President Whitman poses for a publicity shot with a small group of Indians from the Diablo Tribe who were "found in possession" of the site. They proved to be friendly and after a brief "pow-wow" yielded to the "white men."



Modern locomotives, like this WP diesel, weren't running on the railroad when WP's Fruitvale station was built in 1910.

## Radio to Aid Shippers

Improved service to Western Pacific freight shippers in the East Oakland and Alameda district will soon be effected through the installation of two-way radio communication between the freight station and the automobiles of industry clerks "on the street."

This system, which has been successfully tried out on the San Francisco waterfront during the past year, enables a shipper desiring placement of cars or the services of a claim and

industry clerk to phone the freight agent and have his request immediately relayed to the outside man. Much faster service will result.

Coincident with the installation of this service, the old Western Pacific freight station at Fruitvale, which will serve no further useful purpose, was abandoned on September 14 and will soon be torn down. Authorization to do so has been received from the State Public Utilities Commission.

## Fare Changes OK'd

The state public utilities commission has authorized Western Pacific to cancel one-way fares to and from 27 stations along the railroad.

In requesting the cancellations, WP informed the PUC that the action will not affect public convenience because no use has been made of the stations for a number of years.

Included are Melrose, Elmhurst,

Decoto, Lyoth, Nilegarden, Ortega, Glannvale, Runyon, South Sacramento, Tambo, Quartz, Poe, Cresta, Merlin, Camp Rodgers, Howells, Grays Flat, Massack, Cromberg, Clio, Delleker, Calpine Junction, Beckwourth, Hindoo, Scotts, Omira and Plumas.

The order permits the WP to charge for tickets to the next regular stop. Daily trains do not make these stops.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of October, 1957:

<b>40-YEAR PINS</b>		
Jesse C. Currier, Sr.	Locomotive Engineer	Western Division
Lillus M. Harder	Interline Ticket Clerk	San Francisco
<b>35-YEAR PINS</b>		
Herman A. Baumert	Locomotive Engineer	Eastern Division
Rolland W. Cantelow	Stationery Storekeeper	Oakland
Herbert R. McGinnis	Conductor	Western Division
<b>30-YEAR PINS</b>		
Louis J. Fischer	Locomotive Engineer	Western Division
Frank F. Lenton	Locomotive Engineer	Western Division
Emil R. Nolden	Switchman	Western Division
Joe F. Silva	Train Desk Clerk	Western Division
John S. Vinton	Locomotive Engineer	Western Division
George E. Warren	Switchman	Western Division
<b>25-YEAR PINS</b>		
Olaf Erickson	Miner	Western Division
Elton R. McPherson	Blacksmith	Mechanical Dept.
<b>20-YEAR PINS</b>		
R. W. Crumpacker	Roundhouse Foreman	Mechanical Dept.
Fern M. Lester	Chief Clerk, Gen. Agt.'s Office	Stockton
John A. MacFarlane	Switchman	Western Division
Arnold F. McElmurry	Locomotive Engineer	Western Division
Jack F. Shannon	Locomotive Engineer	Western Division
<b>15-YEAR PINS</b>		
Wayne W. Albro	Locomotive Engineer	Western Division
Robert Allen	Waiter	Dining Car Dept.
Froilan Arenas	Section Laborer	Western Division
Girdl C. Burk	Locomotive Engineer	Western Division
Walter A. Clausen	Conductor	Eastern Division
Robert W. Cunha	Draftsman	Mechanical Dept.
Willard J. Curtis	Car Helper	Mechanical Dept.
Margery Davis	Secretary	Salt Lake City
Albert G. Duncan	Brakeman	Western Division
John S. Ede	Conductor	Western Division
John O. Evans	Conductor	Western Division
David A. Ford	Machinist	Mechanical Dept.
Walter Gaskin	Waiter	Dining Car Dept.

Just before a meeting with J. J. Hickey, M. W. Roper, and H. C. Munson (left to right), President Whitman (right) called R. E. Larson into the office to receive his 40-year service pin. Larson began as clerk; became vice-president-treasurer Jan., 1956.



Howard T. Bryant, Sr., assistant to general auditor-statistics, wanted a diamond on his 40-year pin received last month. Binnie Doyle, Alma Painter and Katherine Gill added the "glass." Enjoying the fun are Loren Ricks, Bill Levy, Cliff Warner (behind Binnie), and Lee Gosney.

Edgar A. Goff	Conductor	Western Division
Ellis D. Gulling	Brakeman	Western Division
Ruby Gustafson	Buyer, Purchasing Dept.	San Francisco
Philip G. Hargood	Fireman	Western Division
Herbert C. Hodges	Brakeman	Western Division
Donald Jacob	Machinist	Mechanical Dept.
Roy D. Jayne	Locomotive Engineer	Western Division
Clarence J. Kiel	Carman	Mechanical Dept.
Marie M. Kistie	Clerk	Western Division
Jean McHardy	Clerk	Western Division
Harrison B. McNulty	Brakeman	Eastern Division
William F. Monday	Section Laborer	Western Division
Wilmer R. Moore	Locomotive Engineer	Western Division
Thurman J. Mozingo	Store Helper	Store Department
James P. Patterson	Car Helper	Mechanical Dept.
Louis J. Pearce	Locomotive Engineer	Eastern Division
Albert S. Pine	Asst. Supervising Clerk	San Francisco
William L. Powell	Locomotive Engineer	Western Division
Willie Prewitt	Waiter	Dining Car Dept.
Rae K. Raymond	Clerk	Western Division
Cherry H. Rowley	Clerk	Western Division
David C. Smith	Switchman	Western Division
Edward P. Soulies	Stationary Engineer	Mechanical Dept.
Ruth A. Stone	Machine Operator "A"	San Francisco
Melvin R. Strang	Conductor	Western Division
Robert L. Thomas	Machinist	Mechanical Dept.
Lorin V. Thompson	Machinist	Mechanical Dept.
William E. Wallace	Locomotive Engineer	Western Division
Henry M. Wesolowski	Yardmaster	Eastern Division
Floyd E. Wheeler	Carman	Mechanical Dept.
Howard J. Winn	Clerk	Mechanical Dept.

<b>10-YEAR PINS</b>		
Donald F. Anderson	Carman	Mechanical Dept.
Harold J. Coldsmith	Personal Records Clerk	Western Division
Marie Daly	PBX Operator	San Francisco
Rose Lupe	Steno-Clerk	Chicago
C. A. Maton	Lineman	Com. Dept.
Preston A. Nuffer	Clerk	Eastern Division
Merlye W. Reigner	Chief Clerk-Traffic	New York City
B. G. Rumsey	Communications Maintainer	Com. Dept.

A Texas oilman barreling along the highway in his luxurious car screeched to a stop to pick up a hitchhiker. Climbing in, the new passenger noticed a pair of thick-lensed glasses lying on the seat. As the telephone poles flew by in a blur he grew more nervous. "Beg pardon, mister," he finally managed to say, "but don't you think you'd better wear your glasses while you are driving so fast?"

"Shucks, don't let that bother you," drawled the Texan. "This windshield is ground to my prescription!" \* \* \*

This is no joke. And it's no fun to be down and out, without friends, when you need help. That's why your contributions to United Crusade are so important. Many persons, old and young, are in dire circumstances. Give now—help an unknown friend in need.

# Invitation to an Open House

Photos by Bertha Miller

ALL Western Pacific railroaders are invited to attend an Open House at Portola on Sunday, October 20. "We'd like you to bring your families, too," suggests Mrs. Mildred Lambert, president of the Western Pacific Hospital Auxiliary, a voluntary community organization.

A feature of the program will be the dedication of a memorial spruce tree on the hospital grounds in honor of Dr. J. D. Coulter, who passed away on August 23, 1951. He had for 17 years served as Western Pacific's division surgeon at Portola Hospital. There will also be a drawing for a Polaroid camera and other awards, and refreshments will be served by the Auxiliary.

Purpose of the event is to familiarize the community and railroad employees with the Auxiliary's program, to display its accomplishments, and to culminate a drive for funds which began in September. Contributors to the Sustaining Membership Funds, which sell for one dollar, will be eligible for the drawings for awards. Winners need not be present for the drawings.

Formation of the Auxiliary in February of this year reflected a growing interest by those in the Portola com-

munity to assure continued successful operation of the Western Pacific medical department's hospital. For a number of years the facilities have been divided just about equally between use by the medical department's patients and private patients in the community. Mrs. Lambert reports that the active membership in the Auxiliary, which has reached about 85, is also divided about equally between members having employment with Western Pacific and residents of the Portola community having other occupations.

Chief Surgeon G. F. Cushman and Business Manager R. L. Randall have welcomed the organization and its effective work. "It has been a real contribution to the problems in continuing the operation of the hospital by the medical department on a sound and economic basis," Dr. Cushman said recently. "We have also experienced a much greater cooperative relationship between the hospital administration and the community in their common interest in the hospital."

The hospital building and grounds

When landscaping is completed, lawn, trees, and shrubs will add to attractiveness of the rehabilitated Portola Hospital buildings.



Mrs. John Richards, hospital manager (left), and Mrs. Mildred Lambert, Hospital Auxiliary chairman, consult with Doctors Charles Brown, chief surgeon WP Hospital, and W. B. McKnight, County Health Officer, on organization of the new Hospital Auxiliary.

are owned by Western Pacific and leased to the Medical Department. The railroad spent almost \$7,000 this year to refinish the building with new asbestos siding, general rehabilitation, and painting inside and out. The medical department has financed other improvements which include additions to equipment and furnishings. The Auxiliary has undertaken to finance and complete a major landscaping project, including trees, new lawns and a sprinkler system (towards which Western Pacific contributed \$1,000). General redecorating of the hospital wards, private rooms, and clinic waiting room with new curtains and other decorations is also part of the Auxiliary's program. Some of the work is already completed and every attempt is being made to have all work finished in time for the Open House.

Mrs. Harriet Richards, administrative nurse, has also enthusiastically endorsed other aspects of the Auxiliary's program. Members of the organization have volunteered their time

each day to read to patients, write their letters, baby-sit for mothers attending the clinic and visitors to the hospital, act as interpreters for non-English-speaking patients, run personal errands, and make small purchases. All have added greatly to patient morale. Members have also spent many hours sewing torn linens, labeling medicine bottles, and other such activities not normally performed by the regular staff. These services have helped considerably in reducing hospital costs.

The medical department's use of the hospital is not just for WP patients in the Portola area. Nearly half of those WP patients who are assigned there by the medical department are for long-term and convalescent cases transferred from all points between San Francisco and Salt Lake City.

The Medical Department Board of Directors (representing both Western Pacific management and the 27 labor organizations) urge all WP railroaders

Members of the Auxiliary serving mid-afternoon coffee to patients are (from left): Kathy Bross, wife of Dr. Bross; Mildred Lambert, wife of Austin Lambert; and Dorothy Donnenwirth, wife of Engineer Clair Donnenwirth.







Members of B&B Gang No. 4, who did the renovating of the hospital are (from left): Joseph Linscott, John Peterson, Foreman Hans Pautke, Douglas Peterson, and Charlie Fleming.

to support the Auxiliary's drive for funds by donating a dollar for a 1957 Sustaining Membership card. All funds collected (less cost of printing, awards, and Open House expenses) will be used to help finance the various projects planned by the Auxiliary. An effort is being made to match the contributions received from those not connected in any way with the railroad to those received from Western Pacific employees.

In the year ended April 30, 1957, the American railway payroll totaled \$5½ billion. This was greater than for any previous 12-month period in history, topping by \$225 million the previous all-time high record established in 1952. It was more than double the railway payroll in 1941 and 83 per cent higher than that for any year prior to World War II.

\* \* \*

The big burly bum stalked into the bar and demanded two shots of whiskey. He drank one and poured the other into the breast pocket of

## Asiatic Flu Vaccine

The medical department has authorized all Western Pacific local surgeons to provide vaccine shots against the so-called "Asiatic Flu" to eligible employee and pensioner members who may desire same as a direct benefit of the department.

Employees are advised, however, that the vaccine is and may remain in extremely short supply, so that the Western Pacific medical staff will be limited as to the number of members they can accommodate.

Every effort is being made by the department to assist in procuring an adequate supply as soon as possible. Chief Surgeon Cushman reports that medical opinion believes the predicted epidemic may involve from 15 to 20 per cent of the population. However, the indications are that it will be relatively mild with a very low mortality rate as compared with previous epidemics.

There appears to be no reason for alarm on the part of any member who may become ill from this virus, as routine medical care (chiefly bed rest until at least 24 hours after the fever has subsided) is the only indication in the typical case.

his coat. He ordered two more and disposed of them the same way.

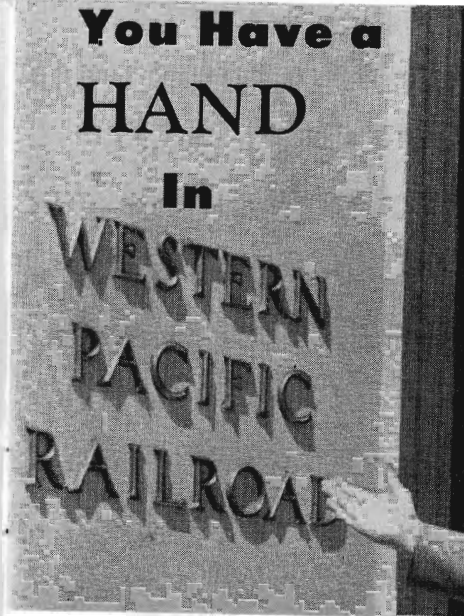
After the fourth round the bartender asked why he kept wasting whiskey.

"I'm paying for it and I'll do as I please," said the indignant bum. "You keep your nose out of my business or I'll knock your block off."

Just then a small mouse stuck his head out of the man's coat pocket and squeaked: "Yeah! And that goes for your big old cat, too!"

\* \* \*

And there was the kangaroo who went to see his psychiatrist because he didn't feel jumpy.



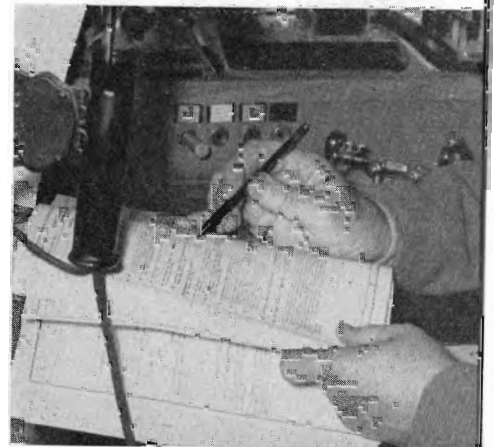
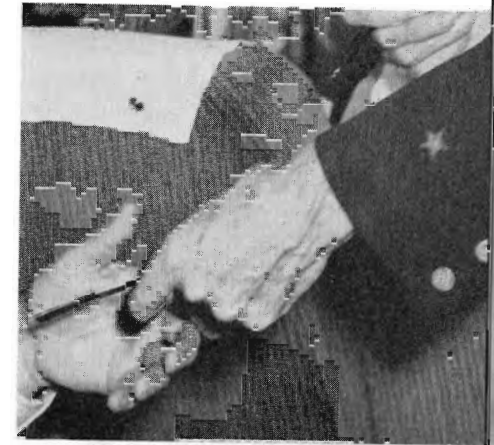
**H**AVE you ever noticed how much you can learn from a person's hands? Probably not, but they do have quite a story to tell. For example, how old a person is, his occupation, and to some degree his personality and character. Hands can and do tell a great many secrets.

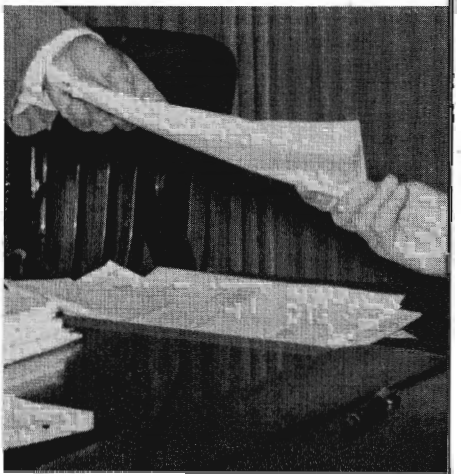
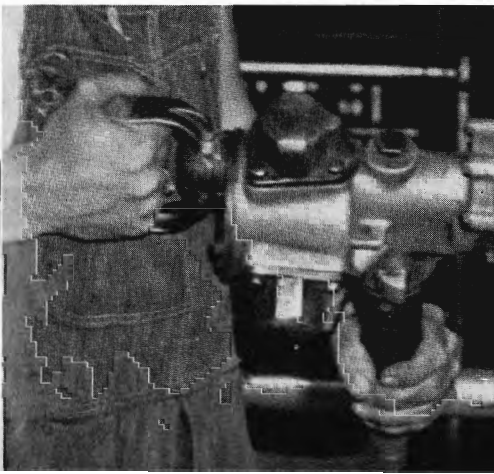
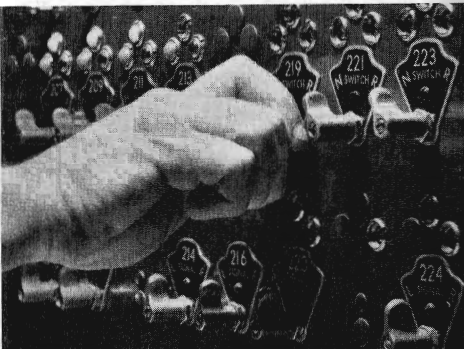
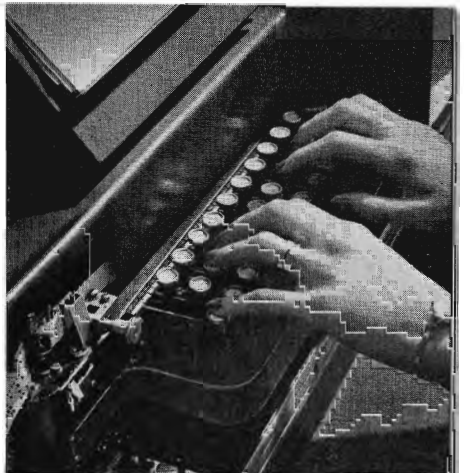
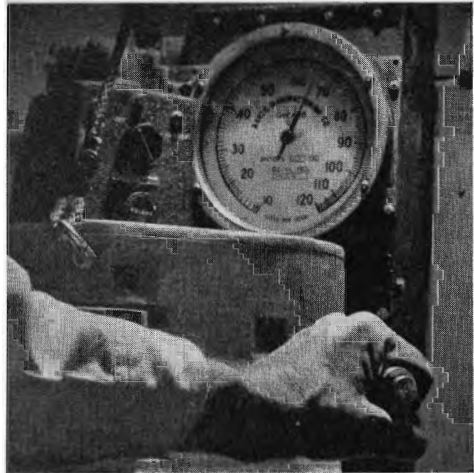
It takes many occupations requiring the use of hands to keep your railroad running. Knowledge and modern equipment alone can't do the job. Nimble, calculating, deft and sensitive fingers of some 5,000 WP railroaders are busy every day.

Hands play a most important part in the handling of our passengers and freight, building and maintaining the railroad, and keeping up with the flow of correspondence and the vast quantity of reports and figures. Only through the countless contributions made by these hands every day is our progress possible.

Your hands may be among these pictures which have been taken from time to time along the railroad. Whether they are or not is not important. The important thing is to take good care of your hands—they are your livelihood, your contact with your work and, yes, a strong indication of your personality and your character.

Most of the hands in these pictures tell their own story, but before you look at the answers on page 22, see if you can identify the work they do.







## Dear Editor:

### Herlong agent commended

I should like to call to your attention the very courteous service which was recently rendered to us by your agent at the Herlong, California, depot, Mr. V. E. Emerson.

Mr. Emerson was most prompt in answering our inquiry regarding fares and time schedules for our son to make a trip to Oakland. When we arrived at the depot, he was most courteous and considerate.

It was, indeed, a pleasure to be served by Mr. Emerson, and has renewed our interest in traveling by train after several most unpleasant experiences in recent years.

Harriet F. Attaway  
Susanville, California

\* \* \*

### New reader "down under"

I would like to inquire if it is possible to become a subscriber to your magazine MILEPOSTS.

Recently I was sent two copies of this publication by a friend of mine who is on a business trip to the U. S. A., and I found it very interesting to read and learn something of your ways and methods of railroading. This is of particular interest to me, as I am a railroad man myself, being a train control officer in the Victorian Government

Railways. This is a position much the same as an American train dispatcher.

Over the past few years I have corresponded with several overseas railroad men and have had the good fortune to be put on the mailing lists for publications and staff journals of several systems, but as yet, with none in the U. S. A.

Please forgive me for writing, as no doubt you are besieged with requests for literature by railroad enthusiasts from all directions, but it is a very interesting hobby, even to an old-hand railroad man such as I.

If you can see your way clear to assist me in any way, I would be extremely grateful, as information on overseas railroads is very scarce in Australia.

Michael W. B. Ronald  
"Winton"  
1399 Dandenong Road  
Oakleigh, S. E. 12  
Melbourne, Australia

\* \* \*

### Picture mailed

I am writing in behalf of my aunt, Mrs. Esther Petersen, to ask if it would be possible to obtain the negative of the picture of her husband (my uncle), Einer O. Petersen, which appears on page 6 of your March, 1957, edition of MILEPOSTS. My uncle died quite sud-

denly within the past month. He had always intended to have his picture taken, but as with so many things, it was just one more thing he never got around to doing. I know that my aunt would appreciate it very much.

Trusting in your kindly understanding and thanking you in advance.

Father Jerald Thomas  
Church of the  
Most Holy Redeemer  
San Francisco

\* \* \*

### WP, of course!

Last August I began to model the WP in HO gauge, but I lacked enough information to complete it. Thanks to your wonderful Public Relations Department I received plenty of material to finish the layout. Also, I wish to extend a word of thanks to your vice-president, M. W. Roper, who so graciously had my name placed on the mailing list to receive MILEPOSTS.

The copies of MILEPOSTS which I have received so far have helped me immeasurably in my task of modeling the WP, and I look forward to much enjoyable reading in the future. Thank you.

I am also interested in contacting anyone else who is modeling the Western Pacific or anyone who could help me out in my endeavor.

John F. M. King  
600 Warren Avenue  
Hohokus, New Jersey

\* \* \*

### Elko picnic

I would say the picnic at Elko August 10 was a success. Weather was ideal, food delicious, turnout tremendous. Saw the bosses in roust-

about clothing, enjoying eats and atmosphere.

May I say it's wonderful to be a part of one of the greatest, biggest little railroads in America, the Western Pacific. We all should be mighty proud of a host of fine officials, a grand personnel, and everyone should be glad he is an employee.

I extend salutation to all for the year of 1958, and hope many of us are still present.

H. W. Steinert  
Locomotive Engineer  
Elko

\* \* \*

### Like story on Russia

This is just a note to say that I am enjoying the MILEPOSTS articles on Russia by Mr. Cook.

Mr. Cook seems to have an objective, unbiased and scholarly viewpoint. He is doing a good job, in my opinion.

James M. Hoyt  
Assistant Professor  
University of Nevada

\* \* \*

Received the July issue of MILEPOSTS. Very interesting about Russia and the other small items of interest. I always take it up to the diesel locomotive terminal for the gang to read.

Please keep my name on your mailing list.

Harry L. Gangwer  
21 Eurana Avenue  
Weatherly, Pennsylvania

\* \* \*

We just read the story "A Business Man's View of Russia" by Peter Cook, Jr., in your June, 1957, Western Pacific MILEPOSTS and enjoyed it so much that we would like to reprint it in a future

issue of our *Journal*. May we? If your answer is yes, we would also appreciate receiving the glossy prints used with this story, including that of Mr. Cook.

We are looking forward to the next installment of Mr. Cook's article and, of course, will want to reprint that, too.

Thank you for whatever assistance you may be able to extend.

Marcella Hackett  
Journal Department  
Brotherhood of  
Locomotive Engineers  
Cleveland, Ohio

\* \* \*

*Mr. Cook granted permission to use his story in the Journal and The National Cash Register Company authorized use of their pictures which accompanied the series (four in all, concluding last month) in MILEPOSTS. It will appear soon in the B. of L. E. Magazine.*

\* \* \*

### Passenger comments

A Mr. Ronald P. Boardman, of Chicago, recently rode the *California Zephyr* between Chicago and Denver, which that day had a WP dining car crew aboard. Since Mr. Boardman was

traveling with a Rail Travel Credit Card he was puzzled when he received a bill for his dinner from Western Pacific, since he was never on our railroad during his trip. A letter of reply was sent to Mr. Boardman explaining the joint WP-D&RGW-CB&Q operation of the train. I think you will be interested in his acknowledgment of our letter, which follows.

A. F. Rintala  
Assistant Treasurer

"Thanks for explanation. I marvel at the way you railroad people work together in the interests of better through railway service. If and when the long-distance train starts featuring such resort hotel luxuries as barber, valet, secretary, Cinerama, and library, to mention only a few of the features that keep people occupied and happy, train travel will be vacation in itself, a restful interlude; and I, for one, will give up other means of travel altogether."

\* \* \*

*Mr. Boardman's comments are very much appreciated. Although the California Zephyr does not have all the luxuries he mentions, we feel that the train comes mighty close to "resort hotel luxury," and offers many advantages not found in "other means of travel."*

### Whose Hands?

Could you identify all the hands in the pictures on pages 17, 18 and 19? Some were easy; some difficult. You're a real railroader if you guessed all 14. Eleven right? You're pretty sharp. Only eight? You have railroading in your blood, but need a little more experience. Better study up a bit if you guessed five or less. Three or less, don't give up; very few know all the answers.

It takes cooperation to run a railroad, and whether you're an old hand or not, your job is

important. Your hands are, too, so take good care of them.

Here are the answers:

Page 17—Conductor, Agent.

Pages 18 and 19, first row—Engineer, Rate Clerk, Signal Maintainer, Teletype Operator. Second row—Brakeman, Dispatcher, Section Hand, Waiter. Third row—Vice-President, Zephyrette, Carman, Secretary and President.

## It's Dance Time Again

Jack-o'-lanterns, goblins, and other foams of witchcraft will add to the gaiety of this year's Annual Fall Informal Dance. The popular annual affair will be held again this year at the Surf Club, 660 The Great Highway, just down the hill from San Francisco's famous Cliff House at the Beach. The date is Saturday evening, October 19, and the Club will be suitably decorated with a Halloween theme.

Ample free parking space offers no problem to the motorist, and the Surf Club may be reached easily by Municipal Bus Lines 5, 18 and 38.

The Surf Club will be open at 6:30 p. m. to serve refreshments before dinner, which will be served between eight and ten. Harold Wyman and his

dining car department crews are working up a "steak dinner" menu suitable for any King and Queen.

An added attraction this year will send home some lucky person with a surprise door prize. We can only say now that its value will exceed that of their admission.

Bids are available at a reasonable cost of \$12.50 per couple, difficult to duplicate anywhere for an evening such as this. It is hoped this slight increase over the \$10 admission charged last year will cover expenses.

Howard Frederic and his band will again play music which "makes you want to dance," as so many who attended last year will recall.

Bids are now available.

**These railroaders, in one corner of the large dance floor, were kept on their feet at last year's Fall Dance by Howard Frederic's delightful music. This year should be no different. An excellent dinner, gay decorations, and a friendly atmosphere are other reasons why you should want to attend this year's party on October 19. Reservations are limited, act fast.**



## The Mystery of Rudolf Diesel

THE mystery surrounding the strange disappearance and death of Rudolf Diesel—the man who gave the world the Diesel engine, the forerunner of the Diesel-electric locomotive—may never be solved.

In 1913, Diesel, then 55 years of age and world-famous, left Antwerp with two friends by channel steamer for England. In London, Diesel was to confer with certain business interests concerning the opening of a new Diesel plant. He and his friends had dinner on the boat, and afterwards they strolled on deck before going to their state-rooms for the night. Some time during the night the famous inventor disappeared.

Was he murdered? If so, by whom? And what was the motive? Did he accidentally fall overboard? Or was it suicide? These are some of the questions which have baffled business associates, police officers and detectives for more than 40 years.

Rudolf Diesel was born in Paris, of German parentage, on March 18, 1858. His father was a leather goods merchant, engaged in business in the French capital. In 1870, when the Franco-Prussian war broke out, the position of many German families living in Paris became untenable. The Diesels fled to London. Here young Rudolf spent many hours in the British and South Kensington museums, studiously observing the model and mechanical drawings on display.

The family decided to return to the continent and Rudolf went to Augsburg, Bavaria, to live with an uncle and he later entered Industrial College there.

When Rudolf passed final examinations with a rating of nearly 100 per cent, one of the professors found a way to finance the young man's way through the country's foremost technical school, Polytechnic University in Munich. Rudolf applied himself to the study of thermodynamics—the science of converting heat into work—under the renowned Professor Carl von Linde, the first man to liquefy air. Professor von Linde's lectures were an inspiration to the young student and many of his extensive notes are preserved to this day.

Arrangements were also made for Rudolf to serve an apprenticeship with Sulzer Brothers, at Winterthur, Switzerland, to gain practical knowledge of the manufacture of steam engines and refrigerating machinery. After returning to Polytechnic University, where he attained the highest marks in the history of that institution at the age of 21, he returned to Sulzer Brothers to become an expert on refrigerating machinery. He interested Heinrich Buz, director of Maschinen Fabrik, Augsburg, Nuernberg, in a patent for an improvement in making ice crystal-clear, and between them was founded a warm friendship.

About this time Diesel met and married a young German woman, Martha Flaschs, and they settled in Paris.

Diesel's thoughts returned to the low thermal efficiency of the steam engine and on February 28, 1892, he applied to the then Imperial Patent Office in Berlin for protection of his patent rights to an internal combustion engine. The patent was granted shortly thereafter.

Several manufacturers whom Diesel tried to interest in his radically different type of internal combustion engine for use in locomotives, ships and submarines, thought his ideas unsound, "impossible," and "ridiculous." Diesel persisted in his efforts but the model which he completed some time later exploded during a test and injured him so seriously that for a time he was expected to die, and it seems likely that his invention would have died with him.

HIS recovery was most fortunate for the world for Diesel began experimenting with fuel oil and in 1897 the first workable Diesel engine coughed its way to success. Before many years had passed, his name was a household word throughout Europe.

The question arose as to what the new-type engine should be named. Diesel wanted to call it Rational Heat Engine—Diesel Patent. Other names

**Powerful locomotives, such as this Western Pacific diesel-powered engine, are result of Rudolf Diesel's first success in 1897.**

were suggested. But as is often the way with women, his wife had the last word and her suggestion "Diesel Motor" was selected. After the Diesel motor had been introduced in the United States a few years later it was concluded that the word "motor" was a misnomer and from then on it has been known as the Diesel engine. (By Adolphus Busch, head of the famous Anheuser-Busch Brewing Association of St. Louis.)

In the years following the Diesel engine's successful operation, the inventor was flooded with invitations from foreign countries to address conventions, and he was honored and feted. He presented a paper before the American Society of Mechanical Engineers in 1912 and his visit to this country was like a triumphal tour.

Ceaseless work and endless journeys in the interest of his numerous enterprises began to undermine his health. His desire to have his own fuel supply prompted him to make investments which ended in heavy losses. Although he had amassed a fortune



from his invention, financial difficulties now beset Diesel.

Many stories have been published about his disappearance. Some even hinted that he was pushed overboard by a German agent because it was feared that the new ideas which Diesel had brought forward might be passed along to his English associates.

According to a representative of the London Diesel company, one of those awaiting the arrival of Diesel in London, the following facts were later brought out:

Several weeks after Diesel was reported missing, a body was picked up by a fishing boat in the English Channel, and after removing several articles from the dead man's person, the body

was returned to the sea. Days later, when the fishermen reached their home port in Holland, they told their story. The identity of the body was never established, but one of the articles alleged to have been found on the body—a pair of glasses—is reported to have been identified by Diesel's son as belonging to his father.

Nearly half a century has passed since that fateful September night in 1913 and the circumstances surrounding Rudolf Diesel's disappearance remain as deep a mystery as ever. Whatever happened, it was a tragic end for the man whose invention led to the development of the Diesel-electric locomotive which now furnishes more than 90 per cent of the power for the American railroads.

### It's YOUR Money!

Perhaps you remember the widely touted economy drive of just a few months ago, when much concern was being shown for the outrageous burden on taxpayers (that's you).

We thought you'd be interested in this partial progress report:

An \$858 million appropriation for inland waterways sailed through Congress. The entire cost will be paid by the taxpayers (that's you). Barge operators will continue plying the expensive rivers and canals without paying a penny of tolls toward their cost.

The Civil Aeronautics Administration is asking for \$800 million to modernize the air-traffic control system. Again, commercial users, who are mainly responsible for the growing need, will pay far less than they benefit. Taxpayers (that's you) will make up the difference.

Nobody knows for sure just how

many tens of billions of dollars the new continental highway system is going to cost. It'll be far more expensive than necessary just to accommodate passenger cars, for it will have to be built strong and wide enough to move freight that can be moved more economically by railroad. But, if current policies are continued, taxpaying motorists (that's you) will pay the lion's share.

The St. Lawrence Seaway is costing far more than its promoters said it would.

So much for the "economy drive" in the transport field.

It's YOUR money!

LIGHTING THE WAY



MILEPOSTS



# Caboosing

## WENDOVER

Esther A. Witt

Mrs. Barbara Parks, wife of WP Hotel Manager, WALTER H. PARKS, was the honored guest at a Stork Shower in the Lounge of the State Line Hotel. After a light lunch and an evening of visiting, Barbara had the fun of opening two bassinets full of beautiful and useful gifts. Hostesses for the occasion were Telegraphers: SHIRLEY F. LEE, ANNA BELLE ALBRECHT, and FLORENCE E. McCLURE. Waitresses were: ESSIE MAE GARFIELD, IRENE CHARLES, BETTY ESPINOSA, PEGGY SHEA, LA RAE SULLIVAN, and Yard Clerk ESTHER WITT, who were assisted by RHEA SHEPHERD, wife of Switchman GERALD D. SHEPHERD. A delightful time was had by all who attended.

WP Hotel Manager and Mrs. WALTER PARKS are very proud of their new son, Gregory, who made his debut in the world at the Latter Day Saints Hospital in Salt Lake on August 25, weight 7 lbs. Greg has two brothers and a sister to help look after his well-being. Congratulations, Barbara and Walt.



Mrs. Thomas Shea's camera caught Dining Car Superintendent Harold Wyman on his way for more coffee, and this group waiting in line for chow, at the recent annual Elko picnic.



OCTOBER, 1957

Lynn Shepherd, son of Switchman and Mrs. GERALD D. SHEPHERD, underwent eye surgery a month ago and we are glad to find that the operation was successful in correcting his vision. As a reward for his bravery, he was treated to a trip to Stockton, California, by his parents. Hardly a day has passed that Lynn wasn't at the depot watching switching movements and arrival and departures of the trains.

Harry Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON, has gone to Fort Ord, California, where he will have eight weeks of training in the National Guard Medical Division, after which he will be assigned to a medical post for six months. Harry made quite a name for himself during his attendance at BYU by winning many honors in all sports.

We are glad to report that Telegrapher SHIRLEY F. LEE, who recently had spinal surgery, has returned to her home and is able to be up and around. It will be some time before she will be able to return to work. Though your progress may be slow, Shirley, we sincerely hope that good health will be lasting.

Mr. and Mrs. N. J. ELLERS of Los Angeles stopped off in Wendover to check on the Western Pacific employees that Mr. Ellers worked with from 1923 to 1926 when he was crew caller. Quite a number of people he had worked with were in town and there was a good deal of reminiscing.

## OROVILLE

Helen R. Small

The Sacramento Blood Bank's Mobile Unit called at Oroville and collected 185 pints of blood. WP employees were generous in their contributions.



"You're off schedule. . . . I know the California Zephyr wasn't late, so where've you been?"

The grand opening of the new Central Lanes bowling center was held August 28 in their fine new building at the corner of Olive Highway and Oroville Dam Blvd. It has 16 alleys that are equipped with the latest models in automatic pin setters and is a most welcome recreation center for Oroville. WP has had some fine bowling teams in previous years when it was necessary to travel to Chico or Paradise for practice. This will no doubt make for more and better teams.

Ditcher Operator CHESTER GRAHAM passed away at Oroville on August 14 following an illness of many months. He made his home with his sister, Mrs. E. L. Peninger, who survives him along with many other relatives. Burial was in Memorial Park, Oroville.

New arrivals. . . . A baby girl was born to Extra Division Lineman WM. LAKE and wife at Oroville on August 1. To Mr. and Mrs. Wm. Bloat a girl was born on August 21; this is another little

granddaughter for Assistant Superintendent J. J. McNALLY and his wife.

Miss Gail D'Arcy, daughter of CLAYTON D'ARCY, has received her diploma from the Merritt Hospital School of Nursing in Oakland. She plans to continue working at Merritt as a graduate nurse.

## NEW YORK CITY

Alan Hudson

A typical, modern residence in the rolling hills of northern New Jersey has an added attraction. Not that there are not already many attractions in the persons of RAY GREVE, traffic representative; Claire, Mrs. traffic representative; Carol, alias "Mike," a precocious fiver; and Tommy, a Slippery Rock fullback, Class of '75. Mike and Tommy now have to move over and pass the chow since a new character is there to stay and cut in on their acts, their ice cream, their toys, and to share their attention.

The added attraction? Peter Stephen, who arrived on August 14, all nine lbs. and 14 ounces!

Our congratulations to this wonderful family!

## SACRAMENTO SHOPS

Marcella G. Schultze

While vacationing at Catalina Island, Machinist MARION VELASICH, showing the usual tourist's curiosity, read a plaque in the town plaza which listed the charter members of the "Nickel Divers," organized in 1904. The name of GIRARD CASTLEMAN caught his eye immediately, as being the same as that of the former Coordinator of Apprentice Schools, under whom the shop instructors worked before shop classes were discontinued. Marion, having

been one of the teachers, telephoned Mr. Castleman upon returning to Sacramento, and found his "hunch" was right. Mr. Castleman delighted in relating to Marion how he'd financed most of his college education. While spending summers with his grandfather on Catalina, he dove for nickels thrown in the water by sight-seers and brought up sea shells for those tourists who pointed them out while riding in the glass-bottom boats.

Young Monte Latino, 11 years of age, can certainly boast of following right along in his father's footsteps, as this year he made the shortstop position on the Minor League Oak Ridge District All-Star Team. The Oak Ridge players lost their final game in the city championship play-off—just as the WP softball team lost its final divisional play-off game—with Painter Foreman MONTE LATINO, SR., of course, playing the shortstop position!

Our very best wishes to Machinist

A group of Sacramento YMCA boys recently visited the shops. Showing them around are J. R. LaMalfa, lead draftsman; Frank Kwoka, YMCA Summer Fun Director; J. E. Asbury, blacksmith foreman.



Apprentice and Mrs. GARY L. KIMBALL, who were married in a civil ceremony at Folsom, August 7. The new Mrs. Kimball is the former Darla Summerlin of North Highlands.

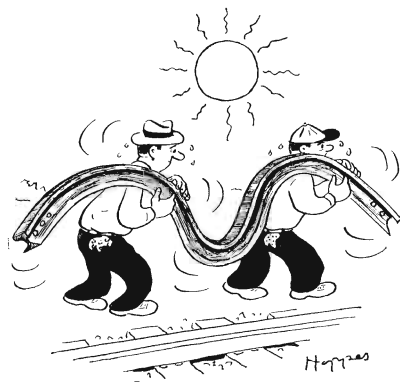
Retired Blacksmith CHARLIE CONNELLY didn't find things quite the same when he visited us recently. Charlie was a little nostalgic for the "good old times" when he was a hammersmith and the "Big Hammer" forged out large items like locomotive axles and frames—all purchased ready-made in this day and age!

We learned recently that furloughed Boilermaker Apprentice RONALD L. McNABB is presently in the Navy and stationed in Honolulu. For anyone wishing to write, his address is: Ronald L. McNabb, AN, VR-21, N.A.S., Barbers Point, Honolulu, T. H.

## WINNEMUCCA

Ruth G. Smith

Cashier and Mrs. HENRY MENTABERRY are the parents of a daughter, Paula Kaye, born at the Humboldt General Hospital, August 2, 1957. The baby's



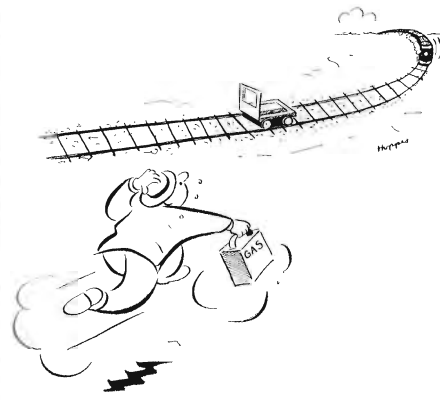
maternal grandparents are Machinist and Mrs. FRANK WILLIAMS of Elko. Frank is Mayor of Elko and has worked as relief Mechanical Foreman at Winnemucca on several occasions.

Karen May Meals was baptized on August 2 in the Community Methodist Church at Winnemucca. Karen is the five-months-old daughter of Sgt. and Mrs. Robert Meals and the granddaughter of furloughed Hostler Helper and Mrs. HARRY MEALS. Sgt. and Mrs. Meals and daughter were en route to Mannheim, Germany, where he will be stationed with the Army.

The big news in August was the ninth annual Shrine Circus train, which left here at 6:30 a. m., August 7. The train was painted on Tuesday, August 6, by the children under the supervision of the Winnemucca Shrine Club. The crew on the round trip to Reno were Engineer WALTER YOUNG, Fireman JOHN CANFIELD, Conductor H. J. LARSEN, and Brakemen R. A. BURHANS and D. T. WOODS. They returned to Winnemucca at 10:30 p. m., with a total of 900 children making the trip.

Marnie Miller, daughter of Retired Operator and Mrs. M. C. MILLER, recently returned from Tokyo, Japan, where she has been teaching school. On her way home she took a two-month cruise to Burma, Hong Kong, India, Malaya, and Thailand. She also visited with friends in Honolulu on her return flight. Marnie will teach in Reno this fall.

Stuart Pearce, son of Engineer and Mrs. LOUIS PEARCE, has passed his certified public accountant's examination in San Francisco and is employed there by the firm of Arthur Young & Co.



## SACRAMENTO STORE

Irene Burton

We are sorry to report three of our folks on the sick list. FRANK PEDROZZA recently underwent surgery as did ALTON DABB's wife, Hazel, and AGNES ASH will be off for a couple of months due to illness. We all wish them a speedy recovery. MARY Jo INGRAHAM, former steno for electrical engineer DICK CARTER, is working on EVELYN RICHARDSON's desk while Evelyn replaces Agnes.

## KEDDIE

Elsie Hagen

Former Train Desk Clerk CY BATES and his family were Keddies visitors recently. Cy is now in the Superintendent's Office in Sacramento.

ALLEN HANLEY, son of Agent PETE HANLEY, has re-joined the Navy and will be stationed in Pearl Harbor as a Typist Clerk. Previously he worked for WP as a Train Desk Clerk.

We are all glad that Roundhouse Foreman GEORGE BENNYHOFF is back to work and feeling fine after a recent

fall at home in which he broke several ribs.

Retired Operator RAY BECKLEY and his wife are leaving this week for Illinois where they plan to spend the winter with relatives and friends.

Fireman L. T. CLARK is moving from Portola to Keddies soon.

Mrs. Blackie Adams, wife of Brakeman L. C. ADAMS, is a great-grandmother. The father, 22-year-old Darrel Powell, her grandson, teaches school in Quincy. The baby, Darrel Powell, arrived on August 9. Mrs. Adams has two sons by a former marriage, WALTER A. POWELL, and LOREN L. POWELL, both conductors. FRANK POWELL, the father of her two sons, was an engineer a number of years ago, and passed away in May, 1926.

## SALT LAKE CITY

J. B. Price

Conductor and Mrs. FORREST H. LESSLEY have announced the marriage of their daughter, Sandra, to Jerold C. Cady of Salt Lake. They were married recently in the L. S. Skaggs Memorial Chapel of the First Baptist Church. After their reception the newlyweds departed on a honeymoon trip to Colorado. Congratulations and best wishes are extended to the happy couple who plan to make their home in Salt Lake City.

The Salt Lake Gladiolus Society held their annual gladiolus exhibit at the Western Garden Center in Salt Lake City recently. Conductor DEWARD C. ANDERSON was co-chairman for the exhibit and his daughter, DeOna, assisted him. DeOna, a member of the Junior Society, won the sweepstakes on the best three-spike entry in the Junior division, the prize being a silver loving cup. De won the sweepstakes in the



artistic section, sweepstakes on the three-spikes and sweepstakes for the best entry in the Intermountain introduction class. Between the two of them they received seventeen ribbons and the large loving cup which can be used as a planter.

While dad and sister were representing the family at the flower show, the Andersons' son, Noel, was busy helping his Little League baseball team win the city championship. Noel received a silver loving cup for his participation.

A speedy recovery is wished for the father of Brakeman BRUNO B. PERRI who was injured in an automobile accident. We hope that good health will be his before too long.

Mrs. Marie Sullivan, wife of Conductor DAN W. SULLIVAN, is recuperating at her home after a siege spent in the hospital. We are all hoping that she will soon be able to resume work.

## STOCKTON

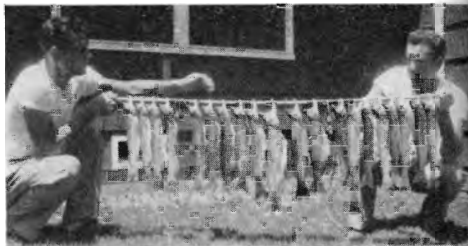
Elaine Obenshain

The enginemen's shelter on the roundhouse lead has just been completed and everyone is quite pleased with the results.

Roundhouse Clerk JIM HIGHTOWER again participated in the 316-mile Stockton to Colusa-Redding Marathon Boat Race. However, he met with propeller trouble and had to be taken out of the water at Red Bluff. He was in 16th place at the time.

Former Train Desk Clerk IVAN E. McATEE, son of Chief Clerk and Mrs. L. I. McATEE, was discharged from the Navy on August 13.

We were all very sorry to learn that Clerk DAVE GREGSON's father recently passed away.



Brakemen D. A. Lovdal and D. O. Berkstreser show off their cutthroat and German brown trout caught in Independence Lake. Heaviest was 2¾ pounds, and measuring 12¾ inches.

Our sympathy is also extended to Clerk P. GARCIA whose sister passed away recently.

We are glad that Conductor C. A. BURKETT, JR., is recuperating nicely from a recent eye operation.

Former Brakeman J. M. STARR, son of Conductor and Mrs. J. N. STARR, recently married Diana Jacobs, granddaughter of Mrs. Edward Hardy. The newlyweds will make their home in Barstow while the groom completes his Army service at Camp Irwin. We send them our best wishes.

## CHICAGO

Dan Dutkiewicz

DON BANKS, Traffic Representative, recently left the employ of WP to take a job with the Sheraton Hotel as assistant to the president. Good luck on your new job, Don!

Donald, son of Traffic Representative JAKE EPHRAIM, recently came back from his extended vacation abroad. Jake was quoted as saying that the return trip home cost more than Don's entire 30 days overseas.

We just learned that FLORENCE DUDLEY of this office was made honorary member of the "9 Dirty Birds Club" of



Jim Lynch gets the "heave-ho." See Elko column.

## ELKO

John L. Murphy

Denver, Colorado. "Pat" Fitzgerald of Colorado Mill & Elevator Co. is president. We don't know what it takes to become a member of this organization or how it came about, but understand "Lonesome George Gobel," of Hollywood, is a member in good standing, which sounds quite important from here!

We witnessed one incident at the Elko picnic that was finally cleared up to the satisfaction of all concerned. J. F. LYNCH, Superintendent, was found in line without a ticket and refused to budge. Special Agent ROBERT STENOVICH was unable to handle the situation alone, but with the assistance of Car Foreman GEORGE LEWIS, he was able to get him out of the service line! Jim finally produced the ticket needed and everybody was happy.

ART SCHMITT, Assistant Division Engineer, has returned to work after being off for about a month for rest, following a doctor's checkup. We're glad to have him back and hope that his health continues to improve.

This is what we would really term "coming in second." A baby girl. Val-

## SACRAMENTO NORTHERN

Milton Ziehn

The SN's Retirement Party for 1957 will be held on Sunday, December 1, at the Veterans Hall, West Sacramento, and Santa himself has accepted our invitation to pass out gifts to those who are retiring this year. In budgeting your Christmas funds this year, we hope a couple of dollars will be set aside by all past and present SN'ers to help make those gifts worth while. Watch MILEPOSTS for more details.



"I don't tell you how to run your engine, so don't tell me how to run my vacuum cleaner!"

rea Jean, was born to Fireman and Mrs. GLENN E. MORTON on August 27. Valrea was not only their second child, but also the second grandchild of Engineer GLENN W. MORTON and the second great grandchild of retired Engineer GLENN M. MORTON!

## PORTOLA

Gladys Ruse

We welcome the following families who have recently moved to Portola to make their home: H. J. LARSEN from Oroville, H. F. STAPP from Elko, and W. T. PATTERSON from Salt Lake City.

Congratulations to Brakeman and Mrs. JAMES H. ROGERS on the birth of a daughter, Donica Sue, on August 21. Donica is also the new granddaughter of Diesel Foreman and Mrs. RALPH F. SARBACH and Brakeman and Mrs. G. C. ROGERS of Portola. After all the excitement was over Jim flew to Camp Perry, Ohio, where he participated in the Marine Corps Reserve National Rifle Match.

\* \* \*

Nowadays women think they are good cooks if they serve meals they thawed out by themselves.

## SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

T. P. "TUX" WADSWORTH, assistant freight traffic manager, has been receiving congratulations on his election as president of the California Chapter of the American Society of Traffic and Transportation. The election took place during the annual meeting of the Chapter in Los Angeles on August 15.

CARL NIPPER, general agent at San Jose, is also receiving handshakes since his election for a three-year term as a board member of the Milpitas Chamber of Commerce during August.

Through the mail we learn that GORDON KNAPP, former passenger traffic representative at San Francisco and now drumming up business for our Los Angeles office, has moved into a new home in Anaheim. Being right next door to Disneyland, his son and daughter will no doubt soon educate Gordon on the attractions of the park.

We are glad to learn that Lydia Nolan, wife of JOHN C. NOLAN, assistant to freight traffic manager, is well on her way to recovery and recuperating nicely from her recent illness.

Our sincere condolences to the family of FRANK J. CATTUZZO, freight traffic rate clerk, who died from a heart attack on September 6.

ALICE MARIE COBURN, steno-clerk in the treasurer's office, was given a farewell luncheon on September 13 by the feminine members of the staff. Alice is expecting a new member of the family soon.

ANNA LUBARSKY, married on September 8 in a beautiful Russian wedding ceremony, moves up to Alice's desk, and LANA THOMSON will transfer from the signal department to succeed Anna as stenographer.

Signal Engineer A. L. HERBERT announced that effective September 1, ROBERT B. RUSSELL is assigned to position of assistant signal supervisor with headquarters at Elko. His position as acting assistant signal supervisor is superseded by his new title.

Two recent additions to the research department are EDSON L. BRIDGES, appointed assistant transportation engineer, and AL E. WHITLOCK, stenographer-statistical clerk. Edson is a graduate of the University of Nebraska and received his master's degree at Harvard. He then served as a research assistant to Dr. George P. Baker, professor of transportation at the Harvard University Graduate School of Business Administration. A native of Omaha, Nebraska, Edson is married and now lives in Menlo Park. Al was formerly steno-clerk in the auditor of equipment service accounts department, and has been with the Company since November, 1953. Al just purchased a home in Richmond.

## On-Time Performance



In the dispatcher's office of a freight yard in Portland, Oregon, there's a special "train board" for recording the arrival and departure of a sea gull—name of "Yardmaster." For eleven years he usually has arrived on October 20, stays around all winter, departs on March 20.

## New Railroad Book

A new, Electronic Age Edition, of Robert Selph Henry's book *Trains*, has recently been published by The Bobbs-Merrill Company, Inc., New York. The book sells for \$3.95.

Now in its ninth large printing, this new edition has adopted many new features and techniques in keeping pace with railroad progress. Largely by means of pictures, *Trains* tells one of the great stories of our nation's history—the harnessing of steam, the first crude railroads, the tunnels that cut through the Alleghany barrier, the race across the open Middle West, and thence across the deserts and through the Rockies to the Pacific. Mr. Henry weaves in many arresting facts and figures as he tells the story in such a manner as to bring out the railroad fan in everyone, young or old.

The 152-page book, 9 by 12 inches, is replete with old and new pictures, photos of various types of steam engines, and visually depicts just about every phase of railroading, including the most modern innovations.

Robert S. Henry is vice-president in charge of the Association of American Railroads' public relations department, through which association he has been able to gather much material for this book. He is also the author of *This Fascinating Railroad Business*; *The Story of the Confederacy*; *The Story of Reconstruction*; *First with the Most* *Forrest*; and *The Story of the Mexican War*.

*Trains* is recommended for anyone desirous of filling a void in his collection of railroadiana.

\* \* \*

A man drove into a gas station with his new shiny Cadillac. "Hello, stupid," said the attendant, "what program did you lose on?"

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## RAILROAD LINES



Union Pacific will soon receive the first of its 30 new \$1 million GE gas turbine-electric 8,500-h.p. two-unit locomotives, for use between Los Angeles and Salt Lake City.

. . .

Seaboard Airline's 1956 passenger revenues showed 9.1 per cent gain over 1955; passenger miles were up 8.1 per cent; foresees good future.

. . .

Illinois Central extinguishing hot boxes with dry chemical and special shaker-type one-pound container.

. . .

Alaska Railroad awards Motorola contract for microwave communications system between Anchorage and Portage.

. . .

Pennsylvania expects to have electronic mail handling system in service at Philadelphia by end of year.

. . .

Illinois, Pennsylvania and New York, in that order, have largest number of railroad employees.

. . .

Class I railroads' estimated net income after interest and rentals down \$59 million first six months of 1957, compared with first half of 1956.

. . .

Santa Fe, Union Pacific, and Chicago & Western Indiana receive National Safety Council's Award of Honor for bettering their safety records during 1956.