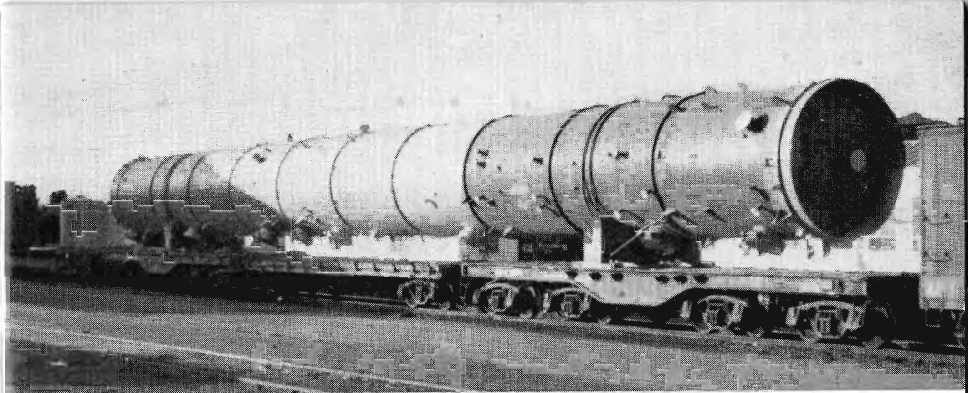
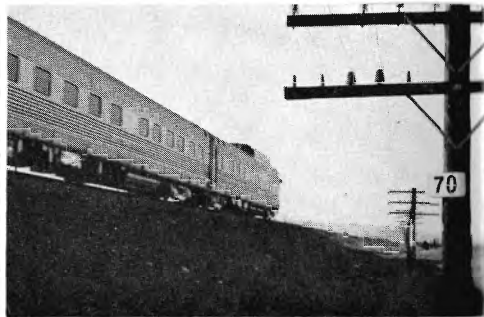


WESTERN PACIFIC
Mileposts
MAY 1955



WESTERN PACIFIC Mileposts



Vol. VI, No. 10

MAY, 1955

*Milepost No. 70

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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

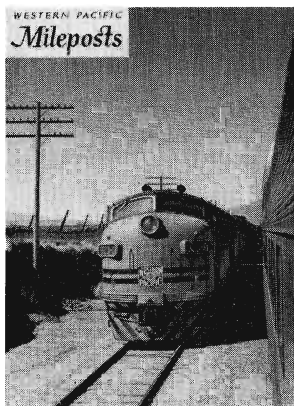
Member

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

* Milepost No. 70: The photographer reached Milepost 70 just in time to catch a fleeting shot of the rear of the California Zephyr, eastbound.

COVER

An eastbound freight holds siding near Midway for passing westbound Zephyr.



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MILEPOSTS

This picture by C. A. Gerstner shows the huge vessel mounted on two flat cars with the idler car in the center. The skirt, removed from one end, was transported on a fourth flat car, seen at the left.

high, wide, and DELIVERED

Once again the Western Pacific was called on to handle an oversized load which could not be transported by any other practicable means through competitive territory in which the railroad operates. The load was delivered last month without a hitch.

To give MILEPOSTS' readers a brief idea of the amount of preparation and planning necessary to handle a shipment of this kind, information was obtained from O. H. Larson, transportation department chief clerk, and C. A. Gerstner, engineer of track design, who gave the final authority for clearing the load over Western Pacific and connecting rails.

Back in January, before placing bids for manufacture of a 128-foot steel gas recovery debutanizer vessel for Shell Oil Company's new refinery at Anacortes, Washington, Consolidated Western Steel Company made available to WP for study, certain blueprints and specifications of weights and dimensions. With this information, it was determined what type of equipment would be required for the haul

and whether the load would meet the requirements of the Association of American Railroads' loading rules. It had to be further ascertained whether the load would clear all obstructions on tight curves, through tunnels, past standing trains on sidings, and past any other railroad property which might restrict the movement en route. Not only did this study apply to movement over Western Pacific, but also over connecting lines, which, in this instance, included Southern Pacific, Great Northern, and Spokane, Portland & Seattle railroads.

Specifications given by the manufacturer included a weight of 180,000 pounds, a maximum diameter of 10 feet 10 inches, and a maximum height above top of rail of 16½ feet.

To support the load, special two-foot thick timber and steel bolsters were constructed to anchor the load approximately five feet off-center on two heavy duty 45-foot flat cars, each with two four-truck axles. Between the two flats was a 42-foot flat car used as an idler car, permitting the

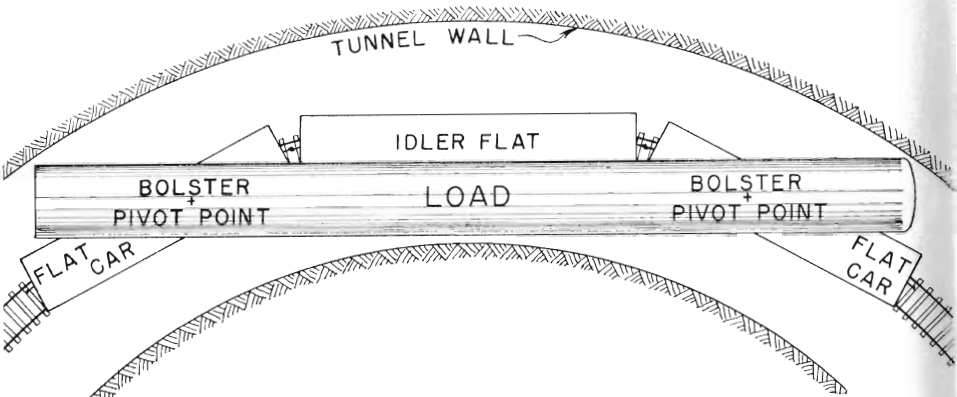


Diagram showing how the load was able to negotiate a tight curve through one of WP's numerous tunnels.

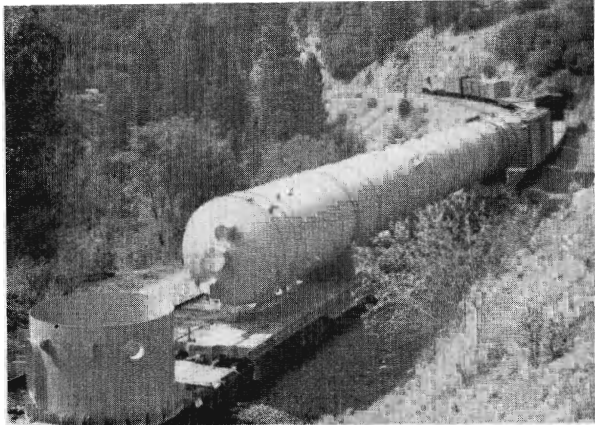
load to pivot as the train swung around curves. Couplers between the load cars and center idler had to be jacked apart and blocked to avoid any slack action during movement of the train.

To stay within maximum length, it was necessary to detach a skirt from one end of the huge vessel. This was shipped behind the three-car load on

a single flat car and reassembly was made after arrival at Anacortes.

The shipment also required special instructions from Dispatcher E. J. Hillier and dispatchers of the connecting railroads, limiting the speed of the train to five miles per hour in some locations where extra precaution was necessary. In addition, the dispatchers were responsible for arranging meets

An idea of the length of the vessel is shown in this picture taken by N. F. Roberts, road foreman of engines, while passing through Feather River Canyon. The skirt, removed to reduce over-all length, is clearly shown here.



with other trains so that the triple load would not have to pass other wide loads on sidings or any other cars on back tracks.

N. F. Roberts and R. A. Henderson, and road foremen of engines of the connecting railroads, accompanied the load through their respective territories. It was necessary for them to walk beside the train through tunnels and around tight curves to observe clearance restrictions which in some

cases were limited to as little as six inches between the load and tunnel walls. Anything but the most minor damage to the vessel en route would have meant return to the manufacturer, but delivery was made without a scratch.

The railroads alone can usually be counted on to deliver the goods when it comes to transporting oversized, overweight and otherwise unusual loads.

HOW WE'RE DOING

As of April 1 traffic on the Western Pacific continues to show the moderate increases that became apparent the first of this year. At present, there is an increase in the flow of traffic via all gateways over the corresponding period in 1954. This trend on the Western Pacific reflects the over-all increase in business activity throughout the country which is being spearheaded by the steel and automobile industries. The fact that a great many of the country's economic analysts are reporting continued good prospects for business encourages the belief that the company's present traffic trend will continue.

This is particularly good news, in view of the fact that 1954 was somewhat disappointing, as was brought out in the company's annual report, recently mailed to all Western Pacific railroaders. Continuance of the improvement in traffic will permit progression of the long-range improvement program for the railroad so that it may maintain its competitive position. Fortunately for Western Pacific railroaders, their company is optimistic

and progressive, and its foresight and methods of providing attractive services make good sense. If the business is there, WP can get its share.

Says Malcolm Roper, vice president-traffic:

"WP can get its share of the business if each and every employee will constantly sell Western Pacific, give courteous and efficient service, and treat each passenger and ton of freight with care."

Although Western Pacific suffered a substantial drop in traffic last year and most of its operating performance indexes fell off accordingly as compared with 1953, it still held a position among the leaders.

As President Whitman stated: "While this performance speaks quite well for our ability to maintain efficiency of operations with reduced traffic, we should not overlook the fact that we ranked lower among other roads in four out of eight measures nationally, and in three out of nine measures regionally. To the extent that we experience any fall-off in our operating

efficiency standing, we will also fall off in our financial performance standing, and we did so in 1954.

"All this should mean to us that while we can still take pride in our ability to turn in a high standard operating performance, we cannot for a

moment become complacent in that respect and forget the need and opportunity for consistent improvement."

A comparison of leading operating performance averages of Western Pacific with those of other large United States railroads for 1954 follows:

	WESTERN PACIFIC'S RANK	
	FREIGHT	PASSENGER
NATIONALLY		
Gross ton miles per train hour.....	5th	
Gross tons per train.....	23rd	
Net ton miles per car day.....	2nd	
Car miles per car day.....	2nd	
Train miles per train hour.....	2nd	2nd
Miles per locomotive day.....	5th	3rd
CENTRAL WESTERN REGION		
Gross ton miles per train hour.....	2nd	
Gross tons per train.....	5th	
Net tons per train.....	2nd	
Net ton miles per car day.....	1st	
Car miles per car day.....	1st	
Train miles per train hour.....	2nd	2nd
Miles per locomotive day.....	1st	1st

FREE PARKING FOR PATRONS

Patrons of the vista-dome *California Zephyr* purchasing their tickets at the Post and Stockton office of Western Pacific are now afforded one hour's free parking at the new Downtown Center Garage, Mason and O'Farrell Streets. The ticket office will validate parking tickets of customers who request this service.

Western Pacific is the first transportation agency to allow such an advantage to its passengers.

* * *

A railroadman should be proud of his position. It is a wonderful thing to speed the public on its way, to pass out kindness, good cheer, and help make the world a better place because you are here. Travel is the great educator; it is the great civilizer . . . —Elbert Hubbard.

AMERICA'S BEST TRAIN

From an article by
John S. Piper
Financial Editor, San Francisco News
Upon his return from the Near East.

"From New York, I returned to San Francisco on the *California Zephyr*. During my absence I rode on crack trains of the Santa Fe, New York Central (the famous 20th Century Limited), Pennsylvania and Atlantic Coast Line. In my opinion, the *California Zephyr* is still America's best railroad train."

CZ SCHEDULES IMPROVED

The *California Zephyrs* began a new and faster schedule on April 24. Eastbound departure from Oakland is now one-half hour later, and arrival time from the East is one-half hour earlier. No change was made in the westbound departure time from Chicago.

Eastbound, the transcontinental streamliner arrives and departs at Salt Lake City twenty minutes later; westbound, twenty minutes earlier. There is no change in arrival and departure times at Denver.

Similar changes in arrival and departure times also went into effect that date at intermediate stations.

A reduction of one hour has been made in the westbound schedule of the *Zephyrette*, Train No. 1. Departure time from Salt Lake City remains the same, 7:40 a. m., but a new arrival time of 6:35 a. m. at San Francisco became effective April 24.

Eastbound, the schedule for Train No. 2 remains the same, leaving San Francisco at 4:30 p. m. and arriving at Salt Lake City at 3:15 p. m.

All times are Pacific Standard Time.

A few changes have been made in the arrival and departure times at intermediate stations, which are listed in the new timetables.

Railroads Set Safety Mark

Safetywise, 1954 was one of the best years in American railroad history, with respect to both passenger and employee safety.

Injuries to passengers in train and train-service accidents dropped to 2,179 in 1954, a reduction of 12 per cent over 1953.

Class I railroads had only five passenger fatalities in train accidents during the year while performing 29,270,000,000 passenger miles of service. This is equal to 1,950,000 trips across the United States for each fatality. Based on these figures, if Adam in the Garden of Eden, 4004 B. C., had started to take an average railway journey of 500 miles each day and had continued to do so every day of every year since then, his expectancy of life—if it rested

solely upon passenger train accidents—would still be 26,000 years!

Employee safety had its best year in 1954, fatalities numbering 208, or 32 per cent under the previous low established in 1953.

In discussing the 1954 railway safety record, William T. Faricy, president of the Association of American Railroads, recently said:

"Behind the high standards of railroad safety performance are more than 30 years of organized safety work within the industry and the investment in the same period of more than 20 billion dollars of railroad money in capital improvements. With the replacement of the great bulk of track-age and rolling stock with new, modern facilities, the nation's railroads have become steadily safer."

WP WILL REMEMBER

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

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

Leo F. Delventhal, Sr., assistant scale inspector, Oakland.

DeLong V. Duncan, switchman, Stockton.

Robert N. Fender, carman, Stockton.

William C. Finch, car inspector, Oakland.

Omer P. Fisher, patrolman, Stockton.

Mrs. Anchinoi Gerogiadis, clerk, San Francisco.

Glen Ginbey, electrician, Sacramento.

William E. Kennedy, switchman, Sacramento.

Albert J. Knight, Oakland Terminal Railway yardmaster, Oakland.

John B. McCann, clerk, San Francisco.

Amedeo A. Montanelli, check clerk, Stockton.

Perry G. Morrison, locomotive engineer, Salt Lake City.

Selmer O. Ostby, shop laborer, Sacramento.

Louie Rushing, patrolman, Stockton.

William E. Tatman, Sacramento Northern brakeman, Yuba City.

John A. Webb, brakeman, Oakland.

Lewis W. Woods, locomotive engineer, Salt Lake City.

ANNUAL PICNIC MAY 22

About 2,200 WP railroaders, their families and friends are expected to attend the annual company picnic to be held at Linda Vista Park on Highway 17 at Mission San Jose, Sunday, May 22.

Events of the day will include children's races and other events, swimming, dancing, and two softball games, with Sacramento scheduled to meet the winner of the first game between Oakland and Stockton.

There will be no admission charge, and tickets will not be necessary. Coffee will be furnished without charge, as well as soft drinks for the children. For those who do not desire to bring their own basket lunch, a sandwich stand will be in operation to provide hot dogs, ice cream, and soft drinks for a nominal charge. The park

will operate midway-type rides for the children, and offer wheels of chance for adults who may wish to try their luck.

The park will be open from 9 a.m. until dark, and music for dancing between two and six will be provided by the Irma Gomez Combo.

All employees of the Western Pacific and its subsidiary companies are welcome to attend and bring their families and friends. More and more persons are attending this annual event each year and from past experience, no one leaves without having had a wonderful time.

The park is easy to reach for Sacramento, Stockton, the Eastbay and San Francisco and Peninsula residents, being located just beyond Mission San Jose, about five miles south of Niles.

WHITMAN UBAC PRESIDENT

As a tribute to his long association with united fund drives on both sides of San Francisco Bay, Frederic B. Whitman was named president of the United Bay Area Crusade on April 12. For Mr. Whitman this was the culmination of several years' effort to persuade the leaders of five Bay Area counties to coordinate on an over-all community level, the support of 288 health, welfare and character-building agencies.

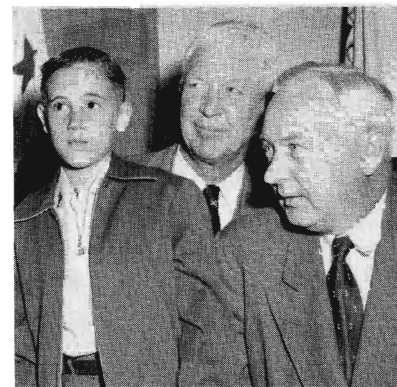
The announcement was made at a luncheon gathering of some 500 business and industrial leaders, where Mr. Whitman said:

"The new United Bay Area Crusade becomes the third largest united fund in the Nation, exceeded only by Detroit and Philadelphia. Its job, roughly will be to match and surpass the work done by separate Crusade drives last year in attempting to raise an aggregate of \$11,005,394. To do this job, the enlarged organization will have 2,300,000 persons to appeal to for support, and 50,000 volunteers will be recruited from the five areas to accomplish the task."

Forming the new UBAC are the counties of Alameda, Contra Costa, Marin, San Francisco and San Mateo, including 143 communities, and occupying an area equal in size to the State of Delaware.

Among the purposes of the huge new agency are:

1. Help fulfill the demands of Bay Area citizens, personal and corporate, for an integration of Crusade campaigns to keep pace with the Bay Area



Johnny Heisner, a patient 32 times in an Eastbay hospital, was made an honorary member of UBAC's Board of Directors. He is shown in this picture, courtesy of the San Francisco Examiner, with President F. B. Whitman and Paul J. Cushing of Oakland, selected as a vice president for the Crusade.

social and economic development.

2. Eliminate competition between the separate Bay Area drives and Crusades which presently confuse and irritate businessmen, labor groups, and individual givers due to overlapping solicitation.

3. Raise the amount of money required by the participating causes to meet the needs of the population of the total Bay Area.

4. Improve the efficiency of organization and effective use of volunteer and professional leadership by simplifying organizational structure and effecting economies of operation.

5. Provide a more effective year-round educational and public relations program and a more intensive promotional program for the annual appeal for funds.



In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following, whose death has been reported.

Sidney E. Branch, retired car repairer, January 30.

Lawrence Ebner, retired section foreman, date unknown.

Howard L. Fuller, retired locomotive engineer, March 28.

Vernon E. Greer, retired Sacramento Northern car accountant, February 8.

James Harcourt, B&B Carpenter, March 18.

William M. Hunter, retired switchman, February 28.

Lyman C. Jones, retired Sacramento Northern engineer, February 4.

Bernard R. Kelly, telegrapher, April 9.

Alvin W. Korth, section foreman, January 27.

Albert C. Lewis, retired switchman, March 13.

Perry A. McLaughlin, retired section foreman, January 25.

Mrs. Nevada F. Michelson, assistant accountant, February 9.

Thomas R. Miller, retired general erecting foreman, March 1.

John T. Monahan, retired, February 16.

Jacob Ott, retired carman, February 26.

Florence Pearce, head machine operator-clerk, March 1.

Harrison C. Powers, retired stationery engineer, February 10.

Roy E. Raymond, retired water service maintainer, March 7.

Arthur Shadley, retired switchman, March 2.

Robert L. Smith, retired switchman, October 12, 1954.

Franklin B. Terry, retired locomotive engineer, March 1.

Guy R. Travis, switchman, January 22.

Jesus A. Valdez, Sacramento Northern laborer, January 4.

Lennie H. Wakkila, section laborer, February 7.

Elwood L. Wilks, retired conductor, March 5.

James T. Williams, retired conductor, March 26.

Choral Group Entertains

On April 13, Western Pacific's choral group entertained the Broadmoor Men's Club, of San Leandro, under the direction of Eugene Fulton.

The program was extremely well received and the singers were invited to return.

Selections for the performance were chosen from popular musical comedies such as "Oklahoma" and "South Pacific."

Their next performance will be a one-hour concert at the annual picnic.

MILEPOSTS



IN GOLD

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

35-YEAR PINS

Ralph E. Christy.....	Chief Clerk.....	Western Division
Howard R. Gaskins.....	Boilermaker's Helper.....	Mechanical Dept.
Norval E. Ham.....	Telegrapher.....	Western Division
William H. Wise.....	Locomotive Engineer.....	Western Division

30-YEAR PINS

Sam Deitz.....	B&B Carpenter.....	Western Division
Guy J. Hardy.....	Locomotive Engineer.....	Western Division
Daniel J. Laughlin.....	Roadmaster.....	Eastern Division
Ingwald Tollefson.....	Team Track Clerk.....	Western Division
Bernabe Torres.....	Track Laborer.....	Western Division

25-YEAR PINS

Frank P. Bravo.....	Telegrapher.....	Western Division
Miguel D. Cobian.....	Track Foreman.....	Eastern Division
Joe A. Dotson.....	Blacksmith.....	Mechanical Dept.
Porteno Garcia.....	Laborer.....	Mechanical Dept.
Pete Oscamon.....	Laborer.....	Mechanical Dept.
Orson P. Stoddard.....	Carman.....	Mechanical Dept.
Kenway R. Stoney.....	Asst. Genl. Frt. Agent.....	San Francisco
Craig N. Vetter.....	T&T Maintainer.....	Sacramento

20-YEAR PINS

Robert A. Chapman.....	Division Lineman.....	Communications Dept
Rex J. Hall.....	Section and Extra Gang Foreman.....	Western Division
Raleigh M. Judd.....	Locomotive Engineer.....	Eastern Division
John J. Martin.....	Roadmaster.....	Eastern Division

15-YEAR PINS

Ernest B. Aughe.....	Track Foreman.....	Eastern Division
George McDaniel.....	Foreman.....	Eastern Division
William A. Parker.....	Baggage-man-Janitor.....	Western Division
Paul J. Readinger.....	Dispatcher.....	Western Division

10-YEAR PINS

Clayton W. D'Arcy.....	Machinist.....	Mechanical Dept.
Lloyd A. Darnell.....	Store Helper.....	Store Dept.
Angelina J. Domingo, Mrs.....	Clerk.....	Western Division
Jacob H. Ephraim.....	Traffic Representative.....	Chicago
Jasper H. Farmer.....	Brakeman.....	Western Division
Arranetta M. Fox, Mrs.....	Train Desk Clerk.....	Keddie
William H. Hoobler.....	Laborer.....	Orville
George M. Lewis.....	Car and Derrick Foreman.....	Elko
Phyllis B. Laughlin, Mrs.....	PBX Operator-Clerk.....	Portola
Lee W. Marshall.....	Chief Clerk, Traffic.....	San Jose
Anna Marie Mitchell.....	Coach Cleaner.....	Mechanical Dept.
James E. Morgan.....	General Clerk.....	Portola
Charles H. Myers.....	Traffic Representative.....	San Jose
John C. Richardson.....	Machinist.....	Mechanical Dept.
Elbert N. Scott.....	Carpenter's Helper.....	Western Division
Charles G. Tryor.....	Ticket Clerk.....	Oakland
Mary E. Wyatt, Mrs.....	Stenographer-Clerk.....	Sacramento Frt. Sta.

All of the money the Western railroads received from carrying passengers in 1953 just about covered half of their tax bill for that year.

Much of that money went directly to help sup-

port government in cities, towns, counties and states served by the railroads while competitors contributed virtually nothing, and yet had use of properties supported by tax funds.

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

"A workable Safety Program to cover all operating department crafts was given considerable discussion at recent staff meetings held on both the eastern and western divisions.

"If Western Pacific railroaders are to enjoy the benefits of personal injury-accident prevention, every supervisor must in his own mind be convinced that he has a real responsibility to the men he supervises for safe working conditions and practices. The success of this Safety First Program will be only as good as each officer, supervisor and worker determines it shall be."

THE SAFETY FIRST PROGRAM

1. Five-minute safety talks will be given by all maintenance of way foremen once each week. This may be done while on duty. The foreman should solicit suggestions from his employees during the talk, or have a suggestion period at the end of his talk. Supplementing this would be that part of the Safety Program already instituted with some of the tunnel gangs along similar lines.

2. Trainmasters and Road Foremen of Engines will contact trainmen and enginemen in road service not less than once every four months, making a record of the contact at the time.

3. Trainmasters will give informal safety talks to switchmen once each month, again preferably while they are on duty.

4. T&T supervisors will give informal safety talks to gang foremen, maintainers, division linemen and extra division linemen once each month.

5. B&B supervisors will give informal safety talks to water service

maintainers, helpers, and pumpers once each month.

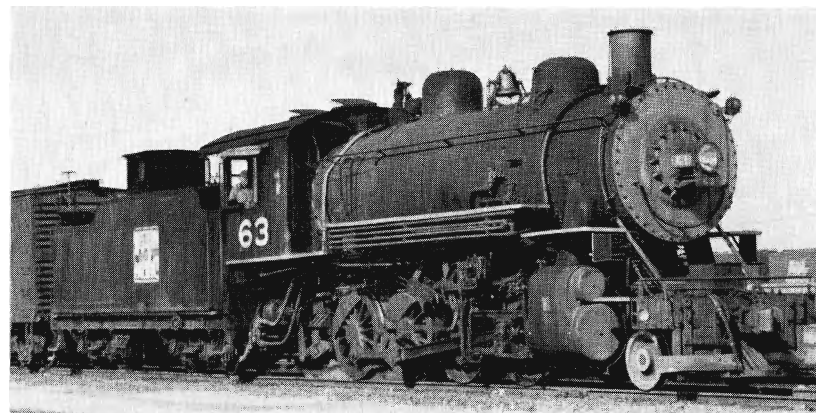
6. B&B supervisors, roadmasters, assistant roadmasters, and others in similar capacities, will give informal safety talks to their foremen twice each month. It should be realized that these foremen are largely depended upon to carry out our Safety First Program and its effectiveness will largely depend upon how well that job is done by these supervisors.

7. Station and marine forces will be contacted at least once each four months by trainmasters. Doing this while on duty presents no problem among these groups of employees.

8. Assistant superintendents, trainmasters, assistant trainmasters, division engineers, assistant division engineers and road foremen of engines will make a brief observation report monthly to the superintendent showing irregularities noted by them during the month on the part of employees with respect to safety rules or unsafe practices. Corrective measures should be taken by the supervisor making the report so that normally no further action will be necessary on the part of the superintendent unless, of course, the severity of the incident justifies. The superintendent will set up some simple arrangement covering submission of these reports.

The mechanical department and the signal department will continue to function on the programs they have currently set up.

In all instances, wherever possible, incidents occurring on the railroad or even in their own groups, should be used to illustrate the talks.



A VETERAN LEAVES THE RANKS

The last of the original freight engines which helped to build Western Pacific and for many years operated over the railroad has been consigned to the scrapper's torch.

One of 45 of her kind delivered new by the American Locomotive Company in 1909, No. 63 made her last trip with her side rods down "dead" in a freight train out of Stockton. Cutting up will take place at the Purdy Company at South San Francisco.

Known as a consolidation type

locomotive with eight driving wheels, old 63 put in over one million miles hauling freight trains, and sometimes passenger trains, all over the WP system between Oakland and Salt Lake.

Shunted onto a side track near the Stockton roundhouse on a standby basis when Western Pacific became dieselized in June, 1953, one of her last runs was in local freight service between Oakland and Livermore. Now a general purpose diesel locomotive performs her duties.

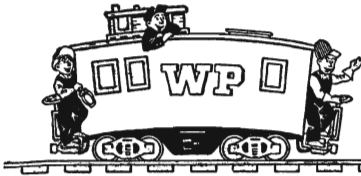
WP MAN PHILHARMONIC SOLOIST

James J. Duyn, traffic representative at Oakland, successfully won out in competitive auditions and has been appointed baritone soloist for Mendelssohn's oratorio "Elijah," to be given by the Unruh Philharmonic at the Oakland Auditorium on May 24.

Duyn will be flanked by a 100-voice chorus in this, his first, performance in

the San Francisco-Oakland Bay Area.

Jim did concert and radio work and played leading opera rôles with many companies while chief clerk in WP's Portland office. His leads included such well-known musicals as "Roberta" and "Finian's Rainbow" which ran for three and five weeks in the Portland Civic Theater.



Caboosing

Two changes in correspondents are announced this month. HENRY WALLOCK, roundhouse clerk, succeeds MRS. THEDA MUELLER at Elko, and ROD RODRIGUEZ replaces MRS. DONNA MACIAS, secretary, for the Mechanical Department.

ELKO

Henry Wallock

A good sign that Spring is really here are the reports that F. L. CRISSEY, diesel foreman, has been seen swinging his golf clubs getting in shape to shoot a few birdies.

Several new cars, with bright spring colors, are another good sign, one owned by Engineer WILLIAM S. THOMPSON is particularly nice looking as is Sheet Metal Worker BOB HANSEN's. Bob recently motored to Reno to build up those first hard-to-get miles.

Fireman C. E. KERSHNER is back on the job after an absence because of a gallstone attack. "Kersh" says he hopes this will be his last sickness for a long time.

We hope nothing will be found serious as an outcome of Engineer A. A. LUCEY's visit to San Francisco to locate the trouble he has been having with his stomach.

Machinist LEO REDANT and his wife, Jackie, motored to Reno to attend the Nevada High School Basketball Tournament.

JAY KUMP, electrician, and FRANK WILLIAMS, machinist, are again going

to manage the Babe Ruth baseball teams here at Elko. Jay is manager for the Slim Olson Pilots and Frank manages the Commercial Hotel team. The Stockman's Hotel will also have a team as will John Q. Ryan.

Welcome to LINO MICHELI from the perishable freight department to the yard office forces. Lino originally came from Carlin and we hope he enjoys our company.

JIM DYCOFF left his position as clerk in the yard office to transfer to the store department office in Sacramento. We hope you enjoy your work there, Jim.

MECHANICAL DEPARTMENT

Rod Rodriguez

Congratulations are in order for Mrs. DONNA MACIAS, former secretary to L. M. MORRIS, master mechanic, as she is now efficiently fulfilling the duties as secretary to E. T. CUYLER, chief mechanical officer.

Cupid hit again when ANN TWEEDIE left for Georgia the middle of April to anchor down her man with nuptial rings. We all wish you nothing but the best in your new venture.

"A Night in Hawaii" was just one lovely cycle of refreshments, pretty girls, smooth music and wonderful food, and even the guys pitched in to make a success of that crazy mixed up dance, the "Bunny Hop." Alohas to all who contributed to the success of this affair!

OROVILLE

Helen R. Small

Congratulations to grandfather Conductor JIMMIE L. WILKINSON. His daughter, Mrs. David Beebe and husband of Chico, are parents of a son, born February 13; weight 8 lbs. 14 oz.

Arden Thomas returned from U. S. Navy duty in Formosa where he has been since last July for a 15-day leave with his parents, Carman LESTER WILMOTH and wife. He then reported to San Diego for further duty.

Machinist Helper WILLIAM DUNN received word from his son, John, of San Fernando, that he was taking part in a Walt Disney television show. John has been with the Disney Studio for the past five years.

Carman R. S. "PAT" PATTISON, still on the sick list but improving, is getting outside and doing some light work around his home but will not be returning to work for some time.

Baggageman-Caller T. W. FILSON is also away on sick leave, and we wish both these fellows a speedy recovery.

Model Trainmen organized the Sierra Division of the Pacific Coast Region, National Model Railroad Association, at Oroville Inn on March 19. The group visited the WP roundhouse and the Kurtz-Kraft factory on Skyline Boulevard.

We were sorry to learn of the following deaths: ROY RAYMOND, retired water service employee, passed away at Portola Hospital, March 7; retired Telegrapher JAY K. HUBBARD, 77, who served WP from 1916 to 1944, passed away while visiting his daughter, Mrs. F. J. Sterns of Woodland, March 12; and retired Engineer FRANKLIN B. TERRY, 73, passed away at his home in Oroville on March 1.



George J. Harvalos and bride

Carman JAMES "JIM" HARVALOS and wife attended the wedding of their son, George J. Harvalos, and Demetra G. Malliaros, in Lowell, Mass., on February 27. George is a detail designer for Pratt & Whitney Aircraft in Boston and the newlyweds are making their home in nearby Aliston.

WENDOVER

Esther Witt

BEVERLEE MURRAY has organized a dancing class for pupils of Wendover school, giving instruction in ballroom, tap and modern dancing. The class entertained the ladies of the Latter-Day Saints Relief Society with their accomplishments, and a dance recital for the general public is planned for the near future.

Deepest sympathy is extended to Mrs. June Blanchard, wife of Switchman GEORGE C. BLANCHARD, whose brother, Paul Sorenson, passed away at Mt. Pleasant, Utah.

Construction work on the Air Base is going full force and from all accounts and appearances July 1 will find the re-activation program in full swing. The Bonneville spur at Milepost 808.7 has been completed and is now ready for use. With the coming of Fall the Potash Plant plans to increase their output. That's news we always like to hear.

Yard Clerk and Mrs. CAROL D. JONES have departed on their vacation, a part of which will be spent with Carol's parents in Elko. JOHN M. VLASAK is taking Carol's place as relief clerk.

Engineer ARCHIE LUCEY underwent surgery in San Francisco recently, and we hope his recovery is rapid.

Roadmaster M. L. "LES" KIZER is going right to town on the work of installing new ties, spreading of ballast

and general resurfacing of the roadbed from Burmester to Delle. This is going to be a great improvement.

Congratulations to Patricia Shea, daughter of T&T Lineman THOMAS SHEA, on winning the Sweetheart Queen Contest! Patsy was sponsored for the contest by the Western Pacific Railroad through WP Hotel Manager Walter Parks. Campaigning for votes only from WP railroaders, they were for her 100 per cent and she won by a large majority.

Queen Patsy was attended by Elizabeth Ann Worthy, last year's Yearbook Queen, her sister, Donna Shea, and Patricia Nuffer. Elizabeth Ann is the daughter of Switchman and Mrs. HERBERT D. WORTHY, and Patricia Nuffer is the daughter of Cashier and Mrs. PRESTON A. NUFFER.

SACRAMENTO NORTHERN

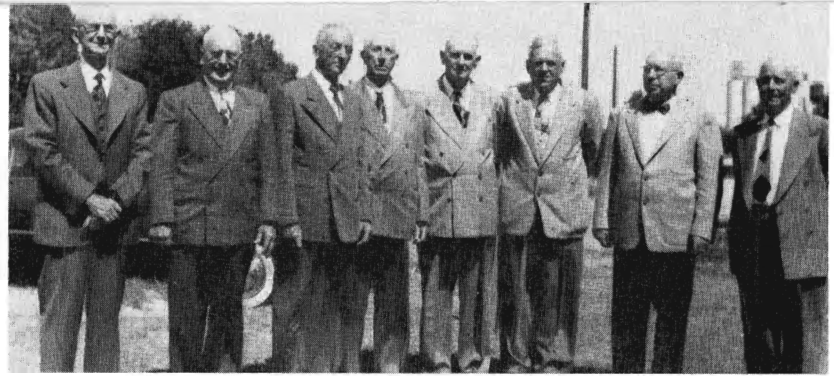
Milton Ziehn

It's all set, folks, the big annual retirement party will be held begin-



The girls in the picture, left to right, are Elizabeth Ann, Queen Patsy, Donna Shea and Patricia Nuffer.

See Wendover column, above.



Taken at last year's SN retirement party, these old timers are: Bert Juilian, Fred W. Chaplin, motormen; Warren Bugby, dispatcher; W. F. Ivy, conductor; Robert Buckley, motorman; W. R. Parks, yardmaster; W. W. Nelson, superintendent; Frank Pritchard, agent. All are retired except Chaplin. The picture was taken by Mrs. Alta Thomas, auditor of revenues department, who was an SN employee from 1920 to 1942. She took the first train order for W. R. Parks, a freight conductor in 1920.

ning at 1:00 p.m., Sunday, June 12, at Veterans Hall, West Sacramento. All SN employees—retired and present—and their families and friends are cordially invited to attend, and the same invitation is extended to all WP employees who might like to be with us.

There will be some changes in the menu we had last year and, in addition, we have a good start towards some fine entertainment. See your favorite movie actresses—"Marilyn Monrow" and "Jane Rustle"—in person.

The committee needs more help to assist in preparing tables, the luncheon, in the kitchen, selling tickets, etc. Please get in touch with your correspondent. We know there is talent among our employees and their families for additional entertainment. Just short 5- or 10-minute acts—musical, dancing, magic, singing—you're not expected to be professional.

We expect to have the names of all those who will retire by June 1.

Our motto this year is "Everything Hot But the Weather—we hope!"

Those who missed "A Night in Hawaii" should certainly plan on attending next year's annual spring dance.

Everything was excellent, thanks to the wonderful planning and work of the committees.

STOCKTON

Elaine Obenshain

Conductor HENRY "HANK" SPRY retired March 31, with 42 years service. He began his railroad career with the SP in 1906, worked for the AT&SFE and the old Wells Fargo Express Co. before hiring out as a clerk for WP in 1911. He worked as timekeeper, baggageman, call boy, and in the Stockton freight house until 1913 when he went braking. He served with the Army in England, France, Belgium, and Germany during World War I, returning in 1919 to hire out on the Tidewater Southern and Central California Traction Co. He returned to WP in December, 1919, and in recent years was conductor on the River Rock local.

Hank was a brakeman on the first crew over the Inside Gateway Route and was conductor



on the second crew, hauling gravel and steel. He was conductor on the first commercial train out of Bieber to Keddie, which took 14 hours to make the trip with 48 reefers of eggs, butter, and apples. The crew consisted of Engineer ELMER MEYERS, Fireman SANDAY CANON, Brakemen A. G. PERKINS and H. R. LAWRENCE.

Hank and his wife, LaBelle, plan to spend a lot of time on their ranch in Calaveras County, and hunt and fish.

Congratulations to G. S. "NICK" COEN, former ticket clerk, who has been appointed assistant agent, Oakland passenger depot.

Our deepest sympathy to Brakeman S. W. WILLIAMS, whose father, retired Conductor J. T. WILLIAMS, passed away on March 26. Also, to Clerk C. C. SKINNER and Mrs. W. J. COCHRAN, wife of Clerk W. J. COCHRAN, who were called to North Dakota by the death of their grandmother.

Engineer E. A. TIBBEDEAUX and Machinist WILLIAM SMITH are both driving new Oldsmobile 88's.

Forty-three WP Stocktonites attended the annual Spring Dance at Sacramento, and a good time was reported.

Pvt. ROBERT S. PENDERGRAFT, former clerk, has been transferred from Fort Eustis, Virginia, to Port of Whittier, about 60 miles from Anchorage, Alaska. He likes his new location very much and would like to hear from his friends, who may write him at US 56254589, HaHa Co., Pt. of Whittier, APO 987, Seattle, Washington.

Switchman HARRY W. BALE retired March 28 with 12 years of WP service. Harry was born in Caldwell, Kansas, September 21, 1888, and began his railroading with the Santa Fe in 1913,

and was employed by the Frisco, Rock Island and MoPac before coming to Western Pacific March 26, 1943. His son, Owen, a captain in the QM Corps, U. S. Army, is stationed in the Canal Zone. Harry plans to make a trip to New York City in June to meet his son, whom he has not seen for 23 years.

SALT LAKE CITY

J. B. Price

Conductors DAN "PAT" SULLIVAN, JOSEPH "BERT" PRICE, RAY HANSEN, VALDEN "VAL" KIMBALL and their respective wives can't wait for the last snowflake to melt so warmer atmosphere will bring up the grass on their favorite putting greens.

We're glad to report that Mrs. Woodward, wife of Conductor ALFRED G. WOODWARD, is steadily improving and is now able to be about her household duties.

Mrs. Hefferon, wife of Brakeman JAMES W. HEFFERON, underwent major surgery and is now at home recuperating and doing fine.

A speedy recovery is wished Mrs. Fahey, wife of Engineer STEPHEN J. FAHEY, who has been quite sick. She is convalescing at the home of her sister.

Mrs. Mead, wife of Fireman CLYDE F. MEAD, is reported to be quite sick and we hope that she, too, will soon be up and about again.

Brakeman BERNARD T. PRICE, local chairman for the Brotherhood of Railroad Trainmen, went to San Francisco for a committee meeting and conference recently.

On March 18 in the Salt Lake Tabernacle, Miss Grace Howell, daughter of Engineer and Mrs. ROLLO F. HOWELL, became the bride of Theron L. Mackay,



Grace Howell

son of Mrs. Eliza B. Mackay. The lovely bride wore a waltz-length gown of white lace over taffeta. The bodice was fashioned with a Queen Ann collar and an inset of tulle outlined with scallops of lace. A tiara of tulle outlined with pearls caught the elbow-length veil of tulle. The bridal bouquet was of pink rosebuds. (EDITOR'S NOTE: A pretty good description for a conductor!)

Grace completed a Latter-day Saints Spanish-American mission, and was a former University of Utah student. Her husband is studying for his Ph. D. in metallurgy.

The bride's father and mother entertained at a wedding reception the evening of the wedding at Forest Dale Ward. Immediately following the reception the happy young couple left for a honeymoon in Los Angeles, then returned to make their future home in Salt Lake City.

SACRAMENTO SHOPS

Marcella Schultze

The following appeared in the Sacramento *Shopping News*, March 24:

"WALTER C. SPANN, a member of Ben Ali's famous band since November 9, 1922—33 years' devotion to a musical cause." Walter is Sacramento Shops' sheet metal foreman.

Word has been received that OSWALD TOOMEY, former assistant superintendent of motive power, is hospitalized in Timaru, New Zealand, recuperating from a back injury received in a sight-seeing bus accident. Mr. Toomey is on the return lap of his round-the-world trip, and we hope he'll be able to continue his travels real soon.

Also recuperating from recent hospitalization are Carman ROSS KELLEHER and Machinist BILL BENZ. We hope they'll be back with us soon.

To the rescue! While on a recent fishing trip at Dillon's Beach (near Fort Bragg), Sheet Metal Worker R. C. HOSKINS and wife saw a man fall overboard from another boat not too distant. Before the victim's partner could pull him in, Charlie was already on the spot and ready to be of assistance. That's fast thinking and action, Charlie!

We were all saddened to hear of the death of TOM MILLER, former Sacramento Shops general foreman. A number of shopmen attended his funeral.

New arrivals—to Carman and Mrs. GALE MINTLE, Michelle Norene, 7 pounds 6 ounces, March 24; and to Painter and Mrs. RICHARD SYBRANDY, an 8-pound son, March 3. These are second children for both families, and each was overjoyed, as the new ar-

rivals turned out to be the opposite sex of their firsts.

Electrician **GLEN GINBEY** retired on March 4 after 11 years with WP. His co-workers presented him with a clock radio, a wallet and money—so we presume. Glen can now “arise and shine” to sweet music, but we’ll bet it won’t be at 6 a. m.!

JIM QUICK, personnel clerk, is my “statistician.” Whenever I need dates, titles, or more information about the old-timers, Jim always comes to my rescue, for which my many thanks.

KEDDIE

Elsie Hagen

RAY RAYMOND passed away at Portola Hospital during March after a long illness. He retired from the water service several years ago and lived in Keddie for a number of years.

BOB McILVEEN, road foreman of engines, Roadmasters **CHET BARRY** and **W. L. CHAPMAN**, Assistant Roadmaster **KERNS**, and Trainmaster **HENDERSON** attended the safety meeting in Sacra-



“I was right about her Pullman eyes, but I didn’t know about her roundhouse right.”

mento last month. We hope the outcome of the meeting will help to keep our railroaders free from injury.

Another new train desk clerk has come to Keddie for the 11 p. m. to 7 a. m. trick. Welcome to **W. M. HALL-STEAD**, just out of the Marine Corps, and from Oroville.

We all extend our get-well wishes to Operator **REDDINGER** of Sacramento, who we have learned has been ill.

Mrs. Ray Beckley, wife of Operator **BECKLEY**, and Operator **R. KELLY**, have both been hospitalized, but are now at home. Kelly was relieved by Operator **J. YOUNG**.

Brakeman **EDDIE DUNN** and **CLAUDE TRIPP** enjoyed April vacations.

Conductor **JIM FOX**, Roundhouse Foreman **BENNYHOFF**, and Engineer **C. M. BANCROFT** and their wives were recent Reno visitors, and understand they came home no richer. Agent **PETE HANLEY** and family recently drove to San Jose, and Engineer and Mrs. **JACK DeCOSTA** spent several days in San Francisco.

Brakeman and Mrs. **L. C. GILBERT** were called to Los Angeles due to sickness in the family, but have returned to report all are now recovered.

Week-end visitors in Keddie recently were Trainmaster and Mrs. **LEE MICHELSON**.

Engineer and Mrs. **E. A. BENZ** spent a recent week in Oregon with relatives.

Twenty-five years ago, April 16 and 17, oral arguments were presented before the Interstate Commerce Commission in Washington on applications of the Western Pacific and Great Northern to construct connecting track between Klamath Falls and Keddie.



“Well! At least you didn’t forget the tickets!”

SACRAMENTO STORE DEPARTMENT

Irene E. Burton

Welcome to **J. L. DYCKHOFF**, on his transfer here from the Eastern Division.

With removal of old shelves, new paint on the walls and floor, new file cabinets, and desks rearranged, our old office has taken on that “real George” look.

JULIUS FRICK is the proud possessor of a new Studebaker, and we understand that **R. V. WOLF**, **GEORGE LUTJEMEIER**, and **LEE WILLIS** are patiently waiting for a new Chevrolet, Oldsmobile, and Plymouth station wagon, respectively.

MARGARET WESTLAKE is back with us

for a short while and is working on the comptometer desk.

We don’t know whether our full six weeks without sun in this territory was or was not responsible. However, **BRUCE STILWELL**, **ROY FALQUIST**, **ED HAWKINS** and **CLIFF LEWIS** fell victims to the flu, and **EVELYN RICHARDSON**’s daughter, Kathryn, was a very sick girl recently.

Purchasing Agent **JOSEPH MARCHAND** and your correspondent had good reason to enjoy more than ever our annual spring dance, both celebrating their birthday that day. This meant two celebrations for me, as we had the usual ice cream and coffee, but instead of cake it was pie this time.

We understood that **Joe** and **Jack Benny** were of the same age—“39”—

and it came to us as a surprise when we learned Joe had just recently received his 40-year service pin, presented by President Whitman. Doesn't add up!

MARY MARGARET ECKSTEIN was honored at a little gathering when she left to accept a permanent position with the Pacific Telephone and Telegraph Company, which carries our best wishes.

NEW YORK CITY

Alan Hudson

RAY GREVE is constantly on the receiving end of jibes from ART POTVIN and AL HUDSON regarding Ray's munificence to his wife, Claire. It seems here is a gal who has a birthday or an anniversary every week, and Art and Al must accompany Ray on shopping tours. The former accuse the latter of being unfair to the husbands of America and swear that if their own ladies ever find out there'll be no living with them. And Art and Al have a new name for Claire . . . BOBO!

BOB MORACE, who traces our special equipment cars, is kept rather busy and manages to let his co-workers know that he's a pretty important spoke in the New York wheel. So in this outer space conscious generation of ours, it was only natural for WALT RIGDON to come up with a sobriquet for Bob. Walt has dubbed the latter our "Trace Cadet." Formerly, Bob had to be satisfied with the less imaginative "Ace Tracer."

PERL WHITE and JOE MASON recently returned from the Sunshine State, eastern variety, looking like bronzed demigods. Well, er, at least bronzed freight solicitors! Endlessly they narrate about the sunshine, the big ones

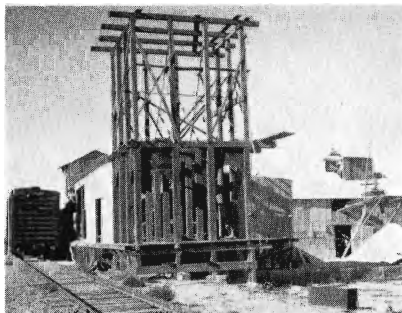
that got away, and the epicurean delights to be experienced both in Florida and en route. Which didn't fall too well on the rest of our ears, which up to that time were in the near-frost-bitten class.

WINNEMUCCA

Doris Cavanagh

Experimenting with steam to operate the sulphur mill 58 miles west of Winnemucca, mine owners have pressed old steam engine No. 132 into service. Formerly, the locomotive on the Tidewater Southern freight run between Stockton and Turlock hauled melons, grapes, and other produce.

Sulphur is mined and milled in Humboldt County, being shipped over the WP. One large consignment was reportedly directed to California for treatment of alkaline soil on vegetable, grain and cotton acreages around Fresno.



Sulphur mill north of the WP tracks. Mining for the product commenced in Humboldt County as early as the 1870's and became widely known for the pure flower of sulphur available in the nearby hills about 60 miles west. Photo by Doris Cavanagh.

Masonic funeral services were held March 14 for T. M. PATTEN, 81, former Winnemucca roadmaster in Oakland. He died four days before in Alameda.

For a great many years he had been a resident of California.

Brakeman and Mrs. WALTER CLAUSEN spent several days in Salt Lake while their daughter, Alita, received a periodic check-up at the Shrine hospital. Conductor ELMER CAMPBELL's wife of Salt Lake City was the Winnemucca house guest of her son-in-law and daughter, Mr. and Mrs. Guy Williams and family.

Hospital patients included retired Water Serviceman JOHN SCOTT, Brakeman FRANK RANKIN, Mrs. DONALD WOODS, Mrs. VAL MARTIN, and Mrs. AL TRUJILLO of Junco.

Firemen LOUIS PEARCE, DICK HARRISON and FRED ELWELL have returned to their home terminal from Salt Lake City.

Retired Engineer A. G. WOODWARD visited in Sacramento after accompanying Section Foreman and Mrs. JOHN LORD of Golconda to San Francisco, where John received treatment in St. Joseph's Hospital.

What's this about cabooses equipped with radio, electric lights, and bay-windows competing with streamliner vista domes? Luxury for freight crews.

Forty-five years ago in May, the mill, blacksmith shop, and 75 tons of refined sulphur belonging to the Nevada Sulphur Company were destroyed by a night fire near the desert town of Sulphur. Estimated loss was \$10,000. Origin of fire unknown.

Station at Gerlach, first terminal west of Winnemucca, on the WP, was still in course of construction during 1910. Work would have started sooner but for delay in getting material on the ground. Roundhouse and most of the terminal building had been completed for some time.

TIDEWATER SOUTHERN

Betty Rand

Congratulations to HAROLD CASSEL, Modesto bill clerk, on the arrival of a baby daughter, born March 23.

L. H. FLINDERS, Hatch section foreman, is back with the TS from the Sacramento Northern.

Wonderful fishing is reported by Conductor HARRY ALLEN who, accompanied by his wife, just returned from a three weeks' fishing trip to Guaymas, Mexico. Sounds like a wonderful way to enjoy a sport.

An early two-week vacation spent in Texas was just enjoyed by your correspondent.

BILL STEWART, bill clerk at Turlock, will be married July 9. His engagement to lovely Helen Pankratz was recently announced by her parents, Mr. and Mrs. W. G. Pankratz of Tur-



Helen Pankratz

lock. Helen is a graduate of Herington high school, Herington, Kansas, and attended Modesto Junior College. She is now employed in the office of Armour Creameries. Bill is a graduate of Manteca high school.

CHICAGO

Don Banks

It's a balmy 65 outside and spring is really here. It's too bad BOYD SELLS and JACK HYLAND couldn't have held out for a little longer when they were here for the March FTM meeting before buying those sexy earmuffs . . . a bright green. You could see them coming for blocks.

CHUCK FAYE was also caught in the cold snap, although he managed to refrain from investing in the brightly colored headgear. After a trip from the office to Union Station, his ears turned a bright red and he was heard to say, "Look, but don't touch!"

FRANK HOFFMAN, one of our former assistant export clerks, couldn't take the weather either, for after one year here he packed his bags and headed West again. Guess he likes golfing the year around. So just want to say, "Greetings, Frank, and hope you're hitting under par."

Congratulations to LEON PAUKSTA, successful bidder on Frank Hoffman's job. Leon has been with us less than a year, so he's starting his climb in a hurry.

Understand URSUL BOHNE at Minneapolis is shocking natives in the north with a red-hot new fire-engine red automobile, and BOB JOHNSON, Milwaukee, is also a new car owner. Rumor has it they struck it rich in the Irish Sweepstakes.

We understand the winning team of

the National Basketball Tournament is somewhere on the West Coast, but we're not just sure where they are located. All we hear from this end is that Indiana, Illinois, and Ohio teams were sent to Siberia as Malenkov's assistant inspectors.

PORTOLA

Phyllis Laughlin

Wedding congratulations to Margaret Kennedy and RICHARD AUSTIN LAMBERT on their recent marriage at St. Joseph's Presbyterian Church in Compton. Dick is the son of Engineer and Mrs. AUSTIN LAMBERT and a former employee. Following a double-ring ceremony, the young couple honeymooned in Baja California and Las Vegas, then returned to Portola to make their home.

Good-bye to MAURICE HAMMOND and welcome to W. S. COPE and his wife, Dorothy. Bill replaced Maurice as road foreman of engines and Maurice went to Salt Lake City.

A. A. WARD is working as relief agent while Agent and Mrs. H. F. HALL are on vacation in the East.

We hope the following persons will soon be well and out of the hospitals, home and back to work: WARREN C. MORSE, telegrapher, being relieved by JACK E. BRENNON; RUDY MLAKAR, relief clerk, and WALTER LEPPKE, both in the perishable department; Mrs. FRANCES MLAKAR, roadmaster's clerk, being relieved by Mrs. EMMA LOU PETERSON; and ROBERT HARDWICK, brother of Frances, who underwent surgery at Washoe General Hospital in Reno. Also confined there are Mrs. MAURICE HAMMOND and Alexa Lindley, daughter of Engineer and Mrs. B. J. LINDLEY. Jim Brown, son of Mrs.

NELL BROWN, roundhouse laborer, underwent surgery at U. C. Hospital in San Francisco. Others on the sick and injured list are LEE SMITH and LOUIS AMBROSE, brakemen; ROBERT MURRAY, clerk; RALPH MURRAY, switchman; and Mrs. JULIA HOWARD, retired telegrapher.

Janet Neilsen, Portola High School representative to the Plumas County spelling bee, repeated her performance of last year by winning the county championship at Quincy. Janet missed no words in defeating twelve other contestants, and went to Sacramento April 30 to participate in the California State finals. A win there would give her a \$600 scholarship to a college of her choice and a gold watch. As winner of the Plumas County finals, she received a \$50 Savings Bond. Janet is the daughter of Brakeman and Mrs. EUGENE NEILSEN.

Two students, Maren FIGHTMASTER, daughter of Engineer and Mrs. FIGHTMASTER, and Jack Dorothy, son of Engineer and Mrs. CALVIN DOROTHY, have been selected to receive the 1955 awards for "citizenship, leadership, and scholarship" in the Bank of America achievements awards program. Maren scored in the field of liberal arts and Jack in the field of fine arts.

Friends filled the Portola Community Church to pay final tribute to ELWOOD L. WILKS, who passed away after a brief illness. He was assistant trainmaster here during the war years, and was a retired conductor.

FRANK TERRY, 73, a retired engineer, died at his home in Oroville after a

Norma Ray, newly installed Worthy Advisor of Portola Assembly of the Order of Rainbow for Girls. Her mother, Mrs. Erma Ray, is Mother Advisor of the Order, and her father is Engineer Keith Ray. Photos by Mrs. Bertha Miller.



Twyla Hay, daughter of Brakeman and Mrs. Alex Hay, was named delegate to Girls State. Sponsored by the American Legion Auxiliary for 12 years, the program will be held in Sacramento June 22-29.



short illness. He had lived in Portola for many years.

Engineer and Mrs. GUY HARDY, Clerk DELBERT and his daughter, Diane, spent their vacations in Arizona and Mexico.

Welcome to OSCAR DINHAM, new baggageman at Portola.

IRA C. BALDWIN, supervising icing agent, and our mayor, is driving a new red Chevrolet.

SAN FRANCISCO

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



We sincerely regret to report the death of Howard Jaeger, 44, which occurred on April 18 following a long illness.

Howard entered the auditor's office in September, 1935, transferred to the rate department in September, 1951, and became chief clerk in the general agent's office at San Francisco in July, 1952. A MILEPOSTS' correspondent since April, 1953, Howard faithfully covered the general agent's office, where he was last employed as traffic representative.

Congratulations to GRANT "RED" ALLEN, superintendent, transportation, who was elected vice president of the Pacific Railway Club at their thirty-eighth annual meeting at San Francisco.

Mrs. ALMA SCHROEDER, chief clerk in chief special agent's department,

received a phone call from A. D. THATCHER, retired chief special agent, advising that he has moved to Apartment 1, 1223 El Camino Real, Burlingame.

Latest developments in WP's research department have just been revealed. While the exact dates of arrival are yet a bit uncertain, deliveries by old man Stork are expected during May, June, and July in the respective homes of R. F. BREW, C. C. ELDRIDGE, and D. L. LOFTUS.

We wish a speedy recovery to GUY NESMITH, assistant, price clerk-purchasing department, who is away on leave because of illness.

C. L. DROIT, corporate secretary, returned to the office in April, following an operation at St. Joseph's Hospital.

Mrs. MARVEL LEVY, former secretary, industrial department, returned to work after six months' leave spent in visiting 36 states and Havana, and reports having had a wonderful time. She is now in the purchasing department.

The local freight office welcomes ALIENE LEE, former chief clerk at Stockton freight office, and now head car clerk at San Francisco.

Coffee and cake were enjoyed at a farewell party for WILLIAM HATFIELD, who left the local freight office and is now working at the new freight office at Milpitas.

CLAYTON ASHLAND, switching clerk, is now checking the yards at San Jose. No doubt the change was made so Clayton could be nearer his "country estate" in Felton.

From the press we learn that WILLIAM COOK, traffic representative at Los Angeles, has been elected vice chairman of the Traffic and Transport

tation Clubs of Southern California.

MARVIN HANSEN, freight traffic, is on leave for military service, and at present is a trombonist with the Marine Corps band now stationed at Treasure Island.

GEORGE JOHNSON, rate clerk, visited the office late in March during his absence because of illness, and we hope he will be back with us soon, permanently.

Among the ski enthusiasts at WP are JOE MATSON, rate clerk; CURT OUKROP, docket clerk, freight traffic; and DOTIE CRESPI, secretary, industrial department. All enjoyed several trips to the snow country this year.

Didn't know there were so many pets in the households of our railroaders. Just in the traffic department we find that parakeets are owned by several. MARGARET CORCORAN, assistant statistician, has named her's "George"; PAUL FORGEN, sales and service, named his "Happy"; RUBY GORE, general secretary, calls her bird "Bill"; and TOM BALDWIN, assistant, rate quotations, likes the name BoBo. "Pep-pie" and "Pettie" were names chosen

by JOAN KARLIN, tariff mail clerk, and FRANK CATTUZZO, rate clerk.

ART ALLEN, chief of sales and service, claims that his cat, "Junior," can lick any dog in the neighborhood, while RUTH LYON's two cats, "Babe" and "Peter" are more domesticated.

Going to the dogs, we find BOB TOLL, rate clerk, the owner of an Irish setter named "Jeff" and a beagle called "Fritz." FRED BRANDIES, assistant sales and service, has a dog called "Feathers," while LOIS BURGESS, general secretary, has a cute doggie named "Buttons." According to BOYD SELLS, general secretary, his dog, "Trigger," is just as quick as his name. HELEN ESPOSITO, mail and file clerk, says her dog, "Myrtle," has a nice family of five puppies. AL TOWNE, docket clerk, likes a little assortment—a French poodle named "Peggy" and three cats, "Buttercup," "Pudgy," and "C. O. P.," named after his alma mater, College of the Pacific.

JOYCE WILLIAMS, assistant statistician, now has a bowl full of goldfish, to replace her two guppies and one catfish which recently died.

A fellow plunked himself down at one end of the bar and in a magnanimous mood called: "Bartender! Give me a bourbon and water. Have a drink for yourself and set 'em up for the house."

The appreciative bartender obeyed. The generous one finished his bourbon and called: "Bartender! I'll take another. Have one yourself and set 'em up for the house."

The bartender complied. Then, worrying about the customer's ability to pay the sizeable bill, he suggested that the generous one might like to settle up. To his dismay, he learned that the customer didn't have a dime. He dragged him into the alley, beat him soundly and returned to his bar.

Pretty soon his ex-customer was back at the same stool. "Bartender," he said imperiously. "I'll take a bourbon and water, and set 'em up for the house. But I'm not buying you another one. You get ugly when you drink!"

* * * —C&O Tracks

A woman is a person who will spend \$10 on a beautiful slip and then be annoyed if it shows!

When the husband arrived home earlier than usual, he found his wife in the arms of his best friend.

"I love your wife," explained the friend, "and she loves me. I'll play you a game of cards for her. If I win, you divorce her, and if you win, I promise never to see her again. Will you play the game with me?"

"All right," the husband agreed, "but how about a penny a point to make it interesting?"

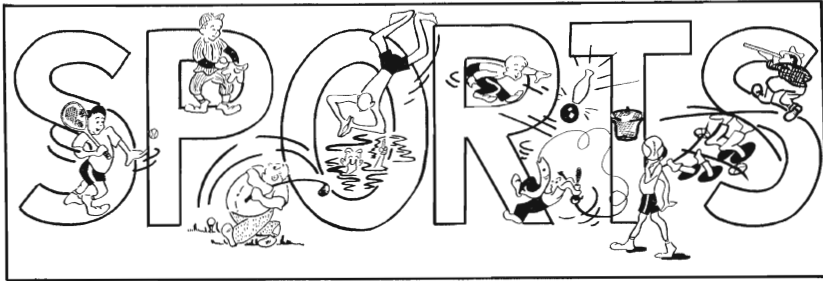
* * *

An airline passenger rushed into the ticket office in San Francisco the other day, clutching his ticket in one hand and his hat in the other:

"Has the limousine for the flight to New York left yet?" he hollered, all out of breath.

The ticket girl took her time about looking up, and replied in her most soothing tone, "No, sir, it's just outside the door. Hop in."

The man rushed off. Then, a couple of hours later, who should appear at the counter again but the same passenger, no longer panting and with a look of resignation written all over his face. "I have just had a two-hour tour of Chinatown," he announced. "What do I do now?"



By Maurice Notter



A few nights ago I was going through my fishin' gear, getting ready for May 14 which brought back memories of opening day when I was a kid back in southern Indiana. To begin with, we needed no set date to let us know when the big "yaller bellies" began biting. To us, that came as natural as the four seasons.

Tackle requirements were simple; a hook or two, a piece of line, and a cork stopper purchased at Boyce and Williams' drug store for a penny, and we were in business. As for transportation, we had a willing pair of legs—

a little spindlin' and knobby, perhaps—but good for a few dusty miles.

As I recall, our first fishin' trip of the season was usually on a warm Saturday around the last of April, when the air was sweet with the smell of Catalpa and Maple blossom, and there was a yard full of spring spading to be done. Mom was insistent about the garden work and, while my intentions for the day were strictly on the up-and-up, they invariably fell by the wayside around nine in the morning with the appearance of a freckled, buck-toothed face draped over our back fence and to which was attached the body of one Abner Wade Young. Now Ab was nothing short of a walking fish barometer, whose vivid description of a catfish draggin' a cork under the water could pull even the good Saint Peter away from his duties. Needless to say, my spading fork was deserted for the better things in life.

Once I had shucked my conscience, it didn't take Ab and me long to get us a can of worms (the best in the county could be dug right behind his Ma's chickenhouse) and by 9:30 we were loping along the L. & N. tracks behind Mark Butler's dairy out at the edge of town. We could never pass the

dairy without first stopping to lob a few chunks of ballast at the pigeons and to speculate on the gory fate of anyone unlucky enough to be caught by Mark's old Guernsey bull. He was the meanest-looking critter you ever saw. Had a big iron ring in his nose and was always snortin' and pawin'.

Once past Butler's dairy, the railroad dipped down an easy grade, then leveled off opposite the tile factory a half mile out of town. Here a quick detour took us across the yard, past the baking kilns and over to Bigge's creek, where we tarried long enough to estimate the summer's prospective crawdad crop. Outside of the "dads" and a few chub minnows, there were no fish in Bigge's creek, but that little old branch always held a sort of attraction for us. We used to "mud-crawl" in some of its deeper holes during the summer.

With nothing much left to distract

us between Bigge's and the "woods," we fairly flew the remaining half mile to the main creek, where a dozen or more good holes awaited our choice. Some of our favorites were the big hole, deep hole, the sycamore, and a few others named for their depth as measured by various parts of our anatomy.

We usually settled on the sycamore because of the easy sitting space on the tree's big roots and a perpetual log jam at the lower end of the hole. Here we would plop our baited hooks into the most likely looking spot and loll back to fish and listen to Old Man Blackburn's hired hand yell at his plowin' team over in the adjacent field. For us, the fishing season had officially opened.

(P. S. We'd catch something besides fish when we got home in the evening!)

Repair Track No. 2, winners of the first half, won the Eastbay WP Bowling League in a playoff against Repair Track No. 1, winners of the second half.

Final league standings were:

	WON	LOST
Repair Track No. 2.....	48	36
Switchmen	46½	37½
Repair Track No. 1.....	46	38
Freight Agents.....	42	42
Freight Traffic.....	42	42
Zephyr Yard.....	41	43
Hot Boxes.....	40	44
Passenger Traffic.....	30½	49½

A 246 by Andy Pickens, Passenger Traffic, and a 616 by Roy Nelson, Repair Track No. 1, were good for high game and high series, and the Zephyr

Yard took high team game with a 912.

Trophies and shirts were presented to the league champs and trophies to the runners-up.

President Walter Brumberg presented the trophies and introduced newly elected officers for the 1955-56 season, who are: R. F. Rickmon, president; Mel Pierner, vice-president; Bill Bergman, treasurer; and Howard Huffman, secretary.

BOWLING PREXY

From Frank M. Rowe, WP general agent at Reno, we learn that Frank Bedient, traffic representative there, was elected president of the Nevada State Bowling Association for the coming year.



Although official results were not available at press time, the Oakland Switchmen bowled their way to a four-pin win over the Sacramento Capitols to become unofficial champs of the WP Bowling Tournament held at Broadway Bowl in Oakland on April 2 and 3.

Unofficially, the teams finished with the following scores:

Switchmen, Oakland.....	2,897
Capitols, Sacramento.....	2,893
Cal Zephyrs, San Francisco..	2,889
Freight Agents, Oakland.....	2,788
Zephyr Yard, Oakland.....	2,787

Tom Dowd, tournament secretary, is working on the official results and final standing will be sent to all entrants as soon as they are available.

Twenty teams entered to make the tournament the largest ever held which included 47 singles events and 48 doubles. San Francisco, Oakland, Sacramento and Oroville had entrants, and the SP entered two teams from San Francisco.

Officially, Tommy Kyle, swept the singles with 643 pins. Hy O'Rullian's

Cliff Ditty, Hy O'Rullian and Tommy Kyle, third, second and first place winners in the singles events.



MILEPOSTS

BENNY WANTS A "PIGEON"



"Gimme a coupla buckets of balls," said Benny as he approached Sam the pro at a local driving range. "Haven't socked a golf ball for a heck of a long time and I gotta get in shape for the big annual WP Golf Tournament that's gonna be held on June 4."

"Gonna get yourself a coupla 'pigeons,' eh?" replied Sam. "Where they playin' this year?"

"Brand-new course near San Jose. It's a semi-private layout called Almaden Golf Club, and is it a beaut! Even a duffer like me oughta shoot a good game. Jim Hickey and his committee—Chuck Faye and Russ Cleland—are workin' out a blind bogey match that oughta make it easy for hackers like me to win a coupla prizes from those low-handicap guys. Gonna have a

hole-in-one contest, too, and more prizes than they had last year."

"Guys that can't get up in the mornin' can get started up until eleven o'clock. That ain't for me, though. Gonna tee off around eight so I can watch the boys drag in to the good old 19th hole. They've got a swell dining room and coffee shop, too, so I might bring along the missus and treat her to dinner. Frank Rauwolf is workin' up some entertainment for the wives and he's gonna put out a bulletin in May givin' all the latest dope."

Sammy put a coupla more battered-up balls on top of the pail as he reached for Benny's dough, and said, "sounds like a swell deal. Keep 'em down the middle, 'Benny.'"

"You ain't kiddin', pal. Any WP railroader can enter—gals, too—and they can bring along guests, so we oughta have around 80 golfers."

"Say, Sam, you better gimme another bucket of those balls."

WP BOWLING TOURNAMENT

625 and Cliff Ditty's 623 were good for second and third.



Cy and Harry Kulas, winners of the doubles.

Cy and Harry Kulas of the Feather River team collected 1,263 pins to take the doubles, with second place going to two of their teammates, J. Lombardo and R. Miller who scored a 1,199, and third place to Al Stadler and E. Asbury of the Capitols for a 1,178.

It's good for a man to have an occasional humbling experience, to cut him down to size, such as getting on the same elevator with a basketball team.

* * *

A classified ad in the Lost and Found columns read: "Lost—one brown leather wallet containing identification cards and \$100 in bills. Finder may keep wallet and cards, but please return money, as it has a sentimental value to owner."

This is the third installment of an article by Mr. Madsen given as a talk before the coast convention of the Superintendents' Association at Portland, Oregon, last August. It was so

well received there that he was asked to repeat the talk for the Chicago South Shore and South Bend Railroad Veterans' Association at Michigan City, Indiana, in November, 1954.

My European Railway Tour

By Robert C. Madsen

“WHILE traveling through the Rhine River area, I investigated the Alweg system under development near Cologne, Germany. This system was conceived and is being promoted by Dr. Axel L. Wenner-Gren, Swedish-born international industrialist. Unfortunately, the unit was not in operation while I was there because modifications were being made to the truck design.

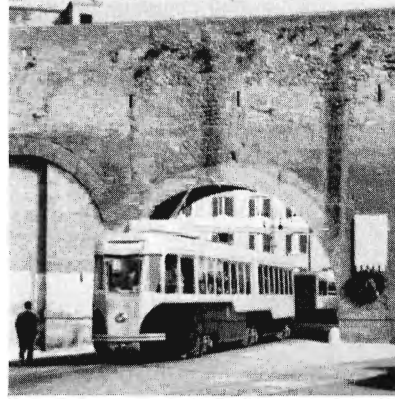
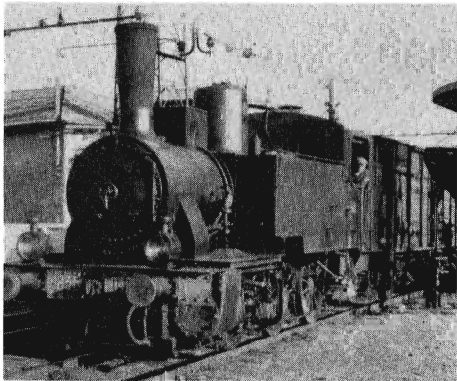
“The Alweg System briefly consists of an elevated mono-rail with a rail on each side of the mono-rail to guide the stabilizing wheels of the articulated train. The main feature of this system is the roadway called the “Beamway” which is a line of reinforced concrete beams supporting a metal mono-rail with stabilizing rails

on each side of the “Beamway.” The supporting frames are shaped in the form of an isosceles triangle spaced at intervals of 35-45 feet with height of the pylons (supporting frames) varying from six feet upwards, depending on the terrain encountered.

“The test train consists of three articulated units, two and one-half times smaller than regular units embodying methods of airplane construction to obtain the best aerodynamical shape since speed has been a major consideration in the development of this system. Each unit or car body consists of two under carriages which are divided into a carrying saddle and a stabilizing saddle. The carrying saddle supports the car weight and axle for the pneumatic tire wheel that rides on top of the mono-rail. The stabilizing saddle is superimposed on the outside of the carrying saddle and provides a means of housing the guide wheels which travel on each of the two stabilizing rails set below and on the side of the mono-rail to guide the articulated train. I have a descriptive pamphlet on the mechanical and engineering features of this system if anyone desires to peruse it.

“It is proposed to use this system on the high-speed Beamway just described but a further modification in the truck

Italian switch engine at Florence, Italy.



Typical Roman street car passing through a portion of an old Roman wall in the area of the Vatican.

although Alweg researchers claim it is feasible to replace present railroad systems.”

(EDITOR'S NOTE: “A monorail line connecting Cologne, Germany, and nearby Opladen is under serious consideration, according to a West German Government spokesman. The line, if built, would be a refinement of the ‘Alweg’ System, in which very high-speed electric-powered cars straddle a reinforced concrete structure supporting a single beam-type rail.”—From *Railway Age*.)

RAILROADING IN SWITZERLAND

“The Swiss Federal Railways characterize the national methodicalness and cleanliness for which this small democracy is noted. The Federal Railway System embraces only a little over half of the total Swiss railway mileage but directly interchanges and operates with the private railroads to achieve a unified system. I traveled over all of the main routes during my ten-day visit to this charming country, which has the best organized tourist services that I encountered on the Continent. Tourist information and currency exchange offices are located at all major railroad stations and such extensive tourist service is understandable when you consider that passenger traffic accounts for better than 40 per cent of the total revenue.

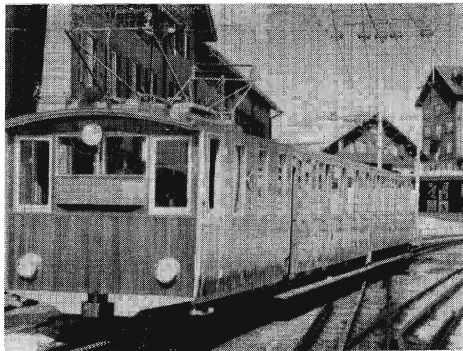
“The engineering structures (tunnels, bridges, stations) on all of the Swiss railways enhance the beauty of the landscape and escape from the utilitarian appearance of our common railroad structures.

“The train and station personnel

and Beamway design will permit this unit to be operated on either the standard two-rail track or on the highway. The changeover from Beamway to standard railroad or highway operation can be negotiated without stopping for mechanical adjustments.

“I only discussed the urban passenger developments of this system in its present form. The principal advantage of this system is the minimum number of bodily transfers of persons from one vehicle to another since this system would use the streets in the residential areas to collect the patrons, followed by using the Beamway for express service to the central district of the city. While street and highway operation is an important adjunct, Beamway operation is the backbone of the Alweg System. Not only does this operation reduce origin to destination travel time through the reduction of bodily transfers from surface to Beamway operation, but it can attain higher receiving speeds than are possible on present systems.

“At the moment, its greatest possibility seems to be in urban movement,



Cog railway serving Jungfrau reaches elevation of approximately 11,000 feet. Taken at Kl. Scheidegg.

from an elevation of around 1,800 feet to 11,300 feet by means of three cog rack electric railways, all electric, of course. These private railways operate most of the year, in winter season for skiers and in summer season for tourists.

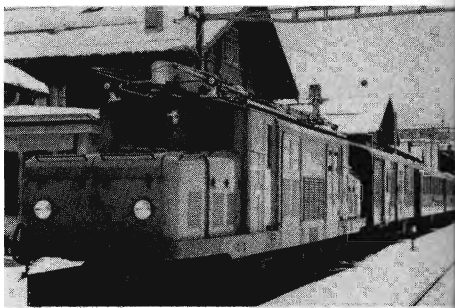
"The two main lines running through Switzerland, connecting northern Europe with Italy are noted for extensive tunneling. The largest tunnel, on the Simplon line from Geneva to Milan, is just over twelve miles. It consists of two single track bores on tangent track. At the Suisse end of this tunnel is located an important railroad junction called Brig. This terminal divides the traffic destined for Geneva in southern Switzerland with the traffic for Bern in central Switzerland. The Lotschberg line from Brig to Spiez on the way to Bern is noted for beautiful scenery through the heart of the Alps which is negotiated by a nine-mile tunnel and many horseshoe turns. The most famous route is the St. Gotthard, connecting Zurich and northern Europe with Italy. This line traverses the Alps by means of five complete spirals, two horseshoe turns and a nine-mile double-track tunnel.

are usually familiar with the three official languages, German, French and Italian, of Switzerland. My tour commenced officially from Bern, the capital, where German is the most prevalent language—yet, I only traveled about sixty miles to Lausanne on Lake Geneva where French is the official language.

"In southern Switzerland, the fifty-mile narrow-gauge railway from Visp to Zermatt is the most spectacular, encountering grades up to 12 per cent with the aid of cog racks. From Zermatt to the Gorner Grat, where a magnificent view of the Matterhorn can be enjoyed, the railway negotiates grades up to 20 per cent. Steel ties are used quite extensively on this railway because of the better lateral stability than with regular wooden ties. The steel ties are turned down at the ends to afford a better footing for the tie in the ballast.

"The narrow-gauge railway in central Suisse (proper Swiss spelling) from Interlaken to the Jungfraujoch is the most spectacular. You travel

Zermatt, Switzerland. Narrow-gauge railroad from Visp to Zermatt, approximately 50 miles, serving the Matterhorn ski and resort area.



MILEPOSTS

"But the most spectacular operation from the standpoint of main line operation was the Rhaetian Railway, serving southern Suisse. The highest viaduct and bridge approach is 300 feet in height and the longest almost 1,000 feet in length. The Alps are conquered by means of four complete spirals, all in tunnels, and three horseshoe curves, two in tunnels.

"The Indicateur Official (official timetables) of the Suisse railways is edited in a most methodical and easily referenced style. On the frontispiece is drawn a system railway map showing all main railroad stations and routes. The main routes between cities are shown in heavy black lines and identified by a two-digit decimal number.

"For instance, the main route from Geneva to Lausanne on Lake Geneva is identified by Number 10. All of the services, intermediate and connecting, between these two cities will be found in the Number 10 section, and will be indicated by any number from ten through nineteen, prefaced with digit one. All of the main routes are indicated by this simple system, in addition to regular alphabetical station index.

"The international services are indexed and shown on a map on the rear cover of timetable with abbreviated schedules listed in a separate section under different colored pages of the timetable."

(To be continued)

As the young lady oyster snuggled back into the sea after her first date with the dashing lobster, she nudged her girl friend and whispered: "It was wonderful. Simply wonderful. He took me to that secluded rock near the sandbar, looked into my eyes, whispered sweet nothings in my ear, put his arms around me, and then . . ."

As she uttered these last words, the lady oyster clutched her throat and groaned in mortification, "Oh, Good Lord, my pearls!"

ERRARE HUMANUM EST OR—WE "GOOFED"

Trying to be a nice guy, the editor "swiped" a news item from a local paper to add to the end of the Keddie column in the March issue. It told of Agent C. Gibson leaving Quincy Junction to take over the duties of C. H. Mellinger at Reno. These gentlemen passed away some time ago. To assure all WP railroaders who may be wondering, Agents I. A. Reichenbach, Sr., and M. H. Buckley are still very much on the job at Quincy Junction and Reno, respectively. The item came from a column headed, unnoticed at the time, "It Happened 25 Years Ago"!

* * *

On the back cover of the same issue mention was made that "Northern Pacific and Milwaukee railroads slash full day off freight schedules to Pacific Northwest." We apologize for an oversight, as it was the Great Northern who actually initiated the faster service and made its announcement 48 hours before NP and Milwaukee. The announcement appeared on the back cover of the April issue.

You can't win 'em all!

Sign in a beauty parlor window:
"Don't whistle at a girl leaving here. She may be your grandmother." * * *

Editor: "You wish a position as a proofreader?"
Applicant: "Yes, sir."
Editor: "Do you understand the requirements of that responsible position?"

Applicant: "Perfectly. Whenever you make any mistakes in the paper, just blame 'em on me, and I'll never say a word."

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RAILROAD LINES



By combining use of plastic-sided damage-prevention box car and "Perfect Shipping" train with other prevention activities, Union Pacific reduced '54 freight claim bill nearly \$600,000.

Pennsylvania Railroad extends Hertz Rent-a-Car rail-auto travel plan to 46 communities in 11 states.

February revenue and expense figures released by Chesapeake & Ohio on March 2 for possible new record in fast reporting.

Soo Line's first trailers in "piggyback" service arrived in Minneapolis on March 2.

Lackawanna electrifies its all-steel cabooses.

New Haven announces a five-year \$64 million improvement program.

Spokane, Portland & Seattle to relocate 14 miles of line due to construction of Dalles Dam in the Columbia River.

Lackawanna first to provide intrastate "piggyback" service in New York.

Santa Fe first American railroad to use electric butt welding process developed in Switzerland to fabricate continuous welded rail.