

WESTERN PACIFIC  
*Mileposts*

SEPTEMBER 1950



# WESTERN PACIFIC Mileposts



Vol. II, No. 2

SEPTEMBER, 1950

Milepost No. 14

Department of Public Relations  
**WESTERN PACIFIC RAILROAD**

SACRAMENTO NORTHERN RAILWAY      TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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

Member American Railway Magazine Editors' Association

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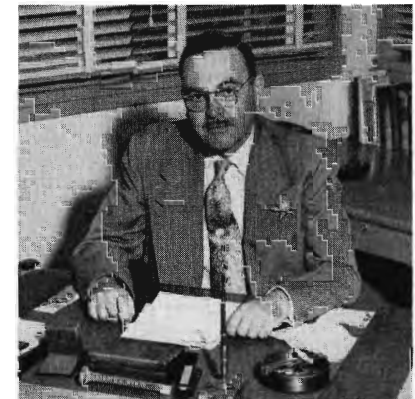


## Last Call for Dinner!

Little does the average dining car patron realize the planning, preparation and organization that has preceded his being seated before a comfortable and attractively arranged table, while traveling across the countryside on one of today's modern trains, such as the *California Zephyr*. Such matters as balanced menus, deft service, and other attributes to satisfy the most critical gourmet, he takes for granted. But, not unlike any housewife, the railroad commissary has many problems, and the duties of the dining car department's employees are numerous and varied.

Step behind the scenes for a moment, where many hours and much effort have been consumed in arranging to feed a small army of travelers while enroute. Western Pacific is fortunate in having a new and one of the most modern commissary buildings in the railroad industry. Located at the west end of the Oakland Zephyr yard, adjacent to the Zephyr servicing tracks, the building was completed only four

months ago. The greater part of the building is one story high, 96 feet in length and 86 feet wide. A second story, 38 x 42 feet in area, is located above the southwest corner of the building, and houses the commissary offices. The concrete floor slabs vary in thickness from five to seven inches, and rest on large rail-reinforced concrete beams, which in turn rest upon a total of 69



Harold G. Wyman



Local purchases being delivered at receiving door.

creosoted piles. The frame of the building is of fabricated steel, and is covered with Galbestos siding, having a neat modern appearance which matches the existing buildings in the Zephyr yard.

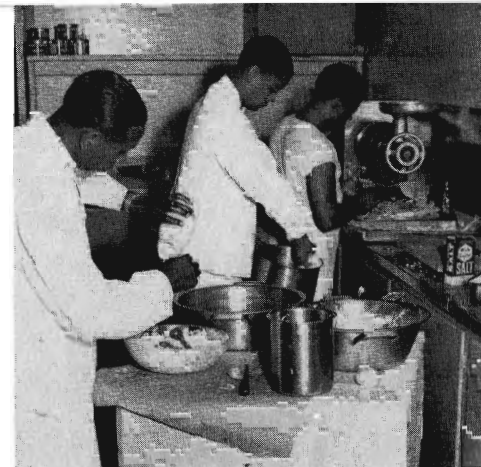
The northwest corner of the building houses a large refrigerator, about 20 feet wide by 43 feet long. Machinery for the refrigerator is located outside the building on a fenced-in concrete pad.

As a part of the commissary project, the building which formerly occupied the site was moved and remodelled. A two-story "L"-shaped structure, it was cut in two and moved to the southwest corner of the Zephyr yard. By remov-

ing the lower story and placing the two wings of the "L" end to end on a new foundation, it was converted into a very comfortable dormitory building. Attached to the east end of this building is an ice storage room, made over from an old refrigerator car body. Space for Pullman operations was constructed from parts of the removed lower story.

With ample space for storage of the wide variety of foods required, the building also has a linen room where tablecloths and napkins are stored in first class condition, a room for holding class instruction in dining car operation, and a shower and dressing room for the convenience of dining car employees.

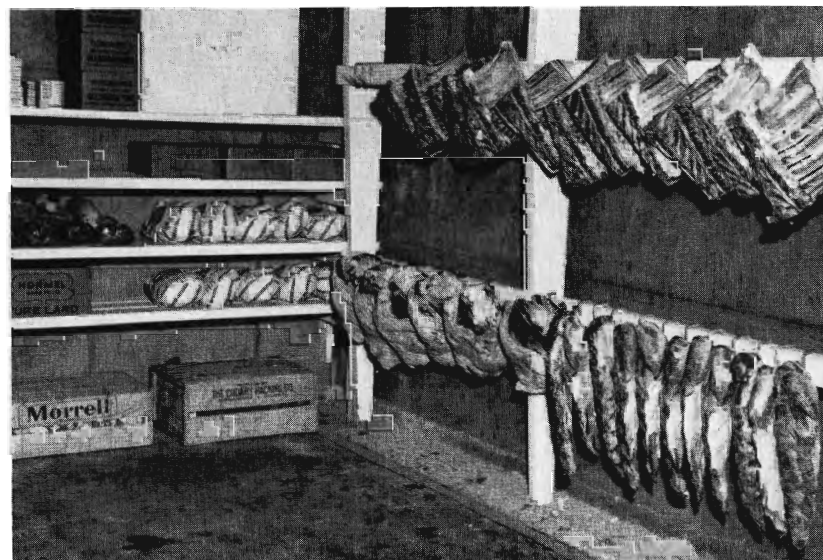
All supply purchases are handled at this office under the supervision of J. H.



Lovelder Draper, Pete Bellamy and James Clark prepare hors d'oeuvres in commissary kitchen for a special train.



Irving Domelly filling requisition checked by Shirley Smith.



Top quality meat supplies are stored at 38° in commissary meat refrigerator.



Steward Stanley Gray checks his supplies as Shirley Smith prepares to transport them to diner.

Duhig, commissary buyer, and a careful check is maintained to provide an adequate stock at all times.

The building has spacious aisles for ease in handling the trucks, and wide rolling doors make for easy ingress and egress to and from the building when trucking supplies direct to the dining cars in the yard.

From the time the dining cars are loaded and prepared for an outbound train, whether it be the *California Zephyr* or one of the "specials" operated by Western Pacific for convention or other travel groups, the dining car crews are busily engaged in making preparations for the run. The steward, in whose charge the diner is operated, must keep a perpetual inventory of supplies and equipment so that when ordering he knows not only what he wants, but how much. This inventory also serves as a trip report or journal, recording number of meals served and revenue involved. Properly filled out

in all detail, the report is a 20-page book and gives a complete financial and supply record of the particular trip.

Sixteen pages are needed to record the dining car's supplies, each page showing aggregate quantity of each commodity on hand, consumed or needed. Under the heading of meat, poultry and fish, there are 74 various items. Vegetables, from the lowly onion to the lordly truffle, account for 52 entries; fruits cover 32 items. Then there are 11 standard jams and jellies, 25 different dairy products, 12 bread entries, 275 individual "dry" groceries, 20 beers, 22 wines, 25 mineral waters, 35 whiskeys, brandies and cocktails, 10 brands of cigars and 10 kinds of cigarettes. By keeping this perpetual inventory up to date, the dining car steward makes up a "grocery order" at the end of his run for enough supplies to bring his kitchen up to standard. A dining car's storeroom thus resembles a grocery store without a



Herbert Scott "tops off" overhead diner ice bunkers prior to departure of train from Oakland yard.

cash register. In addition to the above, a dining car carries sufficient linen to serve one thousand guests. Crockery, glassware, silver service and kitchen equipment that would do justice to any first-class hotel dining room, are all stored within a short space of some 25 feet.

The chef of a WP diner plans his day's meals, and before the first breakfast order is given, he has luncheon and dinner menus well along in the process of preparation. In the dining car proper, five to seven waiters lay the tables with fresh linen, silver and glasses, fill the water bottles and give the car that spick and span Western Pacific look. As the passengers entrain at a station, the dining car crew watch them and not from mere idle curiosity, either. For from long years on the same run the good dining car crew studies the

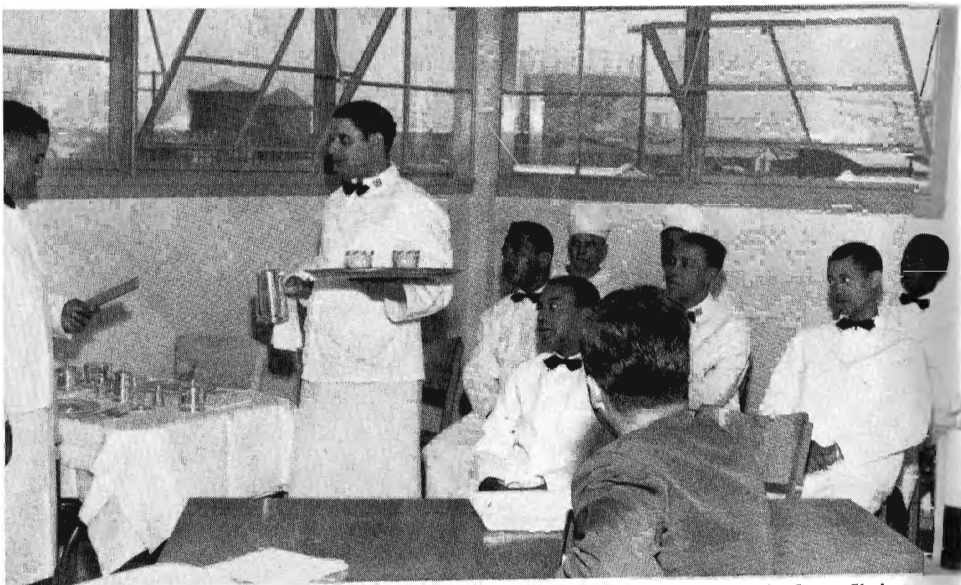
taste of the traveler, so that before the dinner call is sounded, your own pet dish is often already on the fire, ordered by a waiter who had served you before. Early on the run a checkup is made of through passengers so that the chef may know the probable number of meals he has to prepare.

It always surprises the visitor to a dining car how so much food can be stowed and prepared in so small a space. The answer is—training. Each cook knows his job thoroughly, and all his materials are close at hand. Much of the success of a dining car's service is due to its crew. They must be congenial people who can work together. After the last meal is served, and the train is nearing its terminus, all hands turn to cleaning silver and counting

George Caldwell (left) and Walter Simpson loading supplies for WP special.

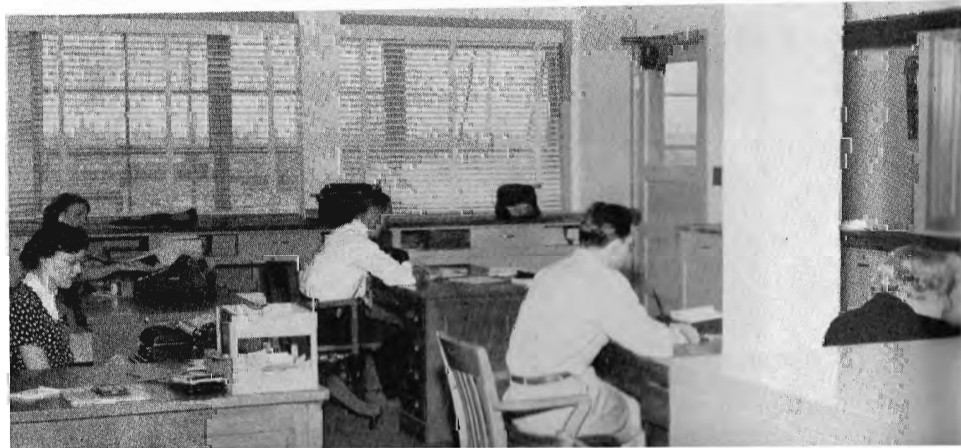






Assistant superintendent Brunberg conducts school on subject of table service. (From left) James Clark, Charles Watkins, Walter Simpson, George Caldwell, Robert Tillman, Pete Bellamy, Lovelder Draper. (Rear left) Charles Vaughn, Leroy Taylor.

Commissary office staff. (From left) Florence Sutton, Dorothy Storey (left corner), Louis Lopez, Howard Huffman and Evelyn Rykkeli (right corner).



linen to prepare it for the laundry, while the chef and steward check the stock and prepare the requisition for supplies.

At the terminus, inspectors from the dining car department board the car to take over the stock and supplies still left and prepare to restock it for its next run. As every member of the crew well knows, there is far more to a dining car meal than the mere eating.

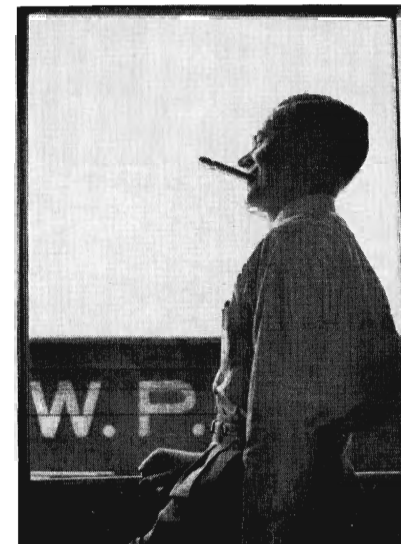
Western Pacific' dining car department is under the supervision of Harold G. Wyman, superintendent, and Walter Brunberg, assistant superintendent, who are assisted by dining car inspector Cecil Staley, and commissary clerks Mason Gordon, Jr., Francis Johnson and Harold Hancock.



Waiter Larry Boggus greeting Eleanor Parker (Warner Bros. star) and companion on the California Zephyr.



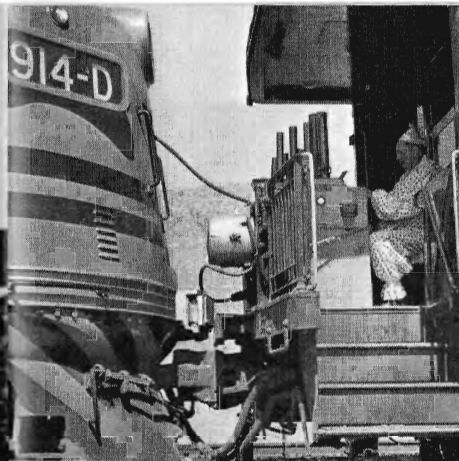
Crew dispatcher Louis Lopez "signing in" waiter Walter Simpson at sign-out office.



Assistant superintendent Brunberg enjoys a stogie after sampling one of WP's delicious dining car meals.



Dawn at Winnemucca finds excited kids hastening to get aboard the circus train.



Something new in railroading. The calliope is being operated with air from the locomotive. Notice the hose which is hooked into the rear windshield wiper.



Enroute to the circus, road foreman of engines V. H. Edwards at the switch. (He didn't throw it, so no claims, please!)

Below: Just to make certain none would be missing, each group of kids held onto a rope between the train and the big show.

## Circus Train Time Again

Shortly after dawn on Wednesday, August 16, 555 kids, happy and full of pep, piled aboard a train of gaily painted cars behind a diesel locomotive and a circus calliope at Winnemucca. That night they returned happier than ever, pep all used up, and laden down with turtles, lizards, whips, trumpets, and glamorous memories.

It was the second annual Western Pacific circus train, carrying the grammar school children from as far east as Battle Mountain to the Shrine Circus at Reno. The train, operated at a nominal fare to satisfy I.C.C. requirements, is furnished as a public service by Western Pacific.

The cost is paid by the Winnemucca Shrine Club who, under the direction of President Ernest Damon, also furnished box lunches and dinners to the

children, as well as innumerable cases of soda pop and admission to the circus itself. Western Pacific supplied lunch and dinner for the Shriners in a lounge car carried on the train, and free ice cream for the kids.

This year, as an added festive touch, a circus calliope was mounted on the observation platform of the business car directly behind the engine and operated with compressed air from the diesel's rear windshield wiper. The blaring "steam piano" melodies from this instrument, its player in circus clown costume, could be heard two miles ahead of the train and caused quite a commotion as it pulled into Reno and the towns along the way.

At the circus it was Judge Merwyn H. Brown Day, in honor of the well known Winnemucca jurist, who three



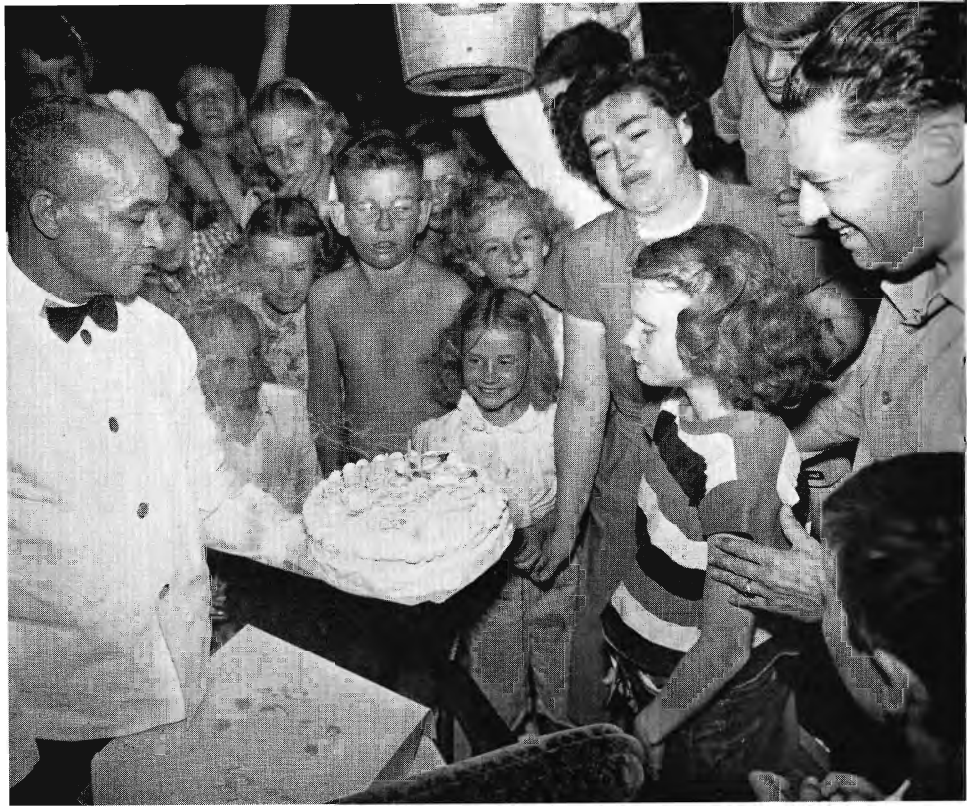


A circus wouldn't be complete without clowns, as the expression on the kids' faces show.

Kids whose birthday coincides with the circus train get a cake from Western Pacific. Here little Virginia Haber has just blown out all the candles on the cake, held by Al Green, dining car department, indicating her wish will be granted.



Who can picture their dreams while catching a few winks on the return trip home?



years ago was responsible for starting the Shrine Circus in Reno, and the movement for bringing vast numbers of children from far and wide to see it.

There would have been 556 kids, but 9-year-old Jay Tidwell, riding into Winnemucca on his bicycle, missed the train. His gloom, however, was short-lived. Western Pacific wishes no kid to miss the circus, and as a guest of the railroad he boarded the *California Zephyr* on Friday with traveling freight and passenger agent C. C. Duck as escort, was met at Portola and motored over to Reno. Here he was given the courtesy of the presidential suite by the Mapes Hotel, who also threw in a haircut and a shine, and then taken by Spike Jones, the clowns,

and the elephants. Returning to Winnemucca on the *California Zephyr*, Jay said, "This'll probably be a day I'll never forget."

Sometimes it pays to miss a train. But Jay and the other 555 kids are already looking forward to next year's Western Pacific Shrine circus train.

WP officials who accompanied the circus special included C. L. Droit, secretary; Gilbert H. Kneiss, assistant to president; Joseph G. Wheeler, passenger traffic manager; and Charles Fischer, Reno general agent. During a brief ceremony en route, Shrine Potentate Laurance E. Layman presented framed roll of honor certificates, inscribed, to President Whitman and to Kneiss. Wheeler was similarly honored last year.



## SACRAMENTO NORTHERN GOES TO DINNER

To further carry out President Whittman's desire to meet face to face every employee on the Western Pacific System, a letter was sent to all Sacramento Northern employees by their president, R. T. Kearney, inviting them to attend a "dinner on the boss" at Sacramento's Senator Hotel on Thursday evening, August 3. Similar to Western Pacific's "Operation Nosebag" last April, at which time the boss met and fed company employees all along the main line from Salt Lake City to San Francisco, a special Sacramento Northern electric car left the

Oakland terminus at Fortieth and Shafter at 4 p.m. on the afternoon of the dinner and, picking up the employees along the line, arrived in Sacramento at 6 p.m., where a bus was waiting to transport the gang to the Senator.

To bring those employees north of Sacramento to the dinner, special arrangements were made to provide one of Western Pacific's new "Zephyrettes" (Budd car). Leaving Sacramento Northern's Haggin Yard at 12:30 p.m., the car dead-headed over the line to Chico where, after gathering up the gang waiting there, it made its return to Sacramento, stopping along the way at Oroville Junction, Marysville, and other Sacramento North stations for those who were able to make the trip. Another bus was waiting upon arrival

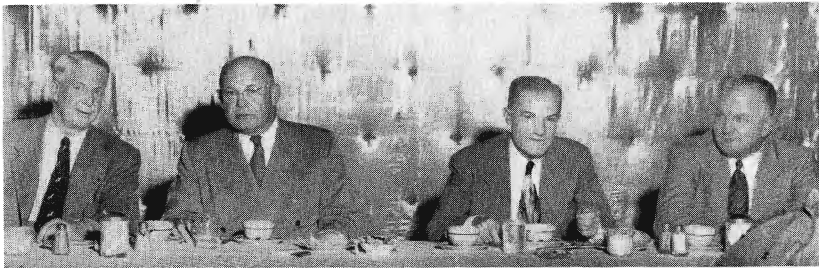


What better chance to get acquainted with your fellow workers can be provided than a "dinner on the boss" such as these SN employees are enjoying.

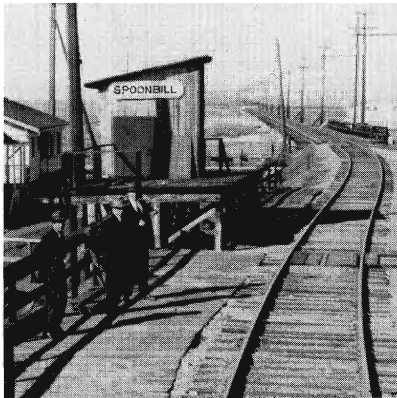


SN employees board the Zephyrette at Chico for the trip to Sacramento.



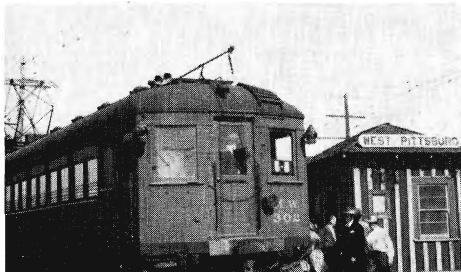


F. B. Whitman, R. T. Kearney, A. W. Harris and H. C. Munson enjoy dinner with the employees at the Senator



A group of employees wait to board the special at Spoonbill . . . . .

. . . and another group are picked up at West Pittsburg, both stations on the Sacramento Northern Railway between Oakland-Sacramento.



of the Budd car in Sacramento, and the employees were hustled off to the hotel, where dinner preparations were in full swing.

Some 200 in all seated themselves in the dining room for the dinner and program which followed. Sharing the head table up in front were Arthur W. Harris, general chairman of the Brotherhood of Railroad Trainmen; Harry C. Munson, vice-president and general manager for Western Pacific and vice-president of Sacramento Northern; and the two presidents, Frederic B. Whitman and Rex T. Kearney. Introductions were expertly handled by master of ceremonies Kearney, and short talks by Harris and Munson were followed by the speaker of the evening, Whitman, who outlined the policies of the Company in relation to its employees, and told them of the future plans for the Sacramento Northern.

Following the talks, a thirty-minute ride from Chicago to San Francisco was provided by means of the color picture, "California Zephyr," following which the employees were returned by bus to the special cars for the ride back home.

# MILEPOSTS



# IN GOLD

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

<b>40-YEAR PIN</b>		
Charles E. Renner.....	Conductor .....	Eastern Division
<b>35-YEAR PIN</b>		
Elmer J. Campbell.....	Conductor .....	Eastern Division
<b>30-YEAR PINS</b>		
Sampson Etchebehere .....	Stationary Engineer.....	Mechanical Dept.
Glen B. Gorham.....	Locomotive Engineer.....	Eastern Division
Carl F. Hagen.....	Locomotive Engineer.....	Western Division
Adolph Loser.....	Locomotive Engineer.....	Eastern Division
Shelby J. Parry.....	Locomotive Engineer.....	Eastern Division
Cecil G. Trumbo.....	Locomotive Engine.....	Eastern Division
Leonidas T. Truro.....	Clerk .....	Western Division
<b>25-YEAR PINS</b>		
Harry Gumm.....	Conductor .....	Eastern Division
Frank S. Murphy.....	Traffic Repr.....	San Francisco
Juan G. Pedroza.....	Hostler Helper.....	Mechanical Dept.
Mario Ragusa.....	Locomotive Engineer.....	Western Division
James L. Wilkinson.....	Conductor .....	Western Division
<b>20-YEAR PINS</b>		
Murdock F. Manning.....	Yardman .....	Eastern Division
C. N. Vetter.....	T & T Maintainer.....	Telegraph Dept.
<b>15-YEAR PINS</b>		
Frank H. Cutright.....	Section Foreman.....	Western Division
Wilbur C. Hardy.....	Motor Car Maint.....	Western Division
David W. Lee.....	Clerk .....	Western Division
Ralph Ott.....	Rate Clerk.....	Passenger Dept.
Charles D. Woods.....	Tavern Car Attend.....	Dining Car Dept.
<b>10-YEAR PINS</b>		
James R. Clevenger.....	Telegrapher .....	Western Division
Vincent Dycus.....	Check Clerk.....	Western Division
Frank W. Fritz.....	Switchman .....	Western Division
Wilbur H. Hanson.....	War Bond Clerk.....	Auditor's Dept.
Albert H. Harper.....	Switchman .....	Western Division
Murray E. Lindley.....	Roadway Clerk.....	Western Division
Howard A. Yetter.....	Check Clerk.....	Western Division

"Mr. Warren," the reporter remarked, "you are truly a self-made man. You have educated yourself while you fought your way up to success. Tell me, how did you manage to get in all that reading during those busy years?"

"It was quite simple," Mr. Warren modestly explained. "I kept a good book open on my desk and read it dur-

ing those periods when someone said to me over the telephone, 'Just a moment, please!'"

—Santa Fe Magazine.

In a night club one evening a very pretty girl was wearing, around her neck, a thin chain from which hung a tiny golden airplane. One of the young men in the party stared at it so that the girl finally asked him:

"Do you like my airplane?"

"As a matter of fact," he replied, "I wasn't looking at it. I was really admiring the landing field."

—Texas & Pacific Topics.

## UP THE LADDER

The appointment of C. C. Eldridge to position of assistant to general manager, was announced August 1.

Born November 8, 1919, in Yonkers, New York, Mr. Eldridge later moved to Detroit, Michigan. Following high school education he attended Cornell University, graduating with the class of '41 with a degree in mechanical engineering. He held three scholarships and was a member of Alpha Tau Omega Fraternity while at college.

Upon graduation, he entered the employ of the CB&Q, first working as a lineman in the Telegraph Department. Then followed 54 months of active duty with the U. S. Army which included service in the Signal Corps and the Military Railway Service. He



Colin C. Eldridge

saw service overseas in an amphibian task force operation in the Aleutians and in a Railway Operating Battalion on the Alaska Railroad. Released from active duty with the rank of Captain, he returned to the Burlington as a locomotive designer in the Mechanical Department at Chicago. He later was placed in charge of dynamometer car testing for that railroad, and engaged in testing locomotives in road service, analyzing engine performance, calculating tonnage ratings and making schedule analyses.

Mr. Eldridge came to Western Pacific in October, 1947, as special assistant in the executive department, with principal activities pertaining to operating and mechanical subjects, as well as studies in economics, finance and traffic, much of which concerned operation of the California Zephyr trains.

Mr. Eldridge lives in San Francisco with his wife and two daughters.

With Western Pacific experience that goes back to January 16, 1942, Robert E. Witts was appointed traffic representative on July 10, 1950.

Born in San Francisco on October 12, 1911, and following graduation from high school, Mr. Witts attended the University of San Francisco for two years, following which he went to work for the Bank of America in 1929. In 1938 he joined an advertising agency working in that vocation until joining the railroad as stenographer-clerk in the Foreign Freight Department. After promotion to the position of statistical clerk in the General Agent's office, Mr. Witts spent nearly three years, between 1943 and 1946, with the Army's Signal



Robert E. Witts

Intelligence Service, serving in the South Pacific.

Following his return to Western Pacific after the war, service as statistical clerk, chief clerk to general agent C. R. Harmon at Sacramento, and a short while in the traffic department's rate room, led to his most recent promotion.

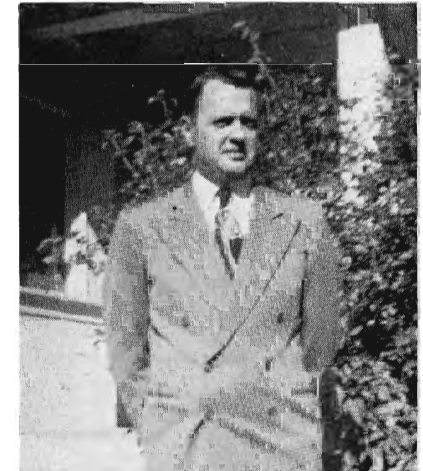
Mr. Witts is an active member of the Junior World Trade as well as the San Francisco Junior Chamber of Commerce. As a dog fancier, much of Bob's spare time is spent in training these animals, specializing in Cocker Spaniels. Married, Mr. Witts makes his home in Menlo Park.

One should never trust a woman who tells her real age. A woman who would tell that would tell anything.

Born at a mining camp in Amador County's Mother Lode in September, 1903, Charles H. Marchand's parents later moved to Sacramento, where he received his schooling, graduating from high school there in 1923.

Following two years employment with the Telephone Company and other various jobs, Mr. Marchand came to Western Pacific in January, 1928, entering the company's store department at Sacramento. Except for a short time between 1939 and 1940 when he worked at timekeeping, statistical and other duties in the Motive Power & Car Department, he has gained his entire experience with the Store Department. At the time of his recent appointment to position of Assistant to General Auditor—Material and Supplies, Mr. Marchand was chief clerk to the general storekeeper.

Married in Reno, Nevada, in 1934, he now resides in Sacramento with his wife and 8-year-old daughter, Diane.



Charles H. Marchand

## In Memoriam

Prior to his promotion on July 18 to position of assistant signal supervisor, Earl "Curley" A. Thompson worked as signal helper, assistant signalman, signal maintainer and general C.T.C. maintainer in Western Pacific's signal department.

Mr. Thompson was born in Winnemucca, Nevada, on January 11, 1917,



Earl A. Thompson

and after attending high school in Sparks, Nevada, came to Western Pacific on August 24, 1936.

Married, the Thompsons have a daughter and a son, and intend to soon make their home in Livermore. They have recently been staying in Sacramento.

Easing the engine to a stop at a water tank, the old engineer briefed his green young fireman. The fireman climbed to the tender, as per instructions, and managed to bring the spout down all right. But somehow his foot tangled in the chain and he floundered right into the tank. The engineer regarded him and his plight with a jaundiced eye.

"Just fill the tank with water, Sonny, no need to tramp it down."

IVAN R. CRANSTON, retired conductor since July 30, 1941, died on July 16, 1950. Mr. Cranston entered service with Western Pacific on September 1, 1910.

FRIED M. FRITZSCHE, formerly groundman in the telegraph department, died June 19, 1950. Mr. Fritzsche entered company service November 20, 1918, and retired January 7, 1938.

ROBERT F. GLAZIER, retired boilermaker since July 1, 1938, died on June 20, 1950. Mr. Glazier entered company service on August 20, 1918.

FREDERICK J. GRANT, brakeman, died on July 23, 1950. Mr. Grant entered Western Pacific service November 1, 1943. He is survived by a son, Corporal Eugene S. Grant, 4911th Air Police Squadron, 4910 Air Base Group, Kirtland Air Force Base, Albuquerque, N. M.

ARTHUR JOHNSON, roundhouse foreman at Elko until his retirement on February 11, 1950, died on July 21, 1950.

PAUL J. PARSONS, brakeman, died July 1, 1950. Mr. Parsons entered company service November 19, 1944. He is survived by a sister, Miss Lela Parsons, of Memphis, Tenn.

WILLIAM L. PERRY, formerly locomotive engineer, died recently, the date of his death being unknown. Mr. Perry came to Sacramento Northern on June 12, 1944, and retired May 1, 1946.

ISAAC A. VANGUNDA, Sacramento Northern section laborer, retired since August 15, 1937, died on June 27, 1950. Mr. Vangunda had intermittent service with the company since December, 1918.

SAMUEL T. WESTWOOD, telegrapher for Western Pacific until his retirement on September 2, 1936, died on June 16, 1950. Mr. Westwood entered company service July 7, 1928.

HORACE C. YEARY, extra gang laborer on the Eastern Division, who retired April 15, 1947, died on May 16, 1950. Mr. Yeary entered company service on May 18, 1943.

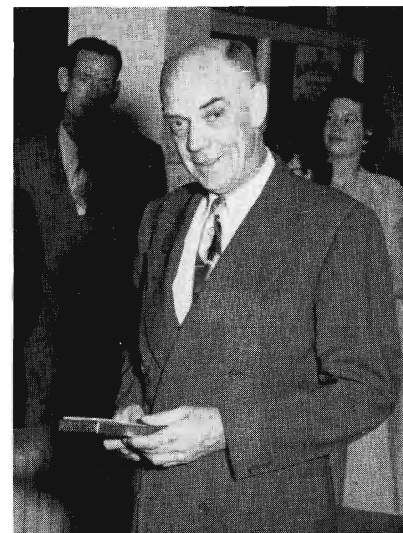
## CARL W. ELLIS RETIRES

When Carl W. Ellis walked into the signal engineer's office late in the afternoon on August 1, everyone was busy at their desk, though he no doubt knew something was in the air. He had no sooner exchanged a few hellos with his fellow workers when into the office came those from the engineering department next door, along with other old time friends from various departments who had received word that "Carl's here."

Words came hard for Carl, when Maurice Notter presented him with a shiny leather wallet filled to the bursting point with \$131 in new crisp currency, as the gang slowly gathered around. Few words were spoken, even by newly appointed signal engineer Fred A. Tegler and MW&S engineer W. T. Richards, although everyone in the room knew that the thought of leaving WP and his many friends was uppermost in Carl's mind.

Born at Clinton Junction, Iowa, in 1889, it wasn't until 1910 that Carl first entered railroad work when he joined the Southern Pacific, first in the store department and then in the signal department. In 1912, having worked for a period with the Key System on maintenance and construction, he went East to the General Railway Signal Company, with headquarters in Chicago.

Mr. Ellis followed this service by employment in the signal department of the Oakland, Antioch and Eastern Railway (now Sacramento Northern), and in July, 1913, again entered the employ of the Southern Pacific. Reaching the position of signal office engineer for that company in 1922, Carl remained there until his appointment to



Carl W. Ellis

position of signal engineer for the Western Pacific on May 1, 1947, from which position he retired July 31, 1950.

Carl resides in Oakland with his wife, as does his married daughter, Mrs. C. C. Walker, who made his life happy with two fine grandchildren, David, 2, and Linda, age 1.

Your host of WP friends wish you many happy years ahead, Carl.

## WP WILL REMEMBER . . .

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

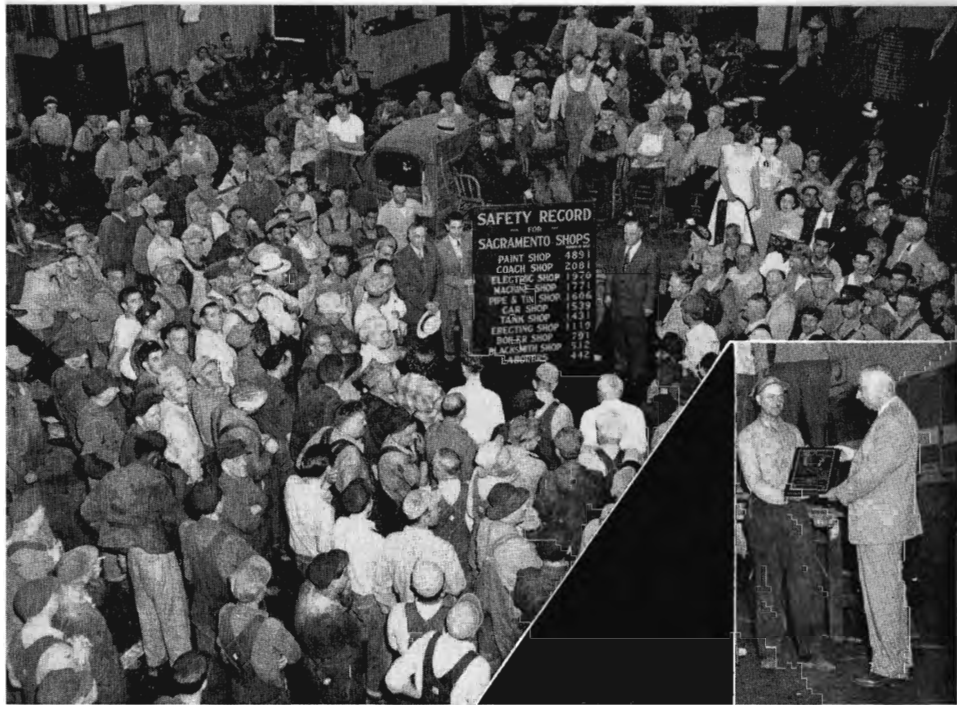
Now retired after serving Western Pacific well, are:

Robert H. Buckley, engineer, Sacramento Northern.

Benjamin F. Smith, carman, Oroville.

Archie H. Whitten, locomotive engineer, Sacramento.





—Photo by Harley W. Frederick, Sacramento.

About 350 employees attended the Safety First Plaque presentation at Sacramento Shops on July 26, conducted by O. H. Bryan, assistant to general manager. In the inset, E. E. Gleason, superintendent of motive power, is shown presenting a plaque for good performance to C. C. Bennett, blacksmith, and chairman of the Sacramento Shop Safety Committee, on behalf of the employees.

Similar presentations were made at Elko, July 18; Wendover, July 18; Winnemucca, July 19; Portola, July 20; Keddie, July 20; Oroville, July 27; Stockton, July 25; and Oakland, July 24.

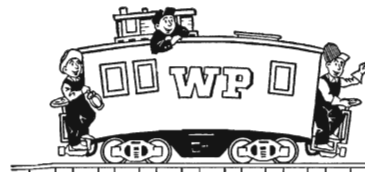
An award for the best division performance went to the Eastern Division, which was accepted by J. J. Duggan, superintendent, and roadmaster H. H. Elliot received a plaque for the best maintenance of way performance on the Western Division.

Plaques for accident-free years were presented to D. C. Charlebois, roadmaster, F. R.

Parsons, roundhouse foreman, and W. H. Lerner, car foreman, all at Elko.

At Wendover, roundhouse foreman Robert Colvin, and roadmaster Andy Thomson received similar awards, while W. J. Bradley, car foreman at Winnemucca, also received a plaque. Others on the Eastern Division receiving similar plaques were R. W. Crumpacker, roundhouse foreman, Portola, and O. M. Beard, roundhouse foreman. On the Western Division, plaques were presented at Oroville to R. T. Ronan, roundhouse foreman, and E. C. Eager, car foreman; at Stockton to H. J. Kelly, roundhouse foreman, and C. L. Doane, car foreman; and at Oakland, to W. D. Good, roundhouse foreman, and W. E. Moss, car foreman.

WP System's mechanical department placed third in all groups among 54 of the nation's largest railroads, and were first in Group C (8 to 20 million man hours per year), a very commendable performance.



# Caboosing

*Western Pacific employees entering the service of their country, including those sent on overseas assignments, will regularly receive Western Pacific MILEPOSTS by first class mail if they will keep the editor advised of their military addresses.*

## Oroville

Night diesel foreman WILLIAM JENKINS has returned home from the Oroville Curran Hospital, where he spent ten days after submitting to surgery. He is getting along okay and has returned to work.

Road foreman of engines, T. D. HUNTER, left August 1 on his vacation which was spent on a sojourn to Fresno, Los Angeles, San Francisco and points in between, taking in all good baseball games possible.

Friends in Oroville have received cards from former Zephyrette JEAN WILLIAMS, who is touring Europe. Last heard from at Heidelberg, Germany, and having a wonderful time.

The death of brakeman FRED J. GRANT, killed when he fell from a train in Tunnel 6, near Berry Creek, on July 23, was a shock to all who knew him. He is survived by two sons, ages 18 and 20, and both in the U. S. Army. His remains were sent to Michigan City, Indiana, for burial.

An enjoyable vacation in Oregon, visiting Portland and Albany and returning via the Oregon Coast route, was recently enjoyed by conductor JAMES L. WILKINSON and family.

Another August vacationer was assistant car foreman W. H. WALD who, accompanied by his wife and daughters, motored to Florida and South Carolina to visit with relatives.

Proud parents are lineman W. R. BENEDICT and wife, who announced the birth of a son August 18 at Portola.

R. W. LANG, son of agent W. W. LANG, was recently employed as a brakeman, as was H. A. BERG, JR., son of "SNOOSE" BERG, engineer. Welcome to our family!

Other August vacationers were diesel foreman W. F. STEVENS and family, who spent their time at Crater Lake, Oregon, while MRS. CORA MARIOTTA, roundhouse employee, traveled east to Chicago.

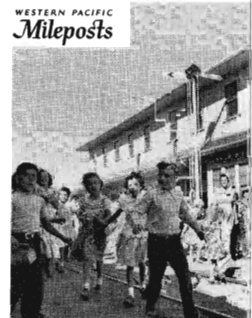
## Tidewater Southern

Promising to keep our Modesto office strictly on-the-beam is our new night

## WESTERN PACIFIC Mileposts

### SEPTEMBER COVER

The big day has finally arrived and the gang at Gerlach rushes to board the WP special for the trip to Reno and the Shrine Circus. Oh, to be a kid, again!



dispatcher for the fruit season, C. H. BEAM, on leave from the WP at Sacramento.

Another newcomer is JESSE L. RASOR, JR., clerk at Modesto, who came to us from the Southern Pacific, replacing K. C. CARROLL.

Vacation time meant trips for many on the Tidewater. BILLY DAWSON, conductor, took a 5,000-mile drive through New Orleans and the East Coast, while BILL ST. JOOR, roadmaster, drove through the Pacific Northwest, with good luck at salmon fishing at Newport, Oregon. JACK KENADY, superintendent, took a "shorty," traveling only as far as Monterey for some "nice fresh salt air." ART TIBBETTS, agent at Escalon, also went to the coast, spending his time at Santa Cruz. From pictures he brought back of a newly acquired home on the ocean, complete with sea wall, he has many happy years ahead. L. A. "LINK" HUPP, agent at Turlock, made a trip with his family to Greeley, Colorado, where he tried his luck with the rod and reel, but sadly relates, "the big ones all got away."

We were sorry to learn of the death of the father of ROY COLLINS, clerk at Turlock, while visiting with Roy and his family.

### Sacramento Northern

RUDY MAUS, joint SN-WP agent at Yuba City and Marysville, was suddenly stricken ill, and has been temporarily replaced by J. E. WALTON. We trust your illness will not be serious, Rudy, and wish you a speedy recovery.

The present prosperity of the Sacramento Northern is reflected in the owners of new cars by its employees. Telephone foreman, O. H. HOOK, is sporting a new 88 Olds; ELSIE GON-SALVES, Sacramento freight, is driving

around in a Buick convertible; and signal foreman SCHULHOFF is enjoying his Buick sedan.

### San Francisco

MRS. MARTHA LEVY, steno-clerk in the chief special agent's office, resigned August 15 to accept a position in Oakland, located close to her home.

Martha's place has been filled by MARY BOWLER, a newcomer to the general office. Born in Elko, she was employed in the superintendent's office there for a short time back in 1947. Mary is the daughter of the late WILLIAM BOWLER, who retired from service as locomotive engineer in 1938 and passed away in 1941.

CARL GERMANN, assistant chief clerk, engineering, was recently thanked for his donation of one of WP's scrapped steam locomotive bells to Our Savior's Lutheran Church at Lafayette, through his daughter, Mrs. Pettis.

"Quite a place," says PETE CITRON, chief clerk, freight traffic, who spent his vacation recently at Richardson Springs. Wonder just what he meant?

The arrival of Father Stork at the home of ART LLOYD, public relations, on Sunday, August 6, increased his family to four. Daughter, Lynne, 3½, says her new baby brother, eight pounds six ounces and 21 inches long, is real cute but he keeps me awake.

"If at first you don't succeed, try and try again" . . . quotes SALLY RIDEOUT, secretary to I. M. FERGUSON. After hobbling around for weeks with a cast on one leg which tried to beat the other one to the top of Badger Pass via the ski lift, she is just waiting for a winter vacation for another try. Meanwhile, she toys with the idea of summer practice on water skis!

After nearly three months in the

hospital with a heart ailment, we are now glad to learn BILL FISCHER, building superintendent, is now at home. Latest reports are that he will require complete rest at home until the first of the year. The gang misses you, Bill, and wishes you a speedy recovery.

What the mailman does on his day off, DUDLEY THICKENS, traffic department, plans to do during his September vacation. A train trip to the wilds—and we do mean wilds—of Churchill, Manitoba, will round out a 6,000-mile tour! One ride will be on the "Flin Flon Flyer," a Canadian local.

We hear—and so has the neighborhood—that a little jam session is held over at CARL RATH's house occasionally, with Carl breaking loose on the banjo accompanied by MAX FREGOSO on the mandolin, sax and any other instrument that might happen to be lying around. We understand they use a telegrapher's key for a metronome.

One week each at Russian River and Southern California including a day at Catalina and several in Hollywood made a "perfect vacation" for CALI CALOMIRIS of the Law Department.

That 9 pound 2 ounce bundle of joy which arrived at the home of FRANK SCHMALENBERGER, traffic department, on Sunday, August 27, has been named Douglas Carter.

A sudden ruptured blood vessel sent JIMMY CURREY to Room 234, St. Joseph's Hospital, Saturday, September 2. On leave from duties as secretary to Vice-President Poulterer, Jimmy had been temporarily working in Carl Mangum's Oakland office so as to be nearer his mother who lives alone in Oakland. Jimmy reports he is getting along fine, and has good company in Al Levy, husband of MARVEL

LEVY of the industrial department, who is a patient in the same room.

### Store Department

JULIUS FRICK has returned from his vacation which was spent at his uncle's ranch up in the mountains above Jackson.

When MARTIN COUGHLIN returned from his vacation at Salt Lake City, he was driving a new Chevrolet. What luck, a vacation and a new Chevy, too!

The only thing that marred THURMAN MOZINGO's vacation in Oklahoma was that it rained seven of the ten days he was there. Otherwise, the trip was most enjoyable.

Moving into a new home keeps any one busy, so JOHNNY DURAND took one week of his vacation just for that purpose.

Trying to get away from the Valley heat, GENO LAGOMARSINO went to Santa Cruz for some ocean breezes, but came back reporting the weather man got twisted around and Santa Cruz had the heat.

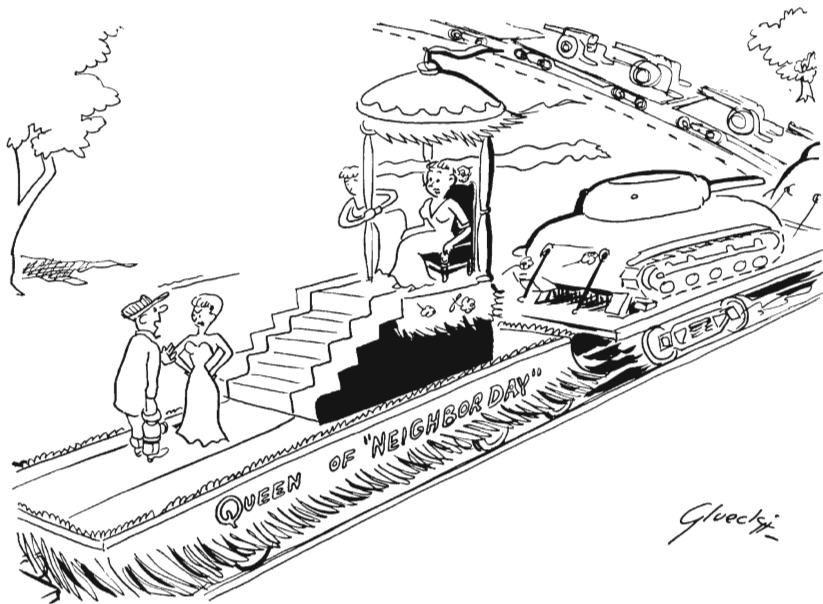
Filling in around the office during vacation period is MARIE HARRIS. She is a busy girl.

AL DABBS spent his vacation at home catching up on the minor details of finishing his new home, which is something RALPH PHINNEY has to look forward to when he moves into his new home at 5000 59th Street in the near future.

A week in Los Angeles is enough, claims AGNES ASH and sister RITA. After the smog, they were glad to get back to Sacramento. (BOB MUNCE, JR., please take note!)

While GLADYS MORTON spent the second week of her vacation at the Russian River, LEE WILLIS enjoyed a week at Lake Tahoe.

Just before RENO PICCHI left for his



"I can't help it, Miss—this car was suddenly ordered back to the yards."

vacation he was presented with a merchandise order, a belated wedding gift. Reno was married last December while in Italy, and his bride arrived in California in June.

H. J. MADISON has returned from a trip to Chicago. Business and, we hope, pleasure.

### Sacramento Shops

Blessed events in our midst have been the RAY SCHRIEFERS, shop engineer, with a baby girl; and the BOB CUNHAS, draftsman, with a baby boy. NORENE JOHNSON, former steno-clerk to master mechanic MORRIS, and now on six months leave of absence, reports the birth of a baby boy.

HY O'RULLIAN, chief clerk, is spending a long awaited vacation in Salt Lake City, and B. W. JONES, chief ac-

countant, has taken over Hy's duties while away.

Mechanical engineer, BILL WOLVERTON, now travels around in a new Chrysler, while HY O'RULLIAN sports a new two-tone Pontiac, and your correspondent a new Chevrolet.

MARY MCKINNON, assistant AFE accountant, is back from a two-week vacation spent in Oregon, Los Angeles and Vallejo. Understand she met some very nice gentlemen friends while away.

We have an idea most of JIM QUICK's vacation will be spent at the State Fair horse races while away from his desk.

### Oakland

ANDY PICKENS, clerk, is a very happy father. His daughter, Liane, 13, won

first prize of \$50 for writing the first prize winning essay in an "I'll Remember Day Because . . ." contest.

The RAY NIBLOCKS, marine mate, are very happy over the arrival of Mary Elizabeth, 7 pounds 11 ounces, on August 4.

DIXIE GIBB ended August as Miss, and began September as Mrs. JOE ULISSE, the wedding taking place in Oakland, very small but very beautiful, with a reception following at the home of Irma Piver, attended by nearly every member of the Mechanical Department.

It was nice visiting with PAUL MURPHY, yardmaster, and switchmen LATHROP, MAJOR and OLMSTEAD, at San Jose. They were very courteous and gave us some delicious ice water to drink, it being one of the very hot days of the year in San Jose. Also visited with telegrapher BUELL and Clerk BUD SOULE, engineers VERN BRAIN and RAY COPE, incapacitated, fireman BROKAW and brakemen ALLRED and FARLEY.

The busy little beavers have nothing on MARGARET and ERNIE EVANS. They have been working for weeks on a patio in the back yard of their home, barbecue facilities and all. They will have earned their vacation the last part of September, which they expect to spend in Salt Lake City.

It was mighty nice having ED HENNESSY in Oakland again, while HARRY GLATT was enjoying his vacation. We are only sorry Harry had to spend half his vacation in the hospital, but are happy to know he is once more hale and hearty.

### San Jose

Clerk FRED BRANDES has a new home

in Bascom Gardens, San Jose. The worst part of it all, says Fred, is the waiting to move in.

Mrs. Laurine Carroll has completely recovered from a recent operation, and JOHN PAUL has relinquished the apron and frying pan.

### Wendover

We all welcomed J. C. DAVIS back to work switching, but his stay was a brief one, as J. C. has been called back to active military duty. At latest report he is stationed in Spokane, Washington.

DICK PFENNING has left our ranks and is breaking in as dispatcher in Elko. We wish him lots of luck there, and all, but our telegraph instruments will never shine again like they did when Dick got out his silver polish and polishing cloth.

Due to Dick Pfenning's transfer, SHIRLEY LEE is now handling the MILEPOSTS' assignment for Wendover, relieving FRANCIS DAVIS who pinched hit for the August issue.

Trainmaster I. L. KILGORE has just recently returned from a vacation to Los Angeles and Las Vegas.

There is quite a bit of controversy over which is the better car, a Ford or a Chevy. WALT UMSHLER, switchman, and PRESTON NUFFER, a yard clerk, are both driving the latter, while the LEE's have a new Ford Crestliner. I'm afraid we're outnumbered in the argument, although no one has ventured to race us up "3-Mile Hill."

Speaking of racing, we enjoyed the hot rod races on the Bonneville Salt Flats in August. Alex Xydias from California, set a new record of 210 m.p.h. on the measured mile. More



races were held over the Labor Day weekend.

The announcement that the Federal Housing Project will maintain its apartments here was welcome news to WP employees. We were all beginning to picture life in a tent on the salt beds.

Telegrapher C. B. MORRIS, second trick, Shafter, has just returned from vacationing in Oregon around Crater Lake. He has lots of good fishing stories to tell now, and we wonder if he brought back one big enough to stump LOU GREENE? Wouldn't be easy.

The old man of the mountains, namely "MOSE" CAVENDER, is holding down HARRY STEVENSON's and CHARLIE RENNER's places on No. 17 and No. 18 while those boys are on vacation.

Nos. 17 and 18 must have lost some of their glamour as GLEN E. FOX and W. C. THOMPSON are both back in Eastern Division freight service. Welcome back, boys!

Retired conductor WADE BAKER stopped off to greet old friends on his way West. Wade really looks fine and says that his wife keeps him from taking life too easy.

Former roundhouse foreman GEORGE LAMBERT got off No. 1 to greet old friends. Looks as if Portola really agrees with him.

Since OTTO ANDERSON, former waiter in the Snack Bar, had to take off to go to school at Grantsville, Mrs. THEAS GARFIELD is the smiling personage that now waits on customers from four until midnight.

Hearty welcome is extended to ERNEST BREWER, CLAUDE HERNDON, and GEORGE REICHERT, switchman now employed in Wendover yard service.

## Los Angeles

E. J. FISHER, formerly assistant to T. B. BARRY, and now Chief Examiner for the Association of American Railroads' Freight Claim Division at Chicago, stopped by the office for a short visit.

V. R. EDHOLM, formerly of the general office, is now assistant traffic manager at the Willys-Overland Motors, Inc., Los Angeles plant. He sends greetings to his former associates in our northern province.

The Engineers Club at Los Angeles was treated to a showing of the color movie "California Zephyr" and a talk on the Feather River Canyon by general agent D. C. WILKENS recently.

DEAR EDITOR: Your recent editorial comment notwithstanding, a certain MILEPOSTS' correspondent was very fortunate to have a bucket handy when recently in Chicago, as your windy city representative will vouch for, if he is man enough!

## Salt Lake City

W. A. MENDENHALL, Traffic representative, now has one less mouth to feed, as his daughter, Mary Lyle, was married on May 31 and now lives in Mt. Pleasant, Utah, where she had been teaching prior to her marriage.

## Elko

Our apologies to STAN VELTMAN for failing in a most important duty, for where young love is concerned extending good wishes is our duty. Stan was married on June 6 to Miss Patricia Jackson of Condon, Oregon, and we wish them much happiness. Stan is a representative for the J. V. Moan Co. and has his desk in our office.

MARY LAMBERTY, secretary to chief clerk, is spending two months visiting relatives in Paw Paw, West Virginia.

Vacations are the jinx for FLORENCE "SCOTTY" DUNCAN. Last summer she fell down her basement stairs and spent her entire vacation nursing a pair of black eyes and a badly bruised and swollen nose, and this year's vacation was spent at the hospital with her husband who was very ill. We're happy to report that George is able to be back at work.

FRED EGELSTON had the misfortune to sprain his ankle while on a fishing trip recently and is now painfully getting about with the aid of a cane. The fact that he was forced to walk four miles to return to his car helped neither the pedialgia nor Fred's disposition.

JOHNNY ETCHEBEHERE and YE SCRIBE have both returned to the accounting department to get "rested" after short but strenuous vacations. Etch spent his vacation feeding hungry workers at the Fair Grounds and we spent ours cleaning house. Oh, well! To each his own!

JACK STREETER, yard clerk, and JACK FORD, ticket clerk, have once again answered their country's call to arms. Both boys were ordered to report to Hamilton Field, California. ERWIN VAUGHAN, who has been secretary to superintendent for the past year and a half, has taken over ticket clerk duties, and JOSIE MARETOLI is secretary temporarily. Newcomers to the yard office are EVERETT KIMBALL and FARIN ALLEN, while JAMES DOTSON is filling in for FRED EGELSTON at the freight office.

JAMES CALKINS, JR., who has been on files during the summer months, has departed for San Francisco to be present at several pre-nuptial affairs prior to his marriage to Dr. Patricia Hood on September 9. He will re-enter Hastings Law School at the opening of the Fall term. BILL SMALES was the successful bidder on the position of file clerk.

The re-established fourth assistant accountant's position has been filled by FRANK CLAWSON. We're always happy to welcome a new assistant accountant—unless he gets wise to us, he gets blamed for all errors.

The July issue of *Railroad Engineering and Maintenance* contains an article on "Using Grade Stakes for Raising Tracks" by CHARLES MILLER, assistant roadmaster. Chuck maintains that grade stakes when used either with on-track or off-track tie-tamping equipment are a time saver for the foreman. A second article by Miller on "Unloading Rail from a Flat Car with Crane and Tongs" was given space in the August issue of the same magazine. Elko residents will remember the Mechanical Man in the 1950 Stampede Parade, which was also Chuck's brain child.

ELAINE GAMBRELL, secretary to division engineer, has transferred to the Western Division where she will become secretary to trainmaster BILL HOWELL at Stockton. We hope Elaine will be very happy in her new location.

Our sincere congratulations and best wishes to Alta Rickenbach, daughter of Mr. and Mrs. LEE LANPHEAR, whose marriage to Keith Morse was the culmination of a friendship of long stand-

(Continued on Page 30)



**Editor, MILEPOSTS:**

No. 15 brake beams give a good deal of trouble. Why are these not replaced with a more modern type?

F. H.

**ANSWER:**

Starting January 1, 1950, AAR requires that No. 18 brake beams, which are much heavier than the No. 15 type, be used entirely for replacements on cars in interchange.

**SECURITY!**

Conferences between the Department of Defense and the Association of American Railroads since the Korean war began have resulted in the adoption of security measures similar to those in effect between 1941 and 1945.

Precautions against possible sabotage make it necessary to refuse admittance onto railroad property of unauthorized persons as visitors or photographers.

No information as to the nature, volume or destination of military material or personnel movements on the Western Pacific may be released by any employee. All queries on such matters should be referred to Gilbert H. Kneiss, assistant to president-public relations, 526 Mission Street, San Francisco.

**Caboosing . . .**

(Continued from Page 29)

ing. Alta will be remembered as Queen of the Fair two years ago, and her many friends will also remember the days of anguish for all of us when she was seriously injured in an automobile accident while attending the University of Nevada last fall. The young couple will follow ranching in Wyoming.

The following item appeared in July MILEPOSTS under the San Jose notes: "CARL NIPPER, general agent, was among those selected to act as escort on a Shrine Special. Imagine his hands were full during the train's stopover at Elko." If Carl acted as escort on any of the Shrine Specials we saw, "full" didn't apply to his hands alone!

WP baseball enthusiasts are deeply grateful to R. C. "RED" ELLIS for the many hours of entertainment and the good clean sportmanship they were privileged to watch during the summer months. Red will always be able to remember his 1950 baseball season with a feeling of satisfaction and pride in having given the people of Elko a brand of sport distinctly "pro bono publico."

**POETRY**

I passed a cop without a fuss;  
I passed a load of hay;  
I tried to pass a swerving bus,  
And then I passed away.  
—Texas & Pacific Topics.

**NEW TICKET TESTED**

Western railroads are testing a new and simplified form of railroad passenger ticket.

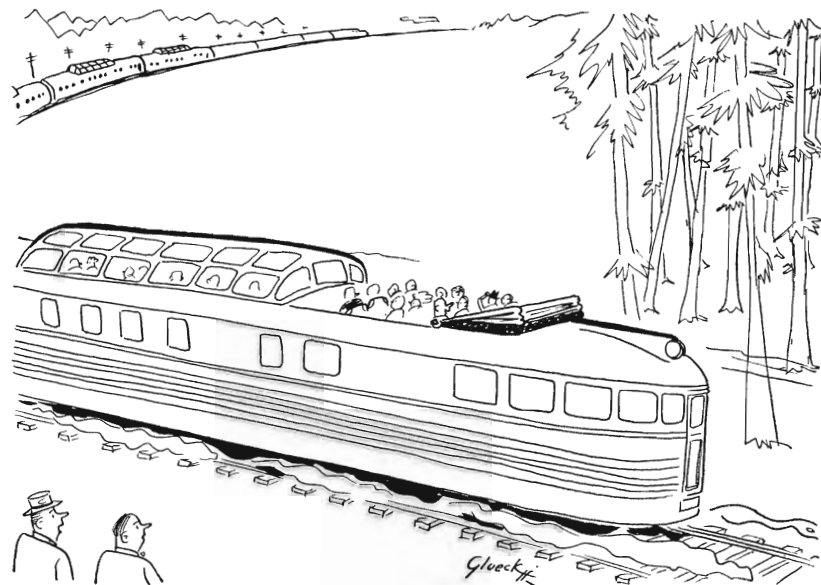
Announced recently by E. B. Padrick, chairman of the Trans-Continental and Western passenger associations, "the new form is clear, simple and complete. It is a handy size, easy to read, carries all the necessary information concerning the passenger's purchase, and should save time in buying tickets.

"This new interline ticket was developed by the Western Lines' Committee for the Simplification of Ticket Forms to replace the long coupon ticket now in use. Started August 15, it will be given a 60-day test, during which passengers will be requested to comment upon the new form. As soon as the results of the test are known, the

new form will be presented to all railroads of the United States for adoption.

"The 60-day test will be conducted at five offices on the Milwaukee Road—the city and depot ticket offices at Milwaukee, Wis.; the city and depot ticket offices at Minneapolis, Minn.; and the city ticket office at St. Paul."

The new form is a booklet measuring 3¼ x 6¼ inches and containing duplicate sheets or coupons. One is the passenger's coupon which shows the fare and tax, the cities from and to which the passenger is traveling and the railroads over which he is carried. Another is the agent's coupon which is retained by the ticket seller. The other coupons are taken out of the book by the conductors of each railroad over which the passenger is routed.



"Lookit—a convertible yet!"

## WESTERN PACIFIC MILEPOSTS

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Sec. 34.66, P. L. & R.

U. S. POSTAGE

**PAID**

San Francisco, Calif.

Permit No. 5371

POSTMASTER: If undeliverable for ANY REASON, notify sender, stating reason on Form 3547, postage for which is guaranteed by sender.

## *Railroad Lines*

At a special meeting of the Member Railroads of the Association of American Railroads, held July 28 at Chicago, a five-fold program was adopted by the railroads to meet the needs of commerce and national defense. Point 4 pledges the railroads to do all within their power to obtain the most efficient use of freight cars. This program will be accomplished through:

- (a) Avoiding delays in terminal movements.
- (b) Avoiding delays in road haul movements.
- (c) Prompt unloading of serviceable cars containing railroad company material.
- (d) Heavier loading of company material.
- (e) Prompt repair of equipment and avoidance of delay at repair tracks, particularly where light repairs are involved.
- (f) Prompt placement of embargoes where these are necessary to relieve railroad congestion.
- (g) Prompt placement of embargoes against consignees who have accumulations and delayed cars.
- (h) Observance of Car Service Rules as a means of avoiding unnecessary empty mileage and assuring the car owners fair usage of cars provided.

. . .

"Grove" roomette-type sleepers have been added to Canadian Pacific Railway trains 7 and 8 operating between Montreal and Winnipeg.

. . .

One hundred and ninety-eight automatic electric safety devices are now in service on Boston and Maine highway grade crossings.

. . .

The world's largest double-tracked railway tunnel—the new Elkhorn bore, opened June 26, 11 miles west of Bluefield, West Virginia, on the road of the Norfolk and Western.