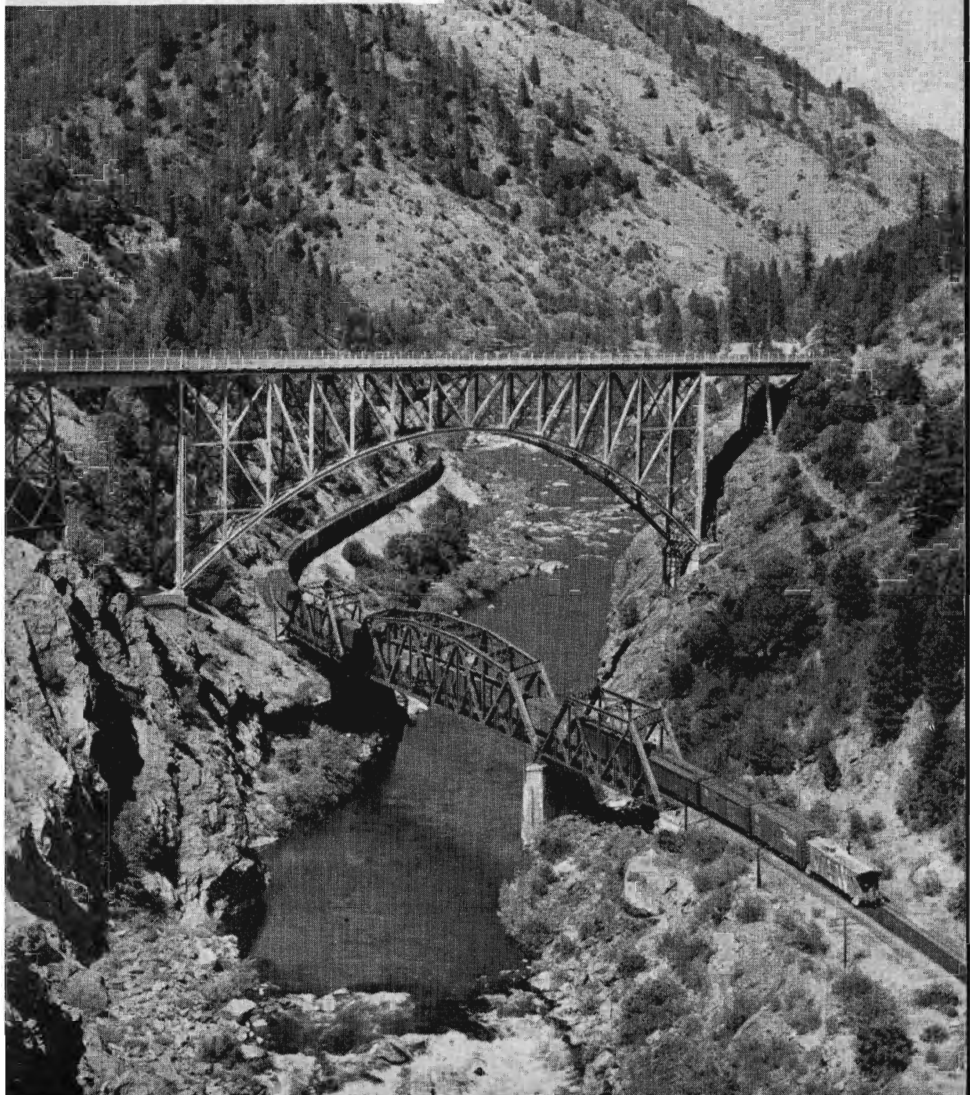


WESTERN PACIFIC

# *Mileposts*

APRIL 1955



# WESTERN PACIFIC Mileposts

Vol. VI, No. 9

APRIL, 1955

\* Milepost No. 69

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  
Maurice Notter, Sports Editor

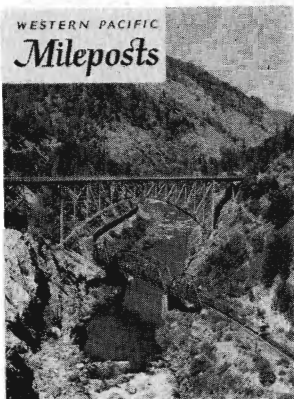
Member

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

\* Milepost No. 69: Here, the railroad runs through some of California's excellent farming and grazing lands. The Delta-Mendota Canal, Central Valley Water Project, crosses nearby.

## COVER

A long Western Pacific freight crosses the Feather River on a 448-foot truss at Milepost 238.51, far below a highway bridge directly overhead. Despite rugged territory, a maximum one per cent grade is maintained through the Feather River Canyon.



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MILEPOSTS



Freight cars leaving the Ford plant pass WP's new Milpitas office. The 30-foot self-supporting radio tower affords rapid communication between office, crews, the Ford plant, Niles and San Jose.

## FORDS ROLL AT MILPITAS

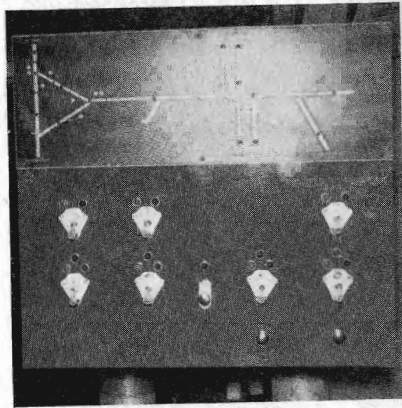
A sand colored country sedan made automotive history at Milpitas on February 28, the first of 160 cars to roll off the assembly line of the new \$40 million Ford Motor Company plant 24 hours ahead of schedule.

On hand to receive the keys was Joseph Rogers, president of the First National Bank of San Jose, who placed the order nearly two years before.

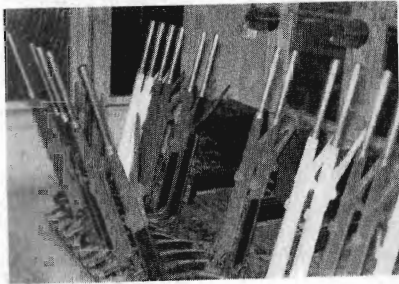
Western Pacific's part in the delivery of the first Ford began on January 27 when Wabash car No. 8199, loaded with auto parts, was spotted on the Ford property. A General American tank car, GATX 196, loaded with anti-freeze arrived at the plant on January 12, the first of many cars to arrive from the east loaded with grease and materials other than parts necessary in the assembly of automobiles. Prior to that time other cars kept rolling over Western Pacific tracks bringing in an assortment of construction material used in building the huge plant.

Following delivery of the first car at 10:30 a. m., Plant Manager W. A. Abbott, Jr., who completed 40 years with the corporation on March 8, led officials and visitors on a tour of the 32-acre assembly plant, the heart of the 160-acre grounds.

The big move from Richmond began on February 23, continuing night and day on a "split-second" schedule until all operations at Ford's 25-year-old assembly plant were transferred to Milpitas. Three hours after the last auto body left Richmond at 3:00 p. m., some 90 trucks and 150 railroad cars began moving out of Richmond loaded with tools, production equipment, office materials and other freight. The largest industrial move ever made on the Pacific Coast, and possibly in all industrial history, involved 2,300 employees, of which 1,880 production workers turned out the first day's run. According to Abbott, the new plant will turn out 440 autos each day by the end of



A modern interlocking machine has been installed in the old Niles tower, believed to be one of the oldest manual plants in this part of the country. The plant controls W P-SP tracks crossing just east of Niles. Operators are Telegraphers I. F. O'Maley, O. S. Aldrich, W. B. Polansky, A. P. Wichmer, and P. D. Phelps, who took the pictures. The new equipment is shown above, the old is shown at the left.



March. Employees are working eight hours a day, five days a week, and important to wide-eyed Milpitas is the fact that there are 420 more employees at the new plant than there were at Richmond.

"I have never seen morale so high," said Abbott. "We anticipated losing three production days in moving, but only lost one."

With its entry into the age of automation, the City of Milpitas welcomed this boom-sized payroll with decorated windows, posters and "Welcome Ford" signs strung from theater marquees and other appurtenances. There isn't a parking meter or a stop light in the

city, and Police Chief Tom Letcher, the one-man police force, was pleased and surprised that traffic moved out of Ford's huge parking lots at quitting time with hardly a hitch on the first day. He was aided only by a Ford plant guard. City Manager Warren Schmid said that only time will tell if Milpitas must expand its police department and install traffic control equipment to cope with the city's new rôle. Meanwhile, the city officials are back at work with plans for annexations, zoning, and subdivisions on their minds. "We're ready," they said, "for anything the future may bring."

A program to modernize the San Jose branch line, on which the Ford plant is located, is well under way between Niles Junction and San Jose. Present 75-lb. rail is being replaced with 100-lb. cropped rail (rail lengths cut from 39 to 36 feet to eliminate

MILEPOSTS

worn ends), old ties are being replaced with new, and larger tie plates are being installed. Reballasting, already 50 per cent completed, will raise the track four inches. Bank widening has also been completed.

To expedite operations over the line, centralized traffic control has been installed, and telephone service is available through Western Pacific's switchboard at San Francisco.

Cost of the modernization program, excluding purchase of industrial properties, is estimated to be a little more than \$1.5 million.

Robert E. Redus, appointed assistant trainmaster, San Jose branch, February 9, is in charge of operations at Milpitas.



Vorley M. Boyce, signalman; J. S. Anderson, signal construction supervisor; W. J. Hallan, signal inspector; Keith Vick, assistant signalman, test installation of new CTC equipment, San Jose Branch.

## More New Equipment Coming

Supplementing an order placed the week before with Pullman-Standard Car Manufacturing Company for 225 50-foot box cars, Western Pacific's board of directors on March 15 authorized purchase of an additional 70 freight cars. Cost for the 295 cars is estimated at \$2 million, and delivery is expected by mid-year.

Of the 225 box cars, 25 are single-door, 100 double-door, and 100 double-door equipped with Evans auto-loading racks.

The remaining 70 cars include fifty 56-foot flat cars, of which 20 will have special bulkheads and hold-down anchors for loading of plasterboard, four will have hold-down and deck devices for loading of auto frames, and 10 will have hold-down devices for possible use in piggy-back service.\*

All will be equipped with roller bearings.

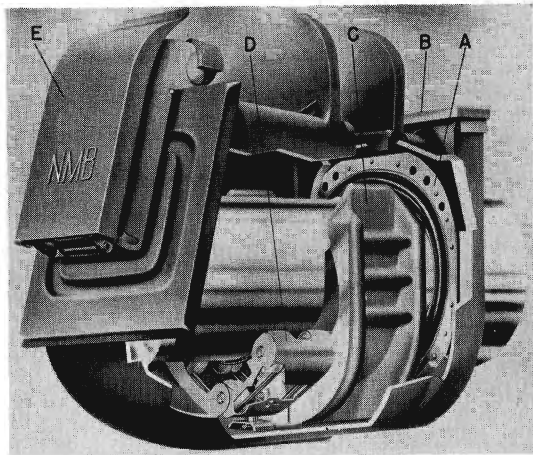
Not included in the above orders, but also authorized, are 25 single-door box cars for the Tidewater Southern Railway.

Authority was also given by the board to purchase 35 new\* all-steel cabooses of the most modern bay-window design. Equipped with radio communication and electric lights, they will be placed in pooled caboose service under agreements made with the Brotherhoods concerned on February 25. Delivery is expected by the end of the year at a cost of \$525,000.

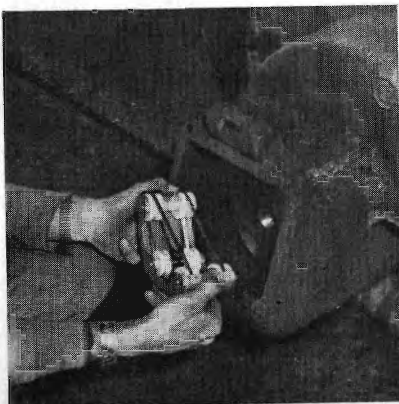
The purchases are part of the company's long-range modernization program.

\* Watch for forthcoming article in an early issue of MILEPOSTS.

# Another WP "First"



During February the first of fifty Western Pacific cars to be equipped with the new lubricating system developed by National Motor Bearing Co., Inc., of Redwood City, California, went into interchange service on series 10501-10600 ballast cars. Installations by mechanical department forces at Sacramento shops are continuing at the rate of one per day. If experience



Wedge and brass are omitted from cut-away drawing to show NMB parts more clearly:

- A) Oil seal for wheel side of box: prevents loss of oil and excludes harmful dirt and water.
- B) Filter and cap permits air to enter and leave box but does not allow entrance of dust or water.
- C) Guard bearing (there are two) prevents journal from scraping against journal box when car is braked or coupled.
- D) Mechanical oil circulator, activated by journal, provides constant bath of clean oil to all parts within box whenever car is in motion.
- E) New type front lid (synthetic rubber gasketed) pressure seals front of journal box.

with these cars over a a reasonable period of time supports expectations based on the performance of the device on test cars of WP and other railroads during the past two and one-half years, the number of cars to be equipped may be expanded.

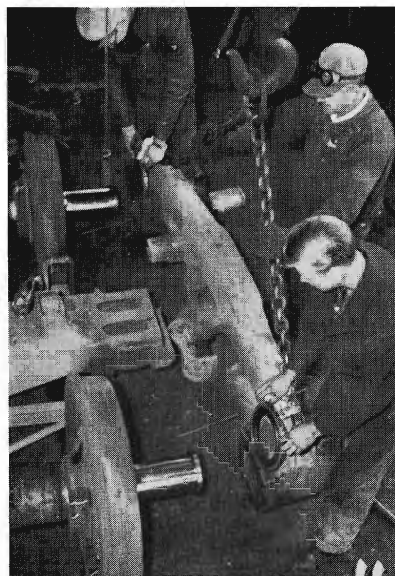
Following Western Pacific's order, several other major railroads have placed orders for these bearing kits, following approval for test use on 10,000 cars in interchange service by the Association of American Railroads.

The new NMB system has an oil

Applying roller lubricator (lubricant conveyor).

circulator, which is a device made of nylon wheels and synthetic rubber belts, activated by the journal whenever the car is in motion, and keeping a full supply of oil flowing to all parts within the box. It is sealed from dirt and water by a precision-made bellows-type oil seal of metal, nylon, and synthetic rubber which is spring-locked in the dust guard well. The sealing material, which encircles the journal, remains durable and flexible throughout a wide temperature range from extreme desert heat to 40 degrees below zero. Seals have remained in good condition after more than 80,000 miles of travel on test cars, and the manufacturer's laboratory tests indicate a service potential of 175,000 or more miles.

The NMB system promises to eliminate the major causes of hot boxes,



Application complete with box open.

substantially lessen oil consumption, and reduce wear on bearings and journals to a minimum after many thousands of miles travel.

The cost of installation, which is a comparatively simple operation, is averaging from \$275 to \$325 per car, and a saving of \$50 or more per car per year is expected through reduction in the number of hot boxes and oil consumption, and extension of bearing and journal life. Accordingly, the cost of original installation should be recovered in only a few years.

When these bearings appear on the railroads they will be easily recognized by distinctive bright yellow painted journal box lids. In addition, a rectangular block is painted on each side of WP cars at the lower left corner, reading: "This car has box Lube Test No. 193. Report necessary changes to CMO, Sacramento."

Watch for them—the first ones you see will be Western Pacific's!

Application of dust guard (seal). Three photos by H. A. O'Rullian. Drawing furnished by NMB Co.

# Tooele Valley Special



M. W. Hammond, W. G. Howell, F. R. Boulware dig out a little snow on the wye switch at Warner.

Undaunted by a blustery Utah snowstorm, 67 railroad fans, their wives and families left Salt Lake City on February 22 for a trip to Warner, Tooele, International, Dolomite, and Flux. For the fans and Western Pacific's *Zephyrette*, Budd car No. 375, it meant the first time a passenger train had traversed WP's Warner and Ellerbeck branches and the first time in many years a passenger train had operated over the Tooele Valley Railroad between Warner and International.

The Tooele Valley's one remaining

Tooele Valley Railroad's remaining steam engine coupled onto the "Zephyrette" at Tooele for the return trip to the WP interchange at Warner.

steam engine, No. 11, coupled onto the Budd car for the steep run through knee-deep snow to the smelter at International.

Among the fans was Rogers Whittaker, associate editor for the *New Yorker* magazine, a resident of New York City. Probably the number one traveling man in the nation, Whittaker has completed over a million miles on the rails and has ridden more than 450 rail lines in North America, to which he has now added the Tooele Valley Railroad and two of Western Pacific's "freight only" branches.



## GOODS ARE MADE TO BE SOLD— NOT SPOILED!

... and it's up to the railroads and those who work for them to help deliver those goods in the condition they were loaded.

Prevention of loss and damage to freight is mighty important to shippers, to receivers, to you as a railroader and a consumer, and to the railroad. In so far as a railroad is concerned, delivering undamaged goods is one of the fundamentals of good railroad operation. It requires the coordinated efforts of all departments, and it calls for direct assistance from departments not directly concerned with the railroad's physical operation.

Interest on the part of all railroaders can do much to reduce loss and damage to shipments of freight. C. F. Beninghoff of our Sacramento freight office is rightly concerned and took the time to write as follows:

"All railroads have a pain in the stomach because of freight claims, and about the only thing they can do about it is to appeal to the men operating the equipment to handle the cars carefully and as gently as possible. Some damage results from improper loading, and it would probably pay the roads to send competent men around to the shippers to study and suggest improved methods in loading cars.

"We have all seen cars taking bumps from time to time that make you won-

der how the dickens the cars stay in one piece, to say nothing of what is happening inside them."

Western Pacific does have competent men in the field, and they are busy all the time assisting shippers in proper methods of loading cars.

Careful marking, billing and packaging will also help to keep loss and damage claims to a minimum. So will clean cars, careful bracing, and careful switching. It will bring more business to your railroad and more employment through increased traffic.

Loss and damage cost to Western Pacific during the last quarter of 1954, compared with 1953, was:

Last Quarter 1954.....	\$148,919.61
Last Quarter 1953.....	\$153,579.05

For the calendar year, the figures were:

1954 .....	\$657,903.69
1953 .....	\$621,762.39

### Booklet on Old West

W. H. Hutchinson, whose stories of railroading on the Western Pacific have appeared in *Trains and Travel*, has written the third in his series of historical booklets, "Another Notebook of the Old West."

Containing twelve stories of the Old West, the booklet should be of interest to Western Pacific readers and collectors because of its stories about James Beckwourth, for whom Beckwourth Pass was named, and about "Crazy" Stoddart's search for Gold Lake which opened up the Feather River country for settlement.

Autographed copies may be obtained from the author, postpaid, at a special price of \$1.00, by writing him at Cohasset Stage, Chico, California.

# MILEPOSTS



# IN GOLD

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

40-YEAR PINS		
Edward R. DuBrutz	Switchman	Western Division
Joseph C. Marchand	Purchasing Agent	San Francisco
Elwyn E. Scott	Ticket Clerk	Western Division
Jack H. Stohnecker	Telegrapher (retired)	Western Division

35-YEAR PINS		
Dennis D. Fleming	Motor Car Maintainer	Western Division
Carl W. Johnston	Car Foreman	Mechanical Dept.
Leslie L. Morris	Cashier	Eastern Division
Thomas A. Nelligan	Yardmaster	Western Division
Owen S. Thomas	Conductor	Eastern Division

30-YEAR PINS		
R. E. Falquist	Assistant Accountant	Store Dept.
Wilford J. Hallam	Signal Inspector	Signal Dept.
Paul B. Harris	Traffic Representative	San Francisco
Mike Korjohn	Section Foreman	Western Division
Jean E. McCulloch	Assistant Chief Clerk, Transportation Dept.	San Francisco
John J. O'Sullivan	Machinist	Mechanical Dept.

25-YEAR PINS		
Sam Charley	Track Laborer	Eastern Division
Henry J. Fitzpatrick	Marine Mate	Western Division
Lewis J. Hamby	Conductor	Eastern Division
John Jelacich	Carman	Mechanical Dept.
Bruce McNeill	Roadmaster (retired)	Western Division
William E. Perkins	Track Foreman	Eastern Division
Brenton L. Peterson	Section Foreman	Eastern Division

20-YEAR PINS		
Clifford C. Bennett	Blacksmith	Mechanical Dept.
Charles G. Clontz	Track Foreman	Eastern Division
Frank H. Cuthright	Section Foreman	Western Division
Earl Dufour	Carpenter Helper	Western Division
Clyde E. Gallagher	Machinist	Mechanical Dept.
Robert A. Hansan	Sheet Metal Worker	Mechanical Dept.
Gottlieb Roehl	Crane Engineer	Western Division
Edmond A. Tibbodeaux	Locomotive Engineer	Western Division

15-YEAR PINS		
August J. Ackerman	Section Foreman	Western Division
Willie Charley	Laborer	Eastern Division
Cecil H. King	Track Laborer	Western Division
Lino Michell	Clerk	Eastern Division
John W. Naylor	Agent-Telegrapher	Eastern Division
John M. Webb	Conductor	Western Division

10-YEAR PINS		
Raymond W. Beckley	Telegrapher	Western Division
Charles F. Benninghoff	Claim Clerk	Western Division
Michael Bosack	Carpenter Helper	Western Division
Hubert G. Clemence	Locomotive Fireman	Western Division
Salvatore T. Crocco	Carman	Mechanical Dept.
Frank R. DeLaney	Yard Checker	Western Division
Walter P. Dewitt	Carman	Mechanical Dept.
Irvine J. Dinkel	Janitor	Western Division
Ann O. Downs	Agent's Acct. Clerk	Aud. of Rev., S. F.
Gracie M. Gaynor	Telegrapher	Western Division
Eleanor Gowen	Secretary	Accounting Dept., S. F.

(Continued on Page 11)

## Mr. Stork Rides the "Zephyr"

Peter Reed Alexander Zars, of Oakland, will have an unusual story to tell his friends some day when he's old enough to talk. Right at the present time, though, he's more interested in sleeping and eating.

The story he will have to tell occurred at 11:20 a. m. on March 1 while his mother, Mrs. P. M. Zars was riding the eastbound *California Zephyr* then speeding its way through Ruby Canyon in Utah. Peter will not remember the excitement which took place in Car CZ-11 and he will have to get the information from his mother.

Pullman Conductor Donovan (now better known as "Doe") was apprised of the situation when the train reached Helper, and wired ahead for a doctor to meet the train at Grand Junction, after consultation with D&RGW Train Conductor Copenhaver. When it was later decided an ambulance was needed, the train was stopped at Thompson, Utah, to wire ahead.

With the assistance of Zephyrette Helen Schwartz, passengers Mrs. Henry Adams and Mrs. George Stout, and Porter Roosevelt Williams, baby Zars was loudly proclaiming his delight at picking the *California Zephyr* as his place of birth when the train reached Grand Junction, Colorado.

Peter and his mother left the train there, met by a doctor and ambulance. Mr. Stork, so the passengers say, flew off quite unperturbed. A little unusual perhaps, but one never knows what might happen in this business.

## MILEPOSTS IN GOLD

Kermit M. Grimes	Carman	Mechanical Dept.
Lola M. Hensley	Telegrapher	Western Division
Florence L. Hughes	Stenographer-Clerk	Eastern Division
Myrton H. Hull	Freight Car Painter	Mechanical Dept.
Harry R. Kelley	Machinist	Mechanical Dept.
Harry Kilcrease	Chair Car Porter	Dining Car Dept.
Hattie M. McMullen	Laborer	Mechanical Dept.
Verna L. R. Neil	Head Machine Operator-Clerk	Accounting Dept., S. F.
Clarence R. Phillips	Yard Clerk	Western Division
Florence M. Rath	Asst. Accountant	Aud. of Rev., S. F.
John G. Rose	Train Desk Clerk	Western Division
James A. Smith	Waiter	Dining Car Dept.
William L. Stanley	Machinist	Mechanical Dept.
Albert Trescartes	Laborer	Mechanical Dept.

### FOUL WEATHER

The telephone bell rang and the dumb cluck answered it. "Couldn't say. Why don't you call the weather bureau?"

"Who was that," his wife asked. "Oh," said the husband, "it was some dope who wanted to know if the coast was clear."

\* \* \*

### SURE THING

A race-horse owner from the West showed up at Churchill Downs with an 8-year-old horse that

had never raced before and entered him in an important event. Since an 8-year-old non-starter is a pretty poor gamble, he was off at \$136.50 and galloped home first by ten lengths.

The stewards suspected dirty work and demanded of the owner, "Is this horse unsound?" "No, sir," asserted the owner. "Soundest horse you ever saw."

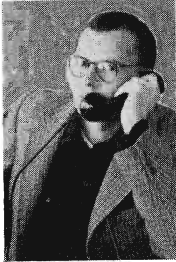
"Why haven't you raced him before?" persisted the men.

"To tell the truth," said the Westerner, sheepishly, "we couldn't ketch him till he was 7."

# Promotions and Transfers

Effective February 9, Robert B. Redus was appointed assistant trainmaster, San Jose branch. His headquarters will be Milpitas.

Bob was born at St. Louis on July 5, 1927, and received his grade and high school education in Chicago and Centralia, Illinois. After duty with the U. S. Navy during World War II he attended Centralia Township Junior College, and graduated from University of California in June, 1950 with a B. S. degree.



After one year as junior file clerk, and on various positions in the freight traffic department, he began the company's training program in August, 1951. From extra gang laborer on the eastern division at Kampos, Nevada, he went to other maintenance of way work on the eastern and western divisions, then to bridge and building, signal and surveying work on both divisions. After serving as special assistant to the chief mechanical officer he did switching at Oakland and San Jose and braking out of Stockton before being assigned as special assistant to the division superintendent, western division. He also served as student traveling accountant on the eastern division.

Redus is single and lives in San Jose. He is a member of Feather River

Lodge No. 248, Brotherhood of Railway Clerks.

\* \* \*

Bruce L. McNeill, Jr., is promoted to position of office engineer-signals, effective March 1, 1955.

Born at Yuma, Arizona on January 29, 1920, McNeill first learned his taste of railroading in 1938 as a chainman on a survey party for C. E. Forseth following graduation from Elko high school during which time he continued his study of radio and wire communications of all kinds by evening study at home.



He became a telegrapher on the western division in 1940 and entered the Army in 1942, serving as communications and radar instructor until 1946. He returned to WP as a telegrapher for one day and then broke in as dispatcher at Keddie and Sacramento. He entered the signal department in 1948 as assistant signalman, later working as signal maintainer, leading signalman, draftsman, and assistant engineer-signals.

While in the Army he met and married the former Llewellyn Smith, of Seven Springs, North Carolina, and the couple have one son, Mark, three. He is continuing his study in electronic developments as a hobby at his home in San Francisco.

Bruce is the son of B. L. McNeill, Sr., retired roadmaster.

\* \* \*

John W. Gavey, office engineer-signals since March 1, 1948, is appointed to a newly created position as

project engineer-signals, effective March 1.

Gavey was born at Newburgh, New York, in September, 1908. He received his schooling in New York, Illinois and California.

Just after coming to work for Western Pacific in 1926, John experienced an occurrence that probably has never happened to another railroader. As an



employee in the auditor's office he made and signed a copy of an original bill of lading for preparation of a freight claim and found that he had signed a few months previously the original lading as an employee of a Pleasanton fruit shipper.

Gavey entered the signal department in 1927 as helper on a signal gang. After advancing through the department as signal maintainer, signalman, and draftsman he was appointed office engineer, which position he held until his most recent appointment.

John married the former Emily Louise Owens at Berkeley in 1934 and the couple have three daughters: Emily, 18; Julia, 15; and Bonnie, 10, and make their home in Berkeley.

He has served as navigator in many Bay Area boat races, likes to turn out any kind of a project with his shop tools, and enjoys photography, although he lost his darkroom to the modern machine age when the space was needed for an automatic washer.

Gavey is a member of Alamo Lodge No. 122, F&AM, Walnut Creek.

# Portola Gets Its Clothes

Thanks to an overwhelming response from MILEPOSTS' readers, a number of children from families more or less destitute because of closed lumber mills and military installations in and around Portola are happier, warmer and more comfortable these days.

The request for clothing appeared in the January issue of the magazine following a plea made to the Parent-Teachers Association of Portola schools by Mrs. Hannah S. Monahan, school nurse.

"We received so many wonderful contributions of clothing and overshoes. We have not used all of the contributions yet, but I know we will have them when the need arises," wrote Mrs. Monahan.

"I would like to take this opportunity to thank all the thoughtful persons and organizations of the Bay area and local area for their wonderful contributions," she concluded.

Among the contributors was C. A. Theriault, Alameda Belt Line engineer for 28 years, who personally solicited and collected four boxes of shoes and clothing. J. B. Dillon, agent at Oakland added another box to the lot and arranged for shipment to Portola.

Another wonderful collection was made by Girl Scout Troops 35 and 64, from Brisbane Elementary Schools, at Brisbane, California, through the generous time and efforts of Mrs. K. D. Wooden, scout leader, who by chance read the request for help in the magazine. Mrs. Wooden is not an employee of the company.

Paul Jenner sez:

## "Don't Be HALF Safe!"

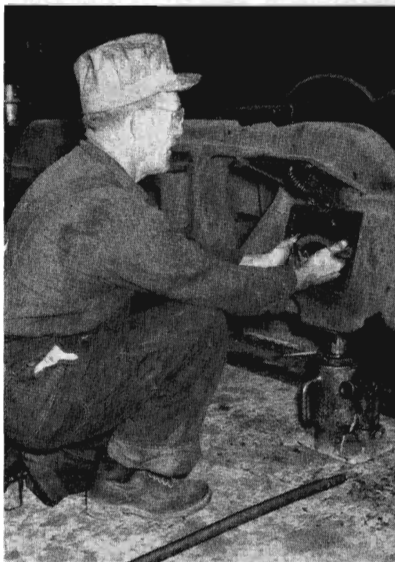
"Safety means knowing your job completely, and doing your job properly.

"Percy Cook, carman at Western Pacific's Oakland coach yard, demonstrates the right and wrong way to remove "brass" from a journal box.

"If Cook went about his work as he is shown doing at the right, he is just asking for a damaged hand. There's no need to tell you what could happen should the jack slip, should the lid fall, or the brass turn.

"In the pictures below, he uses proper tools to remove the bearing and wedge from the journal box.

"How well do you know and do your job?"



## New Film for Children

Academy Films, of Hollywood, will soon release two very fine educational motion pictures in color and sound, directed to acquaint school children with travel by train. These will be entitled "Train Trip Through the Rockies" and "Train Trip with Dick and Sandra." Both take place entirely on the *California Zephyr*.

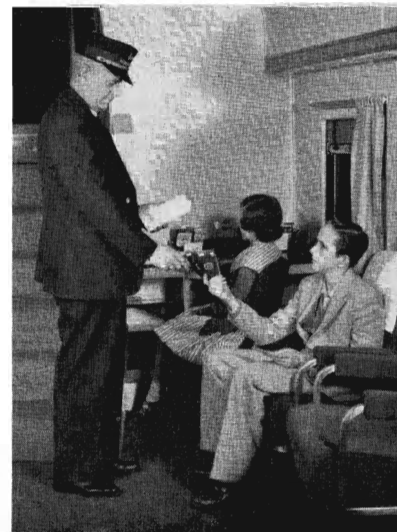
All action for "Train Trip with Dick and Sandra" takes place aboard the train as it travels over Western Pacific between Salt Lake City and Sacramento. The children, en route from Denver to see their grandparents, are shown having dinner in the dining car, watching the Pullman porter make up their beds, and from the Vista Dome the next morning taking in the scenery as the train travels through the

Feather River Canyon. Good close-ups show how the cooks prepare food for the passengers in the dining-car kitchen, how the seats in the Pullman section car are made up into beds, and some of the interesting sights the children see from the Vista Dome.

The narration which accompanies the picture explains in simple form how easy and how much fun it is for children these days to travel by train.

The films may be obtained for use in elementary schools from James A. Larsen, president and producer of Academy Films, P. O. Box 3088, Hollywood. His two children, Dick, 13, and Sandra, eight, play leading rôles.

Dick and Sandra meet Conductor A. W. Arnall as the *California Zephyr* leaves Oroville.



### THE LITTLE THINGS

He caught his hand, a little thing,  
He hardly felt the sting.  
He could not stop for iodine,  
So five weeks in a sling.  
He ran a splinter in his knee,  
Why, what is that, I beg?  
He couldn't stop to fool with that,  
The Doc cut off his leg.  
He got a cinder in his eye;  
Removed it with a knife.  
He goes around half blinded now,  
But glad they saved his life.  
We're always hoping for the best,  
When we should fear the worst.  
It's best to tend the little things,  
Observing "Safety First."

—Brotherhood of Maintenance of Way  
Employees Journal.  
Submitted to MILEPOSTS by  
N. L. Pilatti, WP fireman.



# Dear Editor:

"I would like to take this opportunity to thank the many friends of my mother for the kindness and sympathy expressed during our recent bereavement.

"I know her passing was as much a shock to all of you as it was to us, but surely the thought that the Lord must have needed her for greater work beyond will help to lighten our hearts.

"Believe me—the generosity which was shown by all of you meant more than words can tell. I can only say thank you and God Bless You, each and every one.

*'It seemeth such a little way to me  
Across to that strange country,  
The Beyond!  
And yet, not strange, for it has  
grown to be  
The home of those of whom I am  
so fond.  
And so for me there is no death . . .  
It is but crossing with abated breath  
A little strip of sea  
To find ones . . . loved ones . . . waiting  
on the shore  
More beautiful, more precious than  
before.'*

(Miss) Mary Todd Michelson"  
Box 270, Nurses Residence  
Provo, Utah

\* \* \*

"May I thank you for my copy of MILEPOSTS you so kindly forwarded me to my address here in Guadalajara, Mexico.

"I, like my fellow retired employees,

still take an active interest in the welfare of our company and its employees; may they ever prosper.

"MILEPOSTS keeps me posted and I am very pleased to receive it here.

Mark V. Windus  
Retired Conductor"

Pedro Moreno, No. 1701-A  
Guadalajara, Jal., Mexico

\* \* \*

"It is my sad mission to advise you of the death of my dad, E. M. Shaler, on February 3.

"He always enjoyed reading MILEPOSTS, and it gave him many happy hours of fond memories.

"He was a close friend of Jack Dugan and the late Col. Mason, having served with them in the 31st Engr. Reg. in World War I. A retired dispatcher, he had worked on about 20 or more roads in his checkered career and had many friends on the W P.

"He has been laid to rest in peace at Forest Lawn, Glendale, California.

Stanley Shaler"

Tarzana, California

\* \* \*

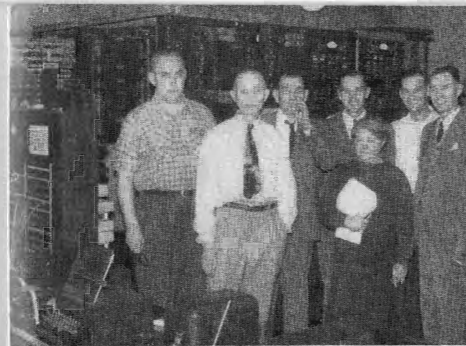
"Frank Rueben Randolph died here November 26, 1954. He was 82. He was a 52-year member of the Order of Railway Conductors, a long time Mason, and had homesteaded here in 1904. He railroaded from Wisconsin to California. A son, C. A. Randolph of Ogden, a grandson, W. V. Randolph of Oroville, are railroad men as were three of four brothers.

Lila B. Benedict"

Nursing Home  
1026 9th Street, Rupert, Idaho

\* \* \*

"I want to thank Carl Rath and all of the guys who sent me the nice card and gift. The gift could not have been



Attending the school at San Francisco were Carl Rath, manager-wire chief; Tony Jovich, relief wire chief; George Dalton, 3rd trick wire chief; J. W. Kendall, T&T general supervisor; Mrs. A. C. Pumphrey, 2nd trick wire chief; Lou Schurkamp, instructor; J. C. Cotter, assistant to superintendent.



At Sacramento the school was attended by B. V. Milam, 2nd trick wire chief; H. H. Garriott, system wire chief; Lee Lawrence, T&T maintainer; Charles Pate, 3rd trick wire chief; C. N. Vetter, T&T maintainer; C. V. Ooley, manager-wire chief; and Lou Schurkamp, instructor.

## Wire Chiefs Schooled

Modernization of Western Pacific's telephone and telegraph facilities has necessitated certain technical changes in the duties of the wire chiefs at each testing terminal.

To provide these employees with a more thorough understanding of their responsibilities in testing and regulating carrier telephone and telegraph facilities, J. C. Cotter, assistant to the superintendent of communications, scheduled classes during January under the supervision of J. W. Kendall, T&T supervisor, who designated L. Schurkamp as instructor.

San Francisco wire chiefs attended the first class, and Sacramento wire chiefs the second, held over two-day

weekends when PBX boards were closed to permit demonstrations of adjustments without interruptions to the usual week-day telephone conversations.

No classes were scheduled for the Elko wire chiefs, as they are required to handle train orders and by law the Hours of Service Act limits them to a nine-hour working day. Printed instructions covering all details of adjustments were forwarded to them and each wire chief will receive individual instruction at a later date.

The classes are part of the overall training programs being conducted on the Western Pacific by K. W. Brown, training co-ordinator.

more appropriate if I had picked it out myself.

"I miss the job and wonder how things are going. Tell Norman (Menzies) I don't want to make him envious, but I am going to be a grocery clerk.

"I am getting a little used to not being on the job although I was pretty low for some time. I've been feeling okay, no trouble at all. Say hello to everyone.

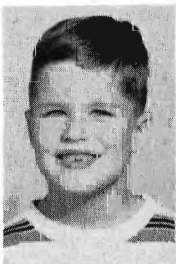
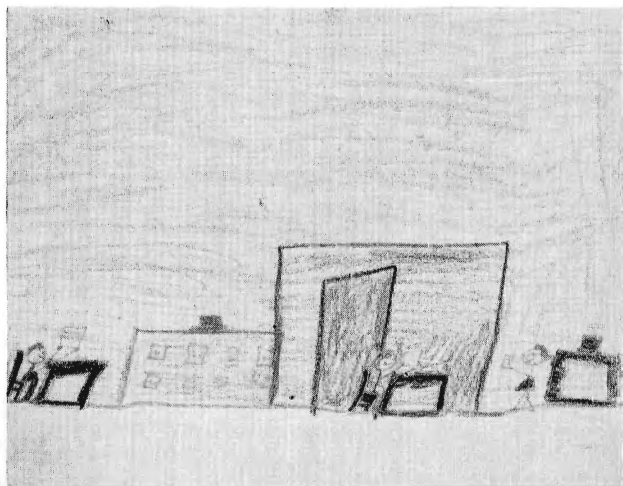
Ed Field"

Santa Cruz, California



My name is Anita Louise Cabrera. I am 9 years old and am in the 4th grade at Freeport School. My daddy, Jess D. Cabrera, works on diesel motors and generators at Sacramento Shops. I am sure looking for one of your big one dollar bills.

This is my drawing of my daddy, Howard Jaeger, sitting at his desk in Mr. Coupin's office. He is a traffic representative. I am seven years old and am in the second grade at Diablo Vista Grammar School. My name is Keith.

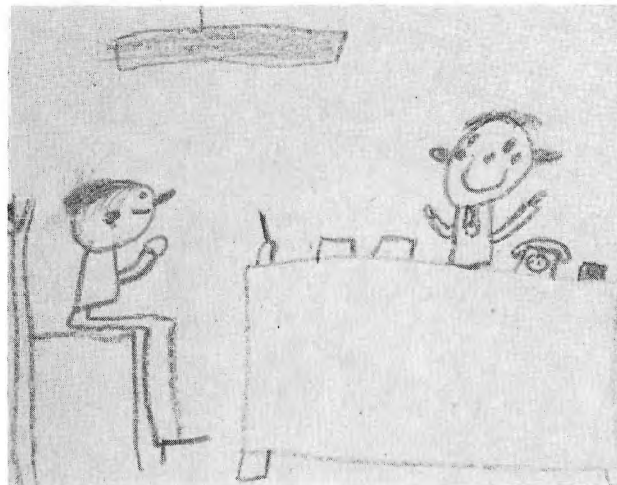


# What Daddy Does

Ask your daddy to tell you about his job at Western Pacific, then make your drawing of how you think he looks at work. Send the drawing with your picture to the editor and he will send you \$1 when used.

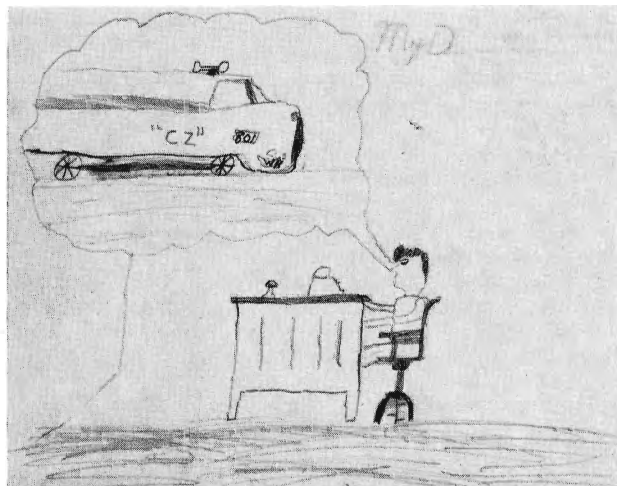
Be sure to give your name, age, and the name of your school. Drawings must be made on white, unruled paper.

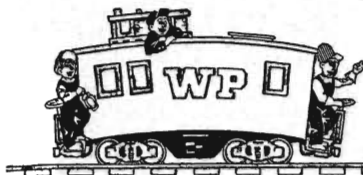
Other drawings have been received, and will appear as soon as space permits.



My daddy has worked for the Western Pacific since May, 1942. He is a "CZ" passenger car accountant at Sacramento Shops. I am Terry Mitchell, 9 years old, and in the 4th grade at Coloma School.

This is my daddy, Bob Rouse, traffic representative at Los Angeles. He is calling on a customer. My name is Ricky Rouse, and I go to the Clara Barton School in Long Beach. I am 7 years old.





# Caboosing

Newest correspondent to join MILEPOSTS' staff is Donna J. Macias, secretary to both the master mechanic and electrical engineer at Sacramento. Contributions for her column from mechanical department railroaders will be welcome.

## MECHANICAL DEPARTMENT

Donna J. Macias

Mrs. PAT MARIA, former MILEPOSTS' correspondent and secretary to the chief clerk, was given a great sendoff by office associates who presented her with a new lighter, cigarette case, and holder when she left to become secretary to the manager of Sacramento's new TV station, Channel 10.

In lieu of the above, JUNE BELEW is now secretary to the chief clerk. DONNA MACIAS will fill June's former position, and Mrs. MARY ECKSTEIN, formerly of the store department, will fill the position vacated by Mrs. Macias. We're happy to welcome Mary to our department.

PETE DEL MORO, statistical clerk, has challenged BERT FINCHLEY, assistant AAR clerk, and DON CARMAN, accountant, to a bowling contest on May 1. We hope Pete won't be sorry as he claims (?) he hasn't bowled in years while Bert and Don are currently averaging 162 and 168.

Incidentally, we hear that BILL MITCHELL, CZ accountant, is working out with weights getting himself in shape. Why—he won't admit, but we think

he's trying to keep up with his two sons.

A. M. TEIXEIRA, janitor, says he has really been enjoying his coffee break recently. We're wondering why?

By the time this goes to press, everyone who attended "A Night in Hawaii" will be talking about the wonderful time they had, mark our words. For \$10 per couple, you couldn't last out "on the town" for one hour, while we offered a hot buffet, cocktails and dancing to the music of Kelly Pierini.

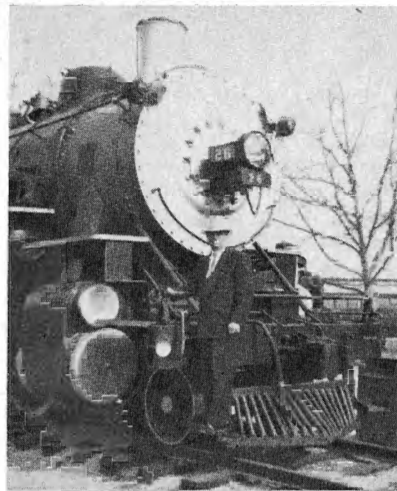
## SALT LAKE CITY

J. B. Price

Congratulations to H. R. COULAM, general agent, on his election to the board of the Railroad General Agents' Association of this city.



Four generations of the Fox family. Thomas Fox III is on the lap of his great grandfather, Thomas Fox, who retired from WP in 1948 with 37 years service. His son, Glenn, right, has 25 years WP service, while Glenn's son, Tommy, is a Telephone Company employee. Thomas hopes Tommy III will some day be a WP engineer so he can ride with him.



George A. Lorenz, retired engineer, and father of Trainmaster George M. Lorenz, visited Griffith Park in Los Angeles to see Engine 26 on display there which he fired when it was new and later rode after he was promoted in 1917.

We wonder what would have been George Washington's reactions had he been here on February 22 to make the Tooele Valley Railway Excursion, first passenger run over Western Pacific's Tooele and Ellerbeck branches. The special run included Ellerbeck, Flux, Dolomite and thence up to Warner where the Tooele Valley Railroad's steam engine took the Budd car on to Tooele for luncheon, enjoyed by the 68 fans who made the trip. The meeting of old and new power was a memorable occasion.

Brakeman JAMES T. GAMBLE submitted to an appendectomy but will soon be back to work as good as new.

After a year of sickness, requiring hospitalization several times, Brakeman ALFRED G. WOODWARD's wife underwent major surgery. Our wishes

for her best of health from now on.

Engineer STEPHEN J. FAHEY, while on vacation, had a bout with bursitis and says it is no fun and is a heck of a way to spend a vacation. Daily visits to the doctor for medicine eased his pain. Glad to see you back, Steve.

Brakeman WALLACE REESE spent a winter vacation visiting with friends in Ogden.

Our sympathy to Conductor and Mrs. JOE A. COOK on the death of his brother recently in San Francisco. Wade was a former WP employee.

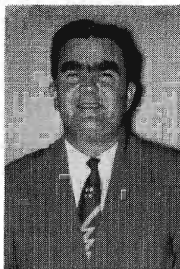
## CHICAGO

Don Banks

FRANK HOFFMAN, tracing clerk, took a couple days of his vacation to visit his wife, Lillian, recuperating in Minnesota after a major operation. We're happy to report she is improving rapidly and expects to join Frank in Chicago before long.

FRED ROBBINS would appreciate receiving your favorite prescribed remedy for curing a cold. Poor guy has taken just about every kind of anti-something including the supposedly "cureall" redheads (these are capsules in case your imagination is running wild). Send remedies to Pharmacist's Mate 1/C Fred Robbins, U. S. S. Bankers Building, presently anchored at Clark and Adams Streets, Chicago.

Don't know the secret of her technique, but PAT SULLIVAN, switchboard operator, seems to catch the eye of every eligible male that walks into our office, even some who are not so eligible. But Pat still remains the quiet, homespun, shy-kinda gal, in fact, when someone gives her the eye it's hard to tell which is the redder, Pat or the switchboard.



Ed Evers, Store Department, was elected president of the Sacramento Valley Chapter, California Credit Union League, which comprises all Credit Unions in the Sacramento Valley. Photo by Larry Groth.

## SACRAMENTO STORE

Irene Burton

TULA GROOM's last day here was quite eventful. To her surprise she received a beautiful blanket and terry cloth robe in anticipation of the blessed event she is awaiting sometime in July.

MARY MARGARET ECKSTEIN's birthday was also celebrated before she left to accept a mechanical department position.

MARY LOU STOCKARD is back with us working on the 213 Requisition desk.

Our sympathy is extended to AL REY in the recent loss of his sister.

Sorry to learn of the injuries suffered by ALTON DABB's brother, Raymond. In addition to breaking a leg and fracturing ribs, a log which struck him while at work also injured his spine.

LEE WILLIS, program chairman at the Mothers' Club Annual Fashion Show for All Hallows Church, was also a model, as was her small daughter, Carol Lee.

H. J. MADISON's aunt, Mrs. Kate Ploner, age 93, was joined by three other ladies over 90 years of age to recently celebrate their birthdays.

WILBURTA DOYLE is on leave of absence because of illness.

Hy O'Rullian's camera caught H. J. Madison, right, presenting Section Stockman Roy Falquist with his 35-year service pin, watched by Nino Poncioni. Roy started as laborer at the store in 1920.

## ELKO

Theda Mueller

Trainmaster L. W. BREINER enjoyed a week of his vacation with his folks in Los Angeles.

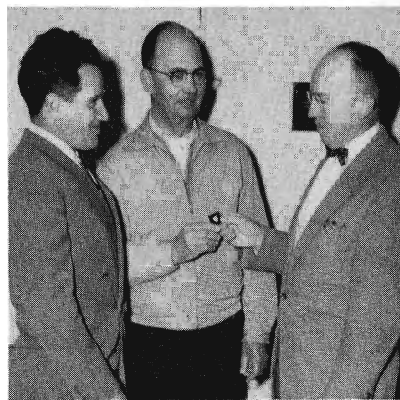
Mrs. CAROLYN WOLF, PBX operator, vacationed in San Francisco for one week, then visited with friends in Carson City, her former home. During her absence, her position was filled by EDNA PHILLIPS, furloughed clerk.

R. E. "BOB" ENGER bade us goodbye last month to enter the trainee program in the communications department. Bob was manager-wire chief in Elko. His family will remain here for a few weeks before joining Bob. We hope he will let us know how he is coming along as his many friends will be interested.

A son was born to Mr. and Mrs. ROY BERTAND January 16. His mother, Lydia, is the daughter of CARMAN FORTINO.

Brakeman R. C. MORTON recently entered the Armed Forces. He is the son of Engineer and Mrs. G.W. MORTON.

Retired Accountant DON FREASE, more commonly known as "Doc," re-



MILEPOSTS

turned home after spending the winter in sunny California. Although he enjoyed his visit there he reports that he is glad to be back home among his many friends.

## KEDDIE

Elsie Hagen

We dug ourselves out from the season's worst snow storm the end of February which left quite a blanket of white in this area.

BLACKIE ADAMS, brakeman, suffered a broken wrist while working on top of a car and will be away from work for a month or so.

CHARLEY RHMSOWNER of the Keddie Resort passed away January 30 from a heart disease. He has been connected with the resort since 1931 and will be missed very much by all his Western Pacific friends.

Wilbur Stubblefield, son of Conductor BILL STUBBLEFIELD, is now stationed on Treasure Island for about six weeks' schooling. While stationed on the east coast he made cruises to the Mediterranean and Caribbean seas.

Brakeman JACK KRAUSE and family proudly announced the engagement of their son, Dan, to Martha Seeber of Quincy. They plan to marry in June. Dan attends Chico State College and Martha is enrolled at Quincy High School.

CY BATES, train desk clerk, his wife and baby recently drove to Sacramento to visit.

Recent Sacramento visitors here were Brakeman and Mrs. HERB WOMACK and Mrs. Tom Griffin. Herb is back at work after several months' sickness.

CONDUCTOR WILKINSON has at last returned to work following sickness

which kept him away for several months

DON SEGUR, JR., has moved to San Jose, and JIM FOX has taken his conductor's job on the tunnel job with Utah Construction Company.

Those enjoying vacations this month are Brakeman ED GROW, G. W. CISM, and E. L. DUNN.

## NEW YORK CITY

Alan Hudson

We recently threw out the welcome mat for our newest addition to the staff in the person of JOHN H. NIX, stenographer-clerk. John looks good in more ways than one, and we feel he will make the team with some to spare. John can go to his left or his right and can hit behind the runner and to all fields.

The Forty-Fifth Annual Dinner of the Traffic Club of New York, Inc. a few weeks back was a tremendous success and the continual flow of shipper friends who visited our suite at the Hotel Commodore throughout the evening attested to our growing Western Pacific popularity in New York and environs.

## STOCKTON

Elaïne Obenshain

Those buttons popping off the vest of Brakeman M. E. McCANN are due to the birth of his first grandson, Michael Edward Mintun, to Mrs. Jerry Mintun, the former Marlene McCann. Young Mike made his debut at Oak Knoll Naval Hospital on February 8. The proud father, at present in Japan with the United States Navy, will be introduced to his son when he returns to the States soon.

Cashier VIRGINIA RUSTAN has returned to her duties at Lathrop after a lengthy leave of absence. Clerk HARRY BEATTIE, who replaced Virginia, has returned to Stockton yard.

We're sorry to learn of the illness of Brakeman C. E. WADE, who suffered a stroke just after going on duty at Oroville yard February 1.

Crew Clerk SAM E. CRAIG resigned to enter his own business. We all wish him success and prosperity in his new enterprise.

Carman JOHN TARANTO is spending his vacation in New York City.

Also vacationing are Clerk WALTON H. HARRIS, in Southern California, Arizona and New Mexico; Brakeman D. A. MILLER and his wife at Glendale and Palm Springs; Clerk and Mrs. J. G. ROSE visiting relatives in Chicago; and V. M. DIAZ, car department laborer, visiting relatives in Old Mexico.

We're happy to see Switchman R. S. HYATT, Brakeman J. W. CHAPMAN, and Hostler Helper R. E. HEAD back on their respective jobs after extended illnesses.

Switchman and Mrs. R. L. MEYER are the proud parents of an 11-lb. 8-oz. son born February 12. Named Roy Edwin, he has two brothers, Richard L., Jr., 2½ years, and Gary, age 1½ years.

Fireman JOHN G. TROW's wife and daughter, Sandra, were called to Tupelo, Miss., by the serious injuries sustained by her brother, a Mississippi State highway patrolman. At the time the accident occurred he was leading an ambulance on an emergency call and collided with a truck which failed to yield the right of way. He is on the road to slow recovery. Just an hour before the accident, Mrs. Trow's grandmother passed away. On their return

to Tupelo a stopover was made in St. Louis to visit her father, a special agent for the GM&O.

We wish a speedy recovery to Fireman R. C. KENNEDY who is away because of illness.

Our deepest sympathy to Trainmaster L. D. MICHELSON and family, whose step-mother, NEVADA MICHELSON, assistant accountant at Elko, passed away in San Francisco after a short illness.

A joint farewell-retirement dinner was held at the House of Murphy on March 4 honoring chief clerk Mrs. ALIENE MEYERS LEE, freight office, who bid in the position of head car clerk at San Francisco; and



The Lees



Vic receives pocket watch, chain from Agent Prato.

Warehouse Check Clerk A. A. "Vic" MONTANELLI, who retired after 26 years with WP.

Clerk E. DAVIS advises he recently received a postcard from Lt. Col. ROBERT YOUNGBLOOD, United States Army, former clerk who is at present on a tour of duty in the Near East. He will return to the States very shortly.

We were sorry to learn of the death

of the mother of Red Cap ROBERT MANN, who passed away on February 21.

New car owners are Roundhouse Foreman C. B. KIRKPATRICK, Engineer V. A. FOSTER, Hostler Helper R. E. HEAD and Fireman J. C. GWALTNEY. Engineer HARRY MAIN, JR. zephyred to Detroit to pick up and drive home a new car.

WILLIS and ELAINE OBENSHAIN, roundhouse clerk and trainmaster's clerk, appeared on Rhythm Roundup, Channel 13, February 26, in a group from their square dance club, the Tule Squares. Their caller, Oscar Western, is a brother of Clerk WILLIAM WESTERN.



Retired Switchman Delong V. Duncan seems to be enjoying life with Marrietta and Harrietta Duncan, two of his three granddaughters.



Joyce Cooper, daughter of Fireman and Mrs. KENNETH COOPER, was married

to Paul Raymond Griffith of Clarksburg, W. Va., in Central Methodist Church on February 27. Paul is stationed at Santa Ana with the United States Marines and the young couple will soon make their home there.

James Hale, step-son of Baggageman "Doc" HENSLEY, has been honorably discharged from the United States Army, and will make his home in Stockton with his bride, Sarah, and her three-year-old son, Randy.

## SACRAMENTO SHOPS

Marcella Schultze

How many can claim the distinction of having an annual pass on the Tilden, South Gate & Pacific Railway? Diesel Foreman BILL GOOD is the proud owner of one, but claims he lets all children have preference over his pass rights, which is really very nice of him considering this is a miniature railroad, powered by a steam locomotive, oper-

ating in Tilden Park, Berkeley. (Editor's note: The TSG&P is owned by ERIC THOMSEN, engineer inspector for Western Pacific.)

Best wishes for speedy recoveries to Mrs. M. H. Hull, wife of Painter MYRTON HULL, who is recuperating in Oroville Hospital after a serious fall and operation to repair her broken hip; and to Carman HENRY EVERS who is recuperating in Sutter Hospital from a major operation.

SAM OSTBY, a very spry 75 years of age, retired February 28 after 16 years as a machinist helper and laborer with Western Pacific. His many friends gifted him with fishing equipment, which Sam says he'll put to good use, and we don't doubt but what he'll show up a lot of our "youngsters" when he hauls in his catches.

## WENDOVER

Esther Witt

Wendover Air Force Base will be re-activated on July 1 by the Tactical Air Command, according to an order from Major General Edward J. Timberlake of the TAC, Langley AFB, Virginia. The base is to be used for gunnery training.

William D. Worthy, son of Switchman and Mrs. HERBERT D. WORTHY, is taking part in "Operation Sagebrush," part of the communication training at Langley AFB, Virginia.

Welcome home to Fireman and Mrs. JOHN P. DOWLING, and son, Ray, who have returned to Wendover after a year's residence in Portola. Mrs. Dowling is under a doctor's care, and we wish her a speedy recovery.

Our deepest sympathy on the death of the mother of Carolee Naylor,

daughter of Agent JOHN W. NAYLOR, recently in Twin Falls, Idaho. Our sympathy, a'so, to Switchman and Mrs. ELDEN H. WILLIAMS and family on the death of Mrs. Williams' father.

An open house was held for Mrs. Mary C. Price at her home in Salt Lake City to help her celebrate her 81st birthday. Hosts for the occasion were her sons and daughters-in-law Conductor JOSEPH B. PRICE, Brakeman and Mrs. BERNARD T. PRICE, Mr. and Mrs. Wallace L. Price, and Mr. and Mrs. Arthur E. Price.

Miss Patricia "Patsy" Shea, daughter of T&T Lineman THOMAS SHEA, wishes to thank her sponsor for Western Pacific, WP Hotel Manager WALTER H. PARKS, and all the rails who cast enough votes in her behalf to enable her to be crowned Sweetheart Queen of Wendover.

We wish a speedy recovery for Mrs. Verna Lavelle, wife of Switchman EUGENE "BARNEY" T. LAVELLE, who is suffering with heart trouble.

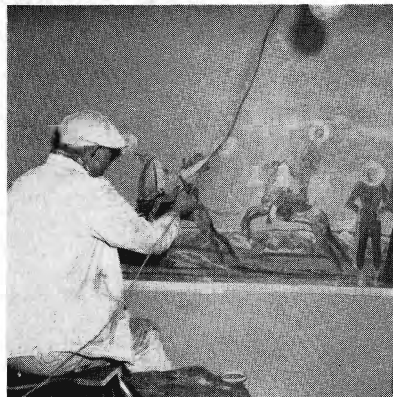
## OAKLAND

Hazel Petersen

"Get Well" wishes are in order for the wife of Switchman EUGENE MORTON, "TONY" PATRICIO, marine bargeman, E. C. "EASY" MARTIN, switchman, and DENNIS RICKMAN, clerk. We hope by the time they read this they will be again hale and hearty.

MANUEL SILVA, retired marine captain, paid Oakland yard a visit recently. Manuel is very deeply involved in church work and enjoys every minute of it which, other than fishing and gardening, keeps him occupied from day to day.

The clerical force at the new Mil-



Roderick Davis, lead painter at Oakland, puts an artist's touch to murals in a California Zephyr buffet car. Rod began as a carman in March, 1945. He is well qualified in any mechanical line and is an excellent painter in every respect. His hobbies include woodworking and painting. He lives with his wife, Margaret, and two sons and a daughter at Pleasant Hills near Walnut Creek. Active in church affairs, Rod is an elder in Mormon Church.

pitias office are enjoying their nice new surroundings immensely. The force consists of Assistant Trainmaster ROBERT REDUS, Clerks WALTER THEO-

BALD, "BUD" SOULE, DON HILLYER, and "BILL" HATFIELD. Must be nice to be out in the wide open spaces surrounded by a view of rolling foothills and rolling freight cars.

JOSE CABEZAL was first on the vacation list for 1955. A marine fireman, Jose took his vacation early to be with his wife who is recuperating from an illness.

JAMES MURRAY, conductor, is the proud owner of a spanking new Ford. It's eye-catching and beautiful!

More and more people not connected with our railroad are reading MILEPOSTS. Two of the most loyal Western Pacific fans are Mr. and Mrs. Herbert Fredson, 9817 Olive Avenue, Oakland. Mr. Fredson is a general contractor and he and his wife attend all WP social functions and feel as though they are part of the "family."

If a smile will go a long way, Traffic Representative John Kaffun, General Agent Carl Mangum, and Passenger Traffic Representative Tal Kelly, all of Oakland, have a long journey ahead. The occasion was a goodwill trip to Stockton early this year with the Oakland Chamber of Commerce.





## CINCINNATI

Charles J. Hudgins

February was the month for Annual Traffic Club dinners in the eastern territory, and Cincinnati held theirs February 15 at the Hotel Netherlands Plaza. The "WP Room" held to the open-door policy and entertained visiting shipper and railroad friends.

If all new home owners have the trouble that BOB RITCHIE, general agent, is experiencing, they'd better sell and rent. His new driveway to the garage is cracking up which may be explained, however, by the new 1955 Dodge which Bob recently purchased. Maybe that driveway just couldn't stand the shock? ? ?

L. F. GARTNER, retired general agent, attended a recent Traffic Club function in company of the office group, and

wishes to be remembered to all his friends.

The first warm day in Cincinnati brought an influx of "golf fever." JOE MOORE, traffic representative, got the bug so badly that when he went to the store to get a new pair of bowling shoes he purchased a set of clubs and all the works and came back with a new pair of strings for his old shoes.

JACK HOPPENJANS, traffic representative, also has his eye on a "good, used set" of clubs, on which he hopes to get "a deal" from a friend.

Your correspondent has his new bachelor apartment ready for entertaining, and my "etchings" are ready for display.

We hope to introduce in the next issue our "Getting to Know You" column, which we believe will provide some interesting reading for you folks.

## OROVILLE

Helen R. Small

Switchman and Mrs. NORMAN WHITTIER are the grandparents of little Susan Lea Whittier born to the Delmas Whittiers on February 24; weight 7 lbs.

Carman R. S. PATTISON was rushed to the Oroville Curran Hospital February 23 for surgery on a perforated ulcer. He is progressing satisfactorily.

Mrs. Elfrida C. Rush, wife of retired Telegrapher JOHN E. RUSH, passed away February 13 at their home in Los Angeles. She was 89 and a native of Farmington, Pennsylvania.

Engineer W. L. SPILLMAN was called to Chehalis, Washington on February 25 because of the death of his mother.

Mrs. LOLA HENSLEY, telegrapher, is vacationing at home. Her position was filled by Mrs. A. Y. MOORE.

Assistant Superintendent and Mrs. JOHN J. McNALLY celebrated their 37th wedding anniversary at the home of their son, J. J. McNally, Jr. on February 25. They were married at Stockton in 1918 and have five children, Robert, of Portola; Arthur, in the Navy; Roy, Jim and Esther, of Oroville. They also have four grandchildren.

JOHN T. MONAHAN, 51, passed away February 17 at Brawley. He worked as a groundman and retired on disability a few years ago after 30 years with Western Pacific.

Our Oroville bowlers have climbed to third place in the Paradise Sportsmen's League.

W. F. METZGER and CHARLES ELLIS, retired engineers, both looked fine while on recent visits to Oroville.

Stationary Engineer H. C. "POP" POWERS passed away on February 12. He had been with the company since 1931.

Carman NEAL HAGEN's son, Robert, is being transferred to Germany as a jet mechanic in the Air Force.

Conductor A. W. ARNALL had quite a day recently when 26 first and second grade students from the Richvale Elementary School rode the *California Zephyr* to Marysville as part of their studies on transportation. They were accompanied by their teacher, Mrs. Genevieve Heath and 16 mothers.

## WINNEMUCCA

Doris Cavanagh

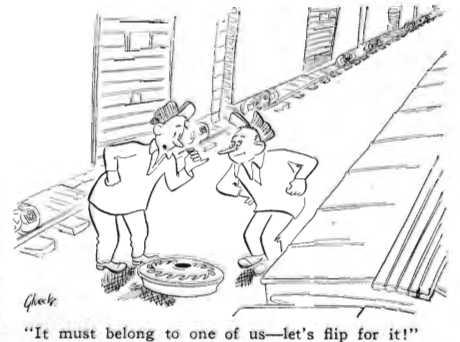
MILEPOSTS reader FRANK L. HANSON, a patient at Weimar Sanitarium, contributes the following, which is no April Fool:

"I worked at Elko and Carlin and know some of the roadmasters like DAVE CHARLEBOIS and ZENT (de-

ceased) and ANDERSON at Portola. BERT ELLIOTT was on the high line. Forget who was at Oroville. I have been out of circulation since 1950 and many changes have been made.

"Me and my alternative, a SN engineer, were the last two patients to go to French Hospital in San Francisco surgery. They do it all here now. We were both in the same room with a buzzer over our heads. He was a pretty sick boy and wanted me to ring for the nurse all the time. When he was well enough to ring for himself, I said, 'Old buddy, I've put in a lot of ties for you hogheads to run on and straightened out a lot of track you bent. You never let me ride in your cab, so you're going to have to blow for your own crossings from here on out.' And he did! We were, and still are good friends. Though discharged now, he comes up for treatment each week and I see him regularly."

Receiving medical attention in Salt Lake City last month were Retired Conductor CHARLIE NELSON, Engineer JAY SMITH, Firemen FREE GOLLIHER and MARVIN VENABLE. For several weeks Fireman ED DUNSTON and Roundhouse Clerk RUTH SMITH rated





"Sure, hon! I'll pick up your mother at the station. Which precinct?"

sick leave. Signal Maintainer AL LYNCH's wife, Jungo, was a Humboldt hospital patient.

Engineer MAZOO HAWKINS' wife, Mary, died here the latter part of January. Mrs. Olive Williams, Red House postmistress and sister of Agent W. T. MANSELL's wife, passed away February 2.

Vacationers included Section Foreman JOHN KEITH, of Bliss, who was relieved by AL BACA; Conductor PAUL RUTHERFORD and Brakeman N. J. ANDERSON.

Conductor A. M. RANKIN feels pretty proud of son Bill, the Humboldt County High School Buckaroo basketball center who knows how to garner points.

Bachelor of Arts degree went to Kenneth Duck, son of Agent and Mrs. C. C. DUCK during mid-year graduation at the University of Nevada. His bachelor days were short lived when he took unto himself a wife, Miss Marie Louise Goyhex, on March 12.

Forty-five years ago in April the large Winnemucca freight depot was completed and work resumed on the

passenger station. In a head-on collision during a sandstorm between an east-bound freight and the engine and caboose of a gravel train near Cholona and the Hot Springs east of Gerlach, four persons were injured.

Fireman ADOLF BECKER on the gravel train jumped and was struck on the head by one of the cars; Brakeman J. F. GALLAGHER leaping from the caboose cupola sprained an ankle; Engineer BERT DYER, on the freight, had his legs bruised while ENGINEER BAKER was slightly injured about the head. A special in charge of ENGINEER WOODRUFF and CONDUCTOR BLACK took Dr. Samuels and Dr. Mangan to the scene of the accident.

## SACRAMENTO NORTHERN

Milton Ziehn



Employees of WP's ticket office and SN's freight office, Marysville, gave a turkey dinner in J. L. Ranier's outfit car honoring W. C. Wood, WP ticket agent, on his retirement January 5. Agent C. E. Brown, right, presented him with an electric razor.

There will be another big Sacramento Northern retirement party again this year. The committee has a number of new ideas, but will welcome sugges-

tions from all of you. We also need more volunteers to help prepare for the get-together.

WINNIE SCHNEIDER, steno-general clerk, announces the birth of a bouncing baby, who is, as hoped, a boy, Craig. Husband Henry had a big box of candy at the office just a few hours after the event, for which we thank him.



General Agent Robert L. Runge, Fresno, outgoing president of the Fresno Transportation Club, hands over the gavel (behind stand) to installing officer Ferg Cambren, Bekins manager. New prexy is James Mandella, right. Annual dinner dance and installation was held at Sunnyside Country Club.

## SAN FRANCISCO

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

EDNA FODGE, purchasing department clerk, announced the birth of Louis Bernie Fodge on February 22. The 9-lb. 10-oz. boy is the fifth child in the Fodge family.

We were saddened to learn that FLORENCE PEARCE, head machine operator-clerk, accounting, died on March 1. Florence was born near Lloyd's Bridge, Rapides Parish, Louisiana, and

joined Western Pacific as a comptometer operator on August 7, 1936. She had been ill for the past year.

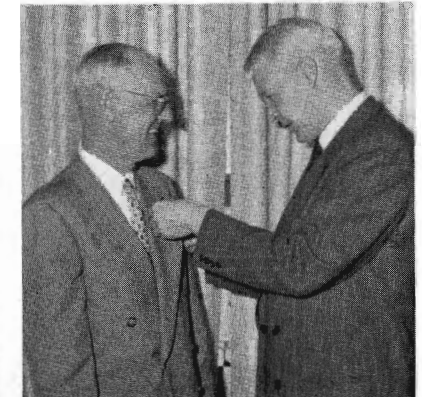
Carol Louise Racine, daughter of BILL RACINE, chief clerk passenger accounts bureau, passed candy at Gamma Phi Beta sorority house on the U. C. campus on St. Valentine's Day. The groom to be, Randall Wilde, is a graduate of Stanford University's engineering class, and the wedding will take place some time after Carol's graduation. They will live in Santa Monica.

From the treasurer's department, we learn that MARY HILL, from New Jersey, is R. E. LARSON's new secretary.

WALTER VANSKIKE, chief clerk, is in a dilemma! Can't choose between a trip to Hawaii or a new boat. He can have both for a while if he makes the trip to the Islands.

BEVERLY GREEN was the beautiful bride of Ray Schultz on February 20. The treasury department turned out in force for the wedding which took place in Sausalito.

President Whitman pins a 40-year service pin on the lapel of Purchasing Agent Joseph C. Marchand.





MARGARET HOLMAN left March 4 for a five months' tour of Europe. Upon return she will re-enter school to prepare for a teaching career.

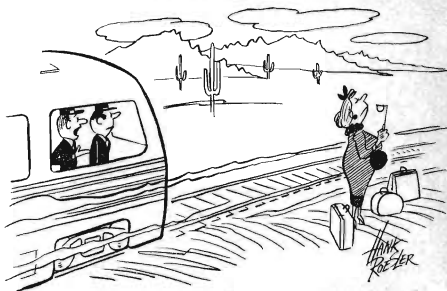
ANNE MALFA, RUTH STONE, BETTY ENGLAND, and RITA CONNOLLY, transportation department, spent Washington's Birthday skiing at Squaw Valley. KEN PLUMMER, JR., assistant superintendent transportation, and family, enjoyed that weekend at Bijou, where he claims he turned a few fancy figure eights while on skates for the first time in many years.



Bob and Rick Whittier are the 18-months-old twin sons of Draftsman and Mrs. Merrill Whittier. The twins have another brother, Bill, 3. The family lives in Palo Alto.

We're glad to see RALPH OTT and HAL KLEIN, passenger traffic, back on their jobs after hospitalization, but are sorry to hear that HOWARD JAEGER, general agent's office, returned to St. Joseph's for the fourth time for further observation.

Best wishes to KAY MEAGHER, who left the service bureau February 1 after two years with WP to become a professional golfer.



"She insisted on being put off when she heard this was a 'common carrier.'"

An attorney was given the legal assignment by his firm of trying to settle the bill of a nude model who had done some posing work for a commercial photographer. She had overcharged the hocus-pocus gentleman on her hourly basis, it seemed, and he wanted his lawyers to right the situation. Meeting the well-proportioned young woman, the lawyer inquired, "Miss Peel, what's the story behind this complaint?" "It's very simple," she told him. "I was at his studio, disrobed and ready for posing, when he discovered that the garter marks on my legs would show in his pictures. So, he shoved out a chair and I then waited 20 minutes for the marks to disappear. That was my delay and it was okay. No charge. But then it was another half hour before we finally got to work, and I charged him for this additional delay."

"How come?" the attorney asked.  
The young lady crossed her legs and then replied, "That darned chair had a cane bottom!"

\* \* \*

The hangman tightened the knot and asked the condemned golfer: "Have you anything to say before being hanged?"  
"Yes," replied the golfer, "do you mind if I take a couple of practice swings?"

"I seem to hear a train whistling in the distance."



MILEPOSTS

This is the second 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



R. C. Madsen

"FREIGHT trains are expedited through yards such as I witnessed at the modern hump yard at Villeneuve-Saint-Georges, about ten miles south of Paris, serving the southern territory, which is patterned after many of our new hump yard designs. The volume of traffic on a car basis is quite heavy, so that the merchandise or expedited traffic is handled in this yard only, while drag traffic is handled in a similar installation adjacent to this yard. This practice seems to be prevalent at many of their major terminals, and can be justified by the number of cars received in this expedited yard, which is upwards of 5,000 cars daily.

"Another innovation under study and use is the rubber-tired trains, conceived and developed by the Michelin Rubber Co., a name almost as common as Coca-Cola in Europe. The greatest advantage of these trains is the reduced noise and minimized vibration, customary with cars rolling on steel wheels, supported from spring-suspended bolsters. The lightweight construction of aluminum and plywood paneling, as well as additional traction from rubber tires, permits rapid acceleration and deceleration, but the French claim the advantage of additional adhesion is nullified at speeds in

excess of 65 miles per hour. The use of torque bars eliminates the necessity for heavy springs so that four men can easily lift the truck frame assembly minus the ten rubber-tired wheels. Plywood paneling mounted on rubber was used extensively in the car body, and by our standards was very fragile, as one could feel the floor paneling give when walking through the cars.

"Another interesting feature I observed was the method of handling LCL traffic at the Lyon Depot, which handles between 600 and 700 cars daily, averaging about 1,400 tons daily. The use of complicated tariffs is abolished for packages weighing less than 110 pounds, by simply quoting a rate that is assessed by multiplying the weight times the distance. While the cars are being unloaded, a mechanical inspection and air brake test is accomplished, and when necessary, light repairs made.

"Another interesting development pursued by the French National Railroads is the experimentation with con-



Wagon Lits (equivalent to our Pullman parlor car) the ultimate in continental travel. Picture was taken at Gare Lyon, France.

tinuous rail and concrete ties. The European method of securing rails to the ties is called 'fixed rail' technique because the rigid support of the track allows no movement, and is opposed to our system of 'free rail' where rail is allowed to travel to compensate for expansion and contraction of the rail. I thought it would be of interest to abstract some data on this 'fixed rail' system, called a 'flexible rail' system when continuous rail and concrete ties are used, as this has been adopted by the French for subsequent rail and tie renewals. It is claimed that this system requires very little maintenance because of the elimination of joints. I inspected a section that was laid in 1950 which has not required any maintenance and could not observe any poor alignment or surface kinks in the track. The cost of wooden ties in Europe is quite high and this factor is added emphasis for already replacing over 500 miles of main line with continuous rail on concrete ties.

"The 'flexible rail' system embodies a rigid fastening called a spring steel blade in place of a bolt or spike. This blade is in the form of a closed 'U' bolt exerting spring tension. The top leg of the 'U' bolt rests on the base of the rail, while the bottom leg rests on a rubber pad placed between rail and

tie to absorb the vertical impact. The closed end is drilled for a track bolt which fastens to a steel 'T' bar incorporated in the concrete tie. The steel blade is permanently under stress to keep the rail, tieplate, and tie joined together.

"The concrete tie consists of a block of concrete under each rail, joined by a steel 'T' bar which maintains the track gauge. The bolts in the concrete ties which hold down the spring clips fit into slots cut into the steel connecting bars to afford this rigid connection between tie and rail; yet the rubber pad absorbs the severe impact resulting from a fixed rail system. The greatest advantage claimed for the concrete tie is the great lateral stability permitted by the larger vertical area of the tie. The efficiency of rail fittings has not varied with the passage of time and their unvarying grip needs no maintenance nor retightening. However, the concrete ties require greater time to lay new track, as well as greater skill in positioning and laying ties.

#### PASSENGER SERVICE

"My most outstanding impression upon leaving the French National Railways was the exactness of train operations as well as the interest in and knowledge of American railroads expressed by French railway officials. The passenger train scheduling was very convenient, both from frequency and time standpoint, reflecting the superior service a railroad can afford when a large segment of the population relies on rail transportation for nearly all of its needs. I also found most convenient the displaying of system timetables on large placards at central station points along with correspond-

ing departure track number of each train listed in the timetable.

"The passenger service is comfortable but generally lacks the refinements that we pamper John Q. Public with—such as car porters in chair cars, free timetables, air conditioning, reclining seats, and meals served a la carte. The dining car serving system is quite different from ours. You have ample selection of table wines and liqueurs but only two selections of entree—fish or meat. That's it, served by the course method which means you feverishly consume each course to be ready for the next as everyone is served each course at the same time.

"The absence of air conditioning in the cars has one distinct advantage when loading or unloading luggage. The handling of luggage through vestibule doors is not nearly so popular as using the open car windows. The latter has this advantage—you can leave your luggage on the station platform with a friend or station porter, while walking through the car baggage free to select your compartment, and then gracefully handle your luggage through open windows of the cars."

"My tour of the Swedish Railways was very limited because I arrived just prior to the Eastern holiday which is

observed over a four-day weekend on the Continent. In addition, I did not see much of the railway operations other than the Stockholm area, since I flew in and out of this city.

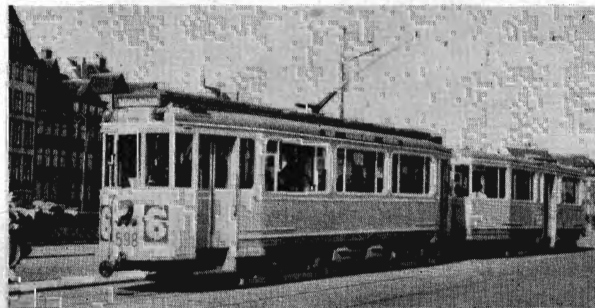
"While I was surveying the Stockholm passenger terminal operations, I noticed an ingenious device for analyzing and recording the performance of the various duties of the ticket sellers. The instrument is called a 'Centralograph' which registered the operations dialed into it by the person whose work is being analyzed. The system consists of a dial with ten digits, a recorder to register into a time-referenced diagram paper the impulses received from rotating the dial.

"The system could record any of the following transactions by a ticket clerk, each taking a certain dial number to record the performance.

1. Start of shift.
2. Each local ticket sold.
3. Each ticket sold other than local.
4. Information requests in person.
5. Information requests by phone.
6. End of shift.

"This example could possibly be duplicated for any routine work that merits analysis."

(To Be Continued)



Type of street car seen in Copenhagen, Denmark. All pictures are from original Kodachrome slides by the author.

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## RAILROAD LINES



Burlington explores construction of its own piggy-back trailers.

Delivery of two diesel-electric tugboats early next year will give Pennsylvania a fleet of thirteen for use in New York harbor.

Federation for Railway Progress announces its third Annual Fellowship Program for railway employees.

Nashville, Chattanooga & St. Louis completes CTC installation on all single-track main line between Atlanta and Memphis.

Great Northern starts new fast through freight train from Minneapolis, reducing delivery by 24 hours to Pacific Northwest.

Reading now using trailer-on-flat-car service between Philadelphia and Camden points and Chicago.

Southern Pacific first railroad to enter pipeline business with 800-mile line from Los Angeles area to El Paso.

Sierra Railroad orders two diesel switchers to replace its steam power.

Southern Railway orders \$2.5 million worth of track maintenance equipment, believed to be one of the biggest orders of its kind ever placed.