

WESTERN PACIFIC
Mileposts
MARCH 1955



WESTERN PACIFIC Mileposts



Vol. VI, No. 8

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*Milepost No. 68

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. 68: The Delta-Mendota Canal, Central Valley Water Project, crosses Western Pacific's main line between Mileposts 68 and 69, just beyond the oil loading ramp, upper right.

COVER

Carol King. "Miss California Wine," and Edmund A. Rossi, manager of the Wine Advisory Board, try to choose between red, white or rosé California wine offered by Steward Sam Kent, Jr. for enjoyment with their Italian dinner aboard California Zephyr.



CONTENTS

	PAGE
Italian Dinner	3
In the Good Old Days.....	5
Turntable Girder Replaces Steel Bridge.....	7
Dear Editor	9
Paul Jenner sez: "Don't Be HALF Safe!"	10
"A Night in Hawaii".....	11
In Memoriam	12
Mileposts in Gold.....	13
I've Been Workin' on the Railroad	14
WP Will Remember.....	14
"Little Engines and Big Men".....	15
Caboosing	16
CU Declares Dividend.....	31
My European Railway Tour.....	32
Railroad Lines	36



MILEPOSTS

ITALIAN DINNER MENU



A ROMANTIC touch of old Italy has been added to the cosmopolitan atmosphere of the *California Zephyr*.

For the first time on any transcontinental train, a full five-course Italian dinner, complete with California wine, is now available to travelers who enjoy continental food at its best. Neapolitan dishes, such as have made San Francisco's North Beach restaurants famous, are being offered to diners making eight o'clock reservations.

Special menus have been prepared, including such tasty delights as Veal Scaloppini a la Parmesan, Chicken Cacciatore, and other dishes specially prepared with real Italian flavoring. Each passenger ordering the Italian dinner is also given his choice of a bottle of California Sauterne, Burgundy or Rosé wine.

No Italian dinner would be complete without such items as antipasto, minestrone, tossed green salad with olive oil dressing, ravioli and spaghetti, and these have not been overlooked.

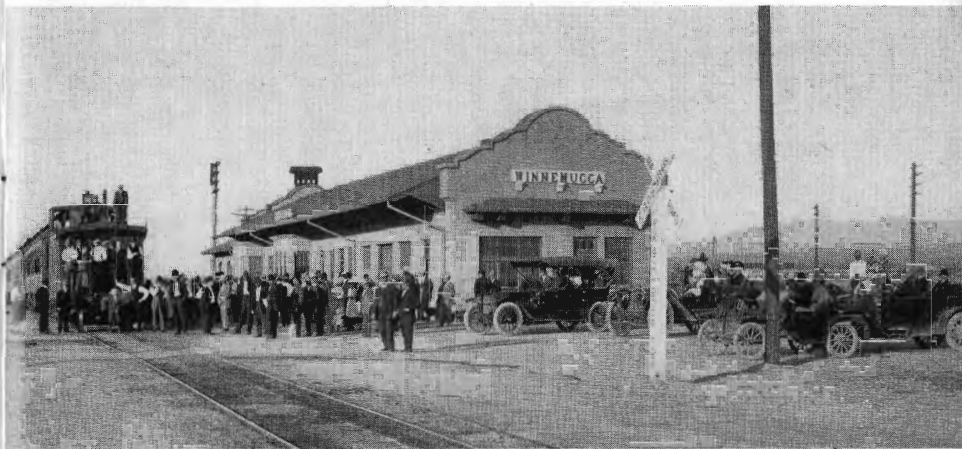
Other appetizing foods such as toasted garlic rolls, potatoes and vegetables du jour, choice of cheeses, toasted wafers, Marsala wine nut sundae with wafers, complete the dinner, topped off with a choice of coffee, tea or milk.

The Italian dinner is, of course, in addition to regular menu items.

CALIFORNIA ZEPHYR



A. Guidoti, Italy's Extraordinary Envoy and Minister Plenipotentiary to the United Nations, enjoys one of the first Italian dinners served aboard California Zephyr while en route to San Francisco. D&RGW photo.



IN THE GOOD OLD DAYS

TIMES WERE CHANGING when this interesting old picture was taken at Winnemucca, Nevada, as evidenced by three modes of transportation; a Western Pacific train, the early-day automobiles and the lone horse and wagon behind the touring car on the right.

The picture was sent to MILEPOSTS by Engineer Ray Moore, Winnemucca, and to the best of his knowledge he believes the picture was taken shortly after the Western Pacific station was constructed in 1910.

Ray writes that he cannot remember just what the occasion was, although he is in the picture with his parents.

It would be interesting to learn just what took place on the day of this historic and gala event, and the reason for the coaches and caboose. If any old-time Western Pacific "rails" can give the answer, MILEPOSTS would appreciate hearing from them.

MILEPOSTS is looking for other pictures of early days on the Western Pacific for reproduction on this page.

Particularly wanted are photos of construction days, early-day equipment and buildings, and Western Pacific people, or any picture with an historical background.

Send them to the editor. They will be returned after publication.

TURNTABLE GIRDER REPLACES STEEL BRIDGE ON TIDEWATER

According to available information, a new record in bridge replacement was set early in January when nearly 220 tons of steel bridges were removed and replaced in one day on the Tidewater Southern Railway at Meyers Crossing, near Escalon, with only a 30-hour delay to trains.

Temporary wooden piers were constructed along one side of the new piers to support the old bridge when lifted from its supports. The new span, constructed from turntable girders removed from Western Pacific round-houses at Elko and Winnemucca and modified by Moore Ship Building Company at Oakland, is made up of one 30-foot and two 110-foot sections, the combined weight of which is 98½ tons. Supported on the edges of the new concrete piers, each new section was hoisted into place by three cranes immediately following removal of each section of the old structure. Moving operations started at four a. m. and continued throughout that night.

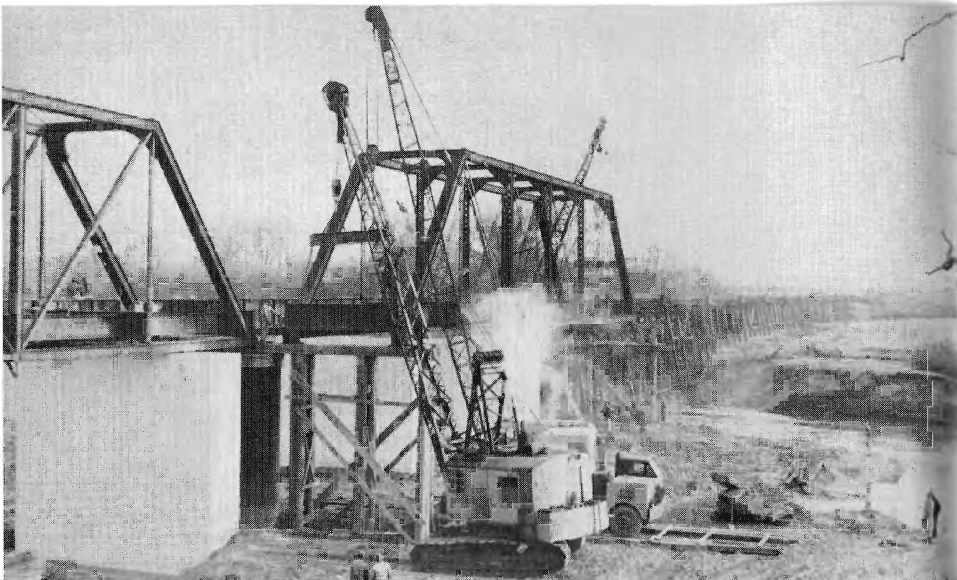
The old structure, built by the Union Bridge Company in 1889, was purchased from another railroad and installed in 1912. Steam operation on this section of the railroad between Modesto and Turlock began on October 8 of that year.

Members of the American Bridge Technicians decided last year that fatigue stress in the metal of the two 125-foot through truss spans would not permit a greater load limit than 169,000 pounds per car. Present-day loading on the Tidewater requires a minimum 220,000 pounds per car load limit.


The company's engineering department was faced with the task of increasing the load capacity by approximately 30 per cent and replacing the structure with minimum delay to trains. Preparatory work began last November when the Ben C. Gerwick Company, San Francisco contractors, changed the course of the Stanislaus River so that river-bottom work could be done without the use of coffer dams. Thousands of yards of dirt from various sections in the area were used for fill which will be returned to original locations when high water recedes. Twenty-six pieces of steel "H"-beam piling, 100 feet long, were driven in approximately 80 feet for each of the four piers encased in concrete, each of which measures six by thirty-one feet in diameter. One of the problems was the driving of new piling through the old span while still in place, which was accomplished by irregular spacing of the piers.

"With the old bridge removed, the new open deck structure will eliminate all vertical and horizontal operating clearance problems and loading restrictions on the Tidewater between Stockton and Modesto," said Jack Kenady, superintendent for the road.

The \$150,000 job was under the direction of Arthur W. Carlson, engineer of bridges and structures. Norman McPherson, retired Western Pacific bridge and building superintendent, supervised the work as resident engineer. All plans and drawings were done by C. B. Rushmer, designing engineer.



Looking south. First old truss span has just been moved from piers onto temporary wooden falsework.

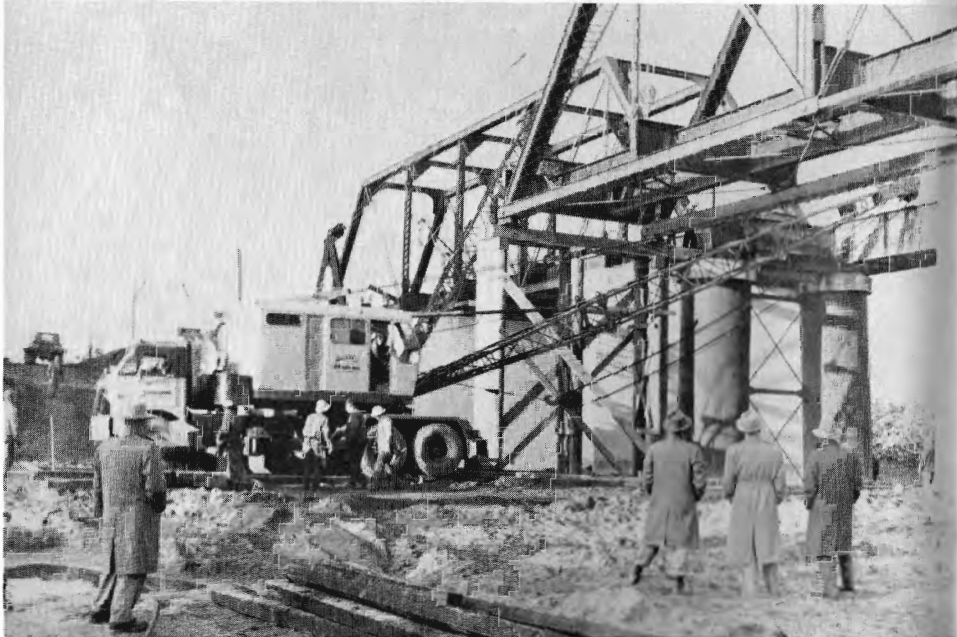


Looking north from wooden trestle shown at right in picture above. After old truss span (center) has been moved to temporary falsework, new girder span on right will replace old span just removed.



Looking downstream showing temporary dam, later opened so flow of water will be diverted from wooden trestle to pass between new concrete piers.

J. T. Kenady, left, and A. W. Carlson, H. C. Munson, F. R. Woolford, right, watch lifting crane moving into position to lift second truss span onto falsework.



Dear Editor:

LETTERS OF THANKS

"To all my friends, both inside and outside the WP family, who did so much to make my retirement ceremony such a wonderful experience:

The gifts were outstanding; I never hoped to own such a fine set of golf clubs, bag and cart. I must say, though, that the new clubs dig just as much turf as the old ones and maybe more; they should, being newer and sharper.

Mrs. Richards is carefully guarding the other gift, for our second honeymoon, but you can rest assured with it we are going to have a lot of fun. We will start on our trip soon.

The wonderful thing about our retirement party was the people who attended it and the friendship and goodwill they expressed, and the good wishes of those who were unable to be present.

For all the good things we received and for your friendship we are deeply grateful, and we wish for all of you a happy and successful year with many more to follow.

Wellesley T. Richards"

Retired Engineer
MW&S, San Francisco

* * *

"We wish to thank each and every one of our many friends and good people of Western Pacific for the wonderful contributions given us following the fire which destroyed our home and belongings on Christmas day.

We can't begin to express our appreciation for all your kindnesses.

Mr. and Mrs. A. H. Wilkinson
Section Foreman
Altamont

* * *

Employee Stock Purchase

"Will you please tell me if there is a way an employee can buy Western Pacific stock through the company?"

Roy A. Maine"

Fireman
Elko Division

There is, at the present time, no employees' stock purchase plan on the Western Pacific. Those desiring to purchase stock in the company, or any other securities, may do so at market prices through any bank or broker.

Many brokers have a monthly stock purchase plan whereby certain sums may be deposited periodically toward the purchase of stocks.

PRESIDENT WHITMAN ON INSURANCE BOARD

Western Pacific's president, Frederic B. Whitman, was elected to the board of directors of the Equitable Life Insurance Company of Iowa at their meeting in Des Moines on January 27.

The announcement was made by Equitable of Iowa's president, Frederick W. Hubbell.

Whitman is also a director for the Fireman's Fund Insurance Company and the Bank of California.

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

"The following Western Pacific foremen and supervisors are being presented with Certificates of Merit in Accident Prevention for having had no reportable injuries in their departments for as many as eight consecutive years.

"This is most gratifying and these railroaders are to be congratulated on their fine records, which achievement was made possible only by the combined efforts of the employees under their supervision who were determined to perform their work safely."

CERTIFICATES OF MERIT AWARDS

EIGHT-YEAR AWARDS

DINING CAR DEPARTMENT

J. H. Duhig Buyer

EASTERN DIVISION

E. B. Aughe..... Section 10, Sand Pass
T. L. Barrera..... Section 21, Venado
C. I. Beason..... Section 48, Tulasco
T. Bingham..... Section 401, Marshall
W. J. Brockman..... Section 301, Plumas
C. G. Clontz..... Section 60, Wendover
M. Cobian..... Section 32, Rennox
J. L. Cook..... Section 72, Salt Lake
C. L. Elliott..... Section 67, Delle
F. Espinoza..... Section 61, Salduro
A. Gonzalez..... Section 30, Ellison
E. Herrera..... Section 46, Halleck
C. L. Higley..... Section 39, Carlin
M. C. Higley..... Section 71, Garfield
J. J. Hodson, retired..... Section 5, Red Rock
H. A. Hutchinson..... Section 28, Red House
E. Jaramillo..... Section 31, Russell Spur
J. M. Jenista..... Section 23, Krum
K. W. Johnson..... Section 68, Timpie
F. M. Leyva..... Section 9, Flanigan
J. E. Lord..... Section 26, Golconda
J. B. Morris..... Section 50, Boaz
J. A. Nusse..... Section 59, Ola
D. O'Lin..... Section 5, Red Rock
C. Pappas..... Section 70, Lago
J. Pappas..... Section 65, Clive
E. F. Rhodes..... Section 38, Palisade
V. Richins..... Section 7, Doyle
V. C. Robyler..... Section 43, East Elko
R. Salaz..... Section 52, Ventosa
A. Sei..... Section 201, Loyaltan
R. Colvin..... Mechanical Foreman, Wendover
F. L. Crissey..... Diesel Foreman, Elko
W. C. Rotzler..... Diesel Foreman, Elko

WESTERN DIVISION

M. E. Bowman..... Section SJB-1, Milpitas
J. F. Christie..... Section B-7, Robbers Creek
F. H. Cutright..... Section B-6, Clear Creek Jct.
R. J. Hall..... Section 23, Craig
G. H. Heintz..... Mechanical Foreman, San Jose
W. L. Hersch..... Section 8, East Arboga
J. Jessiman..... Section B-11, Halls Flat
C. B. Kirkpatrick..... Mechanical Foreman, Stockton
M. Korojohn..... Section 24, Oroville Yard
J. A. Laughlin..... Section 4, Sunol
H. H. Loyd..... Mechanical Foreman, Oakland
G. W. McCauley..... Warehouse Foreman, Stockton
B. J. McConnell..... Section 44, Chio

J. J. McGraw..... Mechanical Foreman, Stockton
H. L. Nash..... Section 10, Quigley
R. T. Ronan..... Mechanical Foreman, Oroville
C. Sandstrom..... Section B-16, Pit River
F. J. Saunders..... Warehouse Foreman, Oakland
W. W. Walters..... Mechanical Foreman, Westwood

SEVEN-YEAR AWARDS

EASTERN DIVISION

R. W. Bingham..... Section 24, Winnemucca
R. G. Hobbs..... Section 56, Silver Zone
G. L. Nelson..... Section 66, Low
J. C. Raney..... Section 54, Luke
G. B. Sigmon..... Section 45, Elburz
G. E. Taylor..... Section 40, Tonka

WESTERN DIVISION

P. Descombes..... Section 27, Bloomer
L. Thompson..... Section 43, Blairsden
B. J. Witucke..... Section 34, Tobin

SIX-YEAR AWARDS

EASTERN DIVISION

J. M. Keith..... Section 25, Bliss
A. J. Trujillo..... Section 20, Jungo
M. C. Wood..... Section 8, Calneva
L. F. McGarrath..... Water Service Gang

WESTERN DIVISION

M. Anton..... Section 22, Marysville
H. L. Huber..... Section 20, Trowbridge
A. H. Wilkinson..... Section 6, Altamont

SACRAMENTO SHOPS

J. E. Asbury..... Blacksmith Foreman

FIVE-YEAR AWARDS

EASTERN DIVISION

B. L. Peterson..... Section 69, Burmester
H. O. Powers..... Car Foreman, Portola
L. Williams..... Mechanical Foreman, Winnemucca

WESTERN DIVISION

A. J. Ackerman..... Section B-14, Little Valley
R. Q. Borgen..... Section B-1, Indian Creek
A. E. Ecker..... Section 8, Carbona
N. Lackey..... Section 35, Belden

SACRAMENTO SHOPS

H. W. D'Orman..... Electrician Foreman
L. H. Clapham..... Diesel Shop Foreman
W. E. Fosha..... Erecting Shop Foreman

"While space permits listing only the names shown on Page 10, equal recognition is extended to the foremen and supervisors who received awards for less than five years without reportable injuries and to those employees who made the awards possible."

FOUR-YEAR AWARDS

Eastern Division..... 3 Western Division.....16
Sacramento Shops..... 4

THREE-YEAR AWARDS

Eastern Division.....10 Western Division..... 3

TWO-YEAR AWARDS

Eastern Division.....11 Western Division.....20
Sacramento Shops..... 5

ONE-YEAR AWARDS

Eastern Division..... 6 Western Division.....25

THINK SAFETY— KEEP ALIVE IN '55

—J. H. Wade
Assistant to General Auditor

"A Night In Hawaii"

He brushed his teeth twice a day with a nationally advertised toothbrush and a miraculous tooth paste that killed germs, kept his teeth white, and gave him an irresistible smile.

The doctor examined him twice a year.

He wore rubbers whenever it looked like rain.

He slept with the windows open. He stuck to a diet of plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He golfed, but never more than 18 holes.

He never smoked, drank or lost his temper.

He got at least eight hours of sleep every night.

The funeral will be held next Wednesday. He is survived by 18 specialists, 4 health institutes, 6 gymnasiums, and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings!

—Atlantic Coast Line News.

It's time once again for the Annual Spring Informal Dance at Sacramento.

By popular choice the affair will again be held in the huge Governor's Hall on the State Fair Grounds. The date is Saturday evening, March 26.

Committees are hard at work planning a wonderful evening and appropriate decorations to carry out the theme, "A Night in Hawaii." As an added attraction, colorful Hawaiian leis are being brought from the Islands through the courtesy of Andrew W. Leros Company, Inc., San Francisco travel agency, for distribution free to the ladies.

Sponsored by WP, SN and TS employees, for all employees and their families and friends, bids are available in your department. The \$10 charge per couple includes a buffet dinner of hot and cold dishes prepared and served by Western Pacific's dining car department, as well as all refreshments.

Music for your dancing and listening pleasure between nine and one will be furnished by Kelly Pierini and his orchestra.

Manager: "Have you any letters of reference?"
Salesman: "Sure. Read this."
Manager, reading: "To whom it may concern: Bill Johnson worked for us one week, and we are satisfied."



In Memoriam

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

Henry E. Aydt, retired carpenter helper, November 7, 1954.

Homer G. Birdsall, Sr., locomotive engineer, November 21, 1954.

Marcus B. Byrd, machinist, December 31, 1954.

Antonio Elizarraraz, Central California Traction Company section foreman, December 9, 1954.

Mike Gordner, carman helper, December 30, 1954.

Charles R. Gowen, retired telegrapher, December 20, 1954.

Donaciano Hernandez, retired stationary engineer, October 23, 1954.

Jesus M. Leyva, retired section laborer, January 15, 1955.

Edward D. Lonkey, retired locomotive engineer, December 16, 1954.

Franklin J. McCullough, retired locomotive engineer, January 14, 1955.

Harry D. Mortensen, retired janitor, December 22, 1954.

Reuben F. Randolph, brakeman, November 26, 1954.

Tom Smith, retired conductor, December 25, 1954.

Ole K. Thorsen, retired oiler, December 8, 1954.

Guy R. Travis, switchman, January 22, 1955.

Homer H. Woodside, retired Central California Traction Company section foreman, October 19, 1954.

Delmar E. Zimmerman, section foreman, December 18, 1954.

Elmer L. Zinn, retired assistant agent, January 9, 1955.

NEW DIRECTOR

W. Parmer Fuller, III, was elected to the board of directors of Western Pacific Railroad Company at a special meeting held in San Francisco on February 7.

Fuller is a native San Franciscan. He graduated from Stanford University in 1934 and from Harvard Law School in 1937. He joined the firm of W. P. Fuller and Company in 1937, was

elected a member of that company's board of directors in 1949, and was made treasurer of the firm in 1950. He is also a director of the Wells Fargo Bank, and is a past president of the San Francisco Chamber of Commerce.

He served with the U. S. Navy during World War II, leaving the service in 1945 with the rank of lieutenant commander.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of March, 1955:

40-YEAR PIN		
Manuel F. Francis.....	Machinist Helper.....	Mechanical Dept.
35-YEAR PINS		
Adolph J. Bertero.....	Checker.....	Western Division
Ralph E. Christy.....	Claim Clerk.....	Western Division
James B. Dillon.....	Agent.....	Oakland
James H. Duhig.....	Buyer.....	Dining Car Dept.
Val W. Dycus.....	Locomotive Engineer.....	Western Division
Leslie L. Morris.....	Cashier.....	Eastern Division
Raymond A. Ruepp.....	Locomotive Engineer.....	Western Division
Daniel J. Sullivan.....	Machinist.....	Mechanical Dept.
Owen S. Thomas.....	Conductor.....	Eastern Division
25-YEAR PINS		
Ira C. Baldwin.....	Supervising Ice Agent.....	Portola
Charles J. Fischer.....	General Agent.....	Los Angeles
Morgan O. Howell.....	Conductor.....	Eastern Division
Joseph W. Paddock.....	Section Foreman.....	Eastern Division
Don Richmond.....	Gardener.....	Western Division
Robert L. Runge.....	General Agent.....	Fresno
20-YEAR PINS		
Rex Hall.....	Section Foreman.....	Western Division
George W. Stonestreet.....	Conductor.....	Eastern Division
15-YEAR PIN		
H. P. Donnelly.....	Division Special Agent and Claim Agent.....	San Francisco
10-YEAR PINS		
James Anderson.....	Car Clerk.....	Western Division
Roy Barkstrom.....	Yard Checker.....	Western Division
Clarence V. Castle.....	B & B Carpenter.....	Western Division
Charles M. Cavis.....	Relief Clerk No. 5, Oakland.....	Western Division
Jasper L. Ellis.....	Carman.....	Mechanical Dept.
Jack L. French.....	Fireman.....	Western Division
Maude Fulcher.....	Nurse's Aide.....	Portola Hospital
Dwight E. Hayden.....	Train Desk Clerk.....	Western Division
Robert T. Johns.....	Yardman.....	Eastern Division
William M. Jones.....	Laborer.....	Mechanical Dept.
Henry F. Leyva.....	Track Foreman.....	Eastern Division
Ralph M. Martin.....	Machinist Helper.....	Mechanical Dept.
Alma Irene Miller.....	Laborer.....	Mechanical Dept.
James H. Parks.....	Car Painter.....	Mechanical Dept.
Russell I. Pettit.....	Brakeman.....	Eastern Division
Harvey L. Ross.....	Relief Clerk No. 1, Stockton Yard.....	Western Division
Troy Thompson.....	Yardman.....	Eastern Division
Erich Thomsen.....	Engineer-Inspector.....	Engineering Dept., S. F.
Fred H. Veal.....	Asst. Valuation Engineer.....	Signal Dept., S. F.

Asked why he wanted a certain day off, the faithful but timid machinist explained that it was his silver wedding anniversary. "My wife and I would like to celebrate," he concluded.

"Good gosh!" exploded his foreman. "Don't tell me we're going to have to put up with this every 25 years?"

* * *

One of the things which puzzle married men is why every bachelor isn't rich.

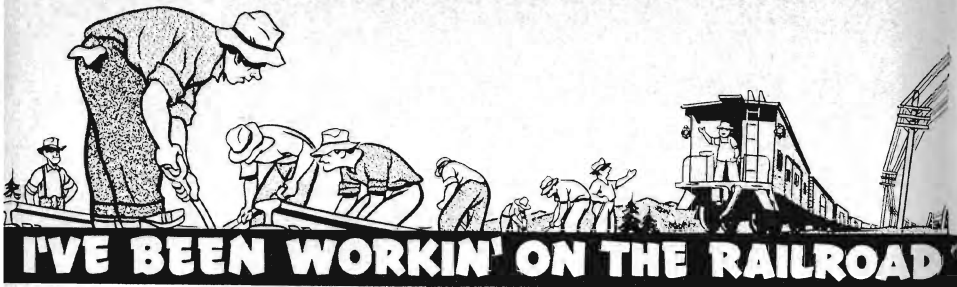
The head of a business returned from his annual two weeks' vacation.

"Did you have a good time?" inquired one of the office workers.

"Fine," he replied, "but there's nothing like the feel of a good desk under your heels again."

* * *

IF YOUR WIFE WANTS TO LEARN TO DRIVE, FOR HEAVEN'S SAKE DON'T STAND IN HER WAY.



"Little Engines and Big Men"

Reviewed by G. H. Kneiss

In conjunction with Western Pacific's continuing policy of improvement to the railroad, authority for expenditure has been given for the following major jobs:

Installation of rock detector fence at five locations in the Feather River Canyon at Milepost 776, in Nevada, to provide additional signal protection in the event of slides or falling rock, at an estimated cost of \$43,355;

Replacement of timber lining with concrete lining in Tunnels 22, 23 and 33, between Mileposts 259.55 and 283.06,

to prevent the possibility of fire and eliminate the possibility of cave-in caused by severe pressure on the timber lining, at an estimated cost of \$1,017,000;

Retire, relocate, and rehabilitate various surplus section facilities on the western division to improve roadway appearance and reduce insurance, taxes and maintenance charges, at an estimated cost of \$50,000;

Relocate near Keddie depot all diesel locomotive servicing and storage activities formerly handled at the roundhouse, at an estimated cost of \$37,565.

WP WILL REMEMBER

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

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

John W. Bingham, AFE clerk, Sacramento.

Frank P. Brower, Sacramento Northern brakeman, Sacramento.

Fred C. Burrows, blacksmith, Elko.

Edward W. Field, division lineman, Niles.

Francis Harton, locomotive engineer, Elko.

Jesse J. Hodson, section foreman, Doyle.

John A. Maddox, switchman, Stockton.

Swan Nielsen, traveling carpenter, Western Division.

Frank S. Pritchard, Sacramento Northern agent, Woodland.

Lloyd J. Reed, janitor, Stockton.

Myron E. Tetlow, car checker, San Francisco.

Charles S. Wilson, agent-telegrapher, Terminous.

Wilkes C. Wood, agent-telegrapher, Marysville.

"Little Engines and Big Men," by Gilbert A. Lathrop, Western Pacific engine foreman at San Jose, is a new book which does the best job yet of portraying realistically the details and atmosphere of mountain narrow-gauge railroading.

Gil's has been a railroad family ever since his father, Lewis Lathrop, and his uncle Carl helped "wood up" a little balloon stack engine in Canada while still in their pre-teens. Bitten then by the railroad bug, they both developed into locomotive engineers and now, in the third generation, his son is also an engine foreman; for the Southern Pacific.

"Little Engines and Big Men" is primarily built around the reminiscences of Lewis A. Lathrop as fireman and engineer on the narrow-gauge Denver & Rio Grande. In addition, there is a chapter in "Uncle Carl's" own words about his days running an engine on the Florence and Cripple Creek, also, a rugged narrow-gauge Rocky Mountain pike.

There is good change of pace throughout the book between high adventure in the constant struggle to keep the little trains running despite the mighty storms and snows of the Rockies and the broad practical jokes and other horseplay of the train and engine crews.

The entire development of motive power on the Rio Grande is covered, from the tiny "Montezuma" with her four-wheel tender to the *California Zephyr* which, however, Lewis Lathrop

regarded as a "glorified streetcar."

The book needs a map and it is unfortunate that one was not included, as it would add greatly to the enjoyment of reading it. There is an excellent assortment of old-time photographs, however.

"Little Engines and Big Men" is a fascinating story, well told, and definitely recommended reading for all railroaders.

(The Caxton Printers, Ltd., Caldwell, Idaho, \$5.)

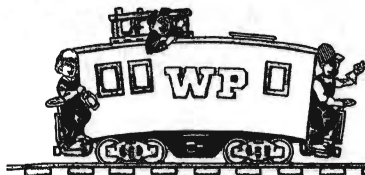
* * *



Gilbert A. Lathrop was born in Cimarron, Colorado, on May 26, 1895. He began railroading as an engine watchman in a D&RGW narrow-gauge round-

house in 1914, was promoted to brakeman in 1917, the year he was married. He resigned from the D&RGW in 1928 after four years as conductor to become a professional writer and continued in that profession until 1941 when he hired out as a switchman on the Western Pacific. He has been engine foreman and footboard yardmaster for the past 10 years and for the past few years has been footboard yardmaster at San Jose.

Lathrop won second place several years ago for his article "Why I Like to Work for Western Pacific." "Railroadin' is in my blood and I love it," writes Lathrop, "and I will continue writing only as a side line."



Caboosing

SALT LAKE CITY

J. B. Price

Recently elected officers of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, Saltair Lodge No. 494, all wives of Western Pacific conductors are: MRS. VALDEN L. KIMBALL, president; MRS. DAN W. SULLIVAN, vice president; MRS. RAY L. HANSEN, treasurer; and MRS. JAMES L. COLLINS, chaplain. Other officers elected include Mrs. George B. Parker, conductress; Mrs. Lorin C. Green, warder; Mrs. A. J. Lund, outer guard; Mrs. A. W. McLelland, inner guard; and Mrs. Russell L. Miller, pianist. Outgoing president is Mrs. Stanley Voorhees. Congratulations, ladies!

The 71st Annual Reunion of the old settlers of Grantsville was held on January 21. A home talent play was presented by the citizens during the afternoon, followed by a family style dinner and dancing. Among the WP employees attending, were: Section Foremen KARL W. JOHNSON, BRENT L. PETERSON, DELL NELSON and their wives; Agent and Mrs. JOHN W. NAYLOR; General Clerk and Mrs. HARVEY L. NAYLOR; and Conductor and Mrs. ALFRED G. WOODWARD. RAYMOND KIZER, former WP employee and now mayor of Milford, Utah (a brother of Roadmaster M. L. "LES" KIZER, also attended.

Away on vacation to escape the snow

and cold weather are Engineer STEPHEN J. FAHEY, and Brakemen BERNARD T. PRICE, FRANK P. CALLAHAN, and JAMES W. HEFFERON.

Conductor and Mrs. GUY PARRY had a wonderful time attending the All-Star Professional Football game at Los Angeles recently.

Welcome to Engineer OLIVER J. HILL who recently transferred here from Elko.

In his first try at skiing, Fireman ROBERT L. SMITH had the misfortune to fall and break an ankle. While we would like to wish Bob a speedy recovery, we hesitate in doing so because Bob says: "I'm going to learn to ski if I have to break my neck trying!"

Mrs. James G. Albertson recently underwent surgery and we wish her a speedy recovery. She is the wife of Engineer JIM ALBERTSON.

Being his home state, we know that MAURICE W. HAMMOND and his wife will be right at home here with his new assignment as road foreman of engines.

Engineer L. W. Woods on January 29 completed 45 years service with Western Pacific. Lou hired out on the rip track in 1910, and in July of the same year became fireman. He was promoted to engineer in 1918. Your many friends hope your retirement is filled with the best of good health, good luck and prosperity!

SACRAMENTO SHOPS

Marcella Schultze

Ask LES CLAPHAM, diesel foreman, about the "driverless car" that came at him on the way home from work! Luckily, the only damage was to the two cars.

Both Allen, 16, and Wayne, 17, Johnsen, sons of Sheet Metal Worker and Mrs. VERN JOHNSEN, received their Eagle Scout Badge on January 20 . . . a very proud occasion for the entire Johnsen family! Wayne also has the added distinction of receiving his Silver Award, the highest for Explorer Scouting. Both boys, too, hold the Pro Deo Et Patria Lutheran Church Award for outstanding service to their church. This latter award is a program sanctioned by the Boy Scouts for the purpose of bringing a boy closer to the religious choice of his faith. Incidentally, Vern is Explorer Advisor to the boys' Post No. 2048.



Allen and Wayne Johnsen

It's baby girls for both Electrician Apprentice and Mrs. BILL WILKINSON (their first), and Laborer and Mrs.

M. GARCIA (their seventh child). Congratulations to both!

The WP Athletic Club elected Carman K. M. GRIMES as their new president for 1955, and presented retiring President MARION VELASICH, machinist, with a grand electric drill set, something Marion's been wanting for a long time.

Sheet Metal Worker C. R. STARNES has left on emergency leave for Missouri to be with his gravely ill sister. We hope she improves real soon, Cally.

Our condolences to Blacksmith E. R. MCPHERSON, whose mother recently passed away.

Welcome back to Sheet Metal Worker HENRY BITZ after two months' absence while recuperating from a knee operation. Electrician ED STEUBEN is back, too, after a similar operation.

Doesn't our blacksmith shop know income tax time is just around the corner? Evidently not, judging by the new, or near new, cars BILL STOWELL, BILL NICHOLAS, R. PAULE, and ELLIS ASBURY are driving.

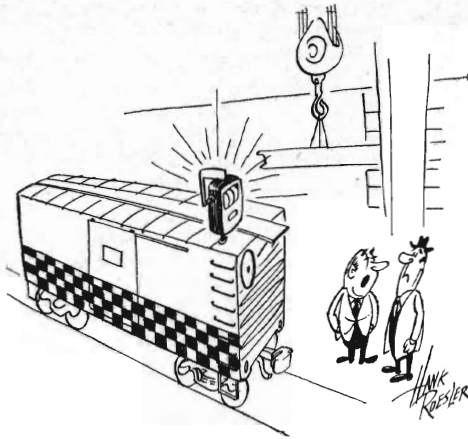
TIDEWATER SOUTHERN

Betty Rand

LINK HUPP, agent at Turlock, is back to work after a battle with the mumps . . . and now ARMANDO BUANTELO, section laborer, is away from work with the same!

Bill Clerk HAROLD CASSEL and family spent a recent week-end in San Francisco and nearly didn't find their way back. Seems there's too many one-way streets in that city and Harold thought he was just going to have to keep going.

Engineer CECIL GROSS is enjoying an extended vacation in Canada and other locations in the East.



"... put the flag down and it automatically figures the freight rates."



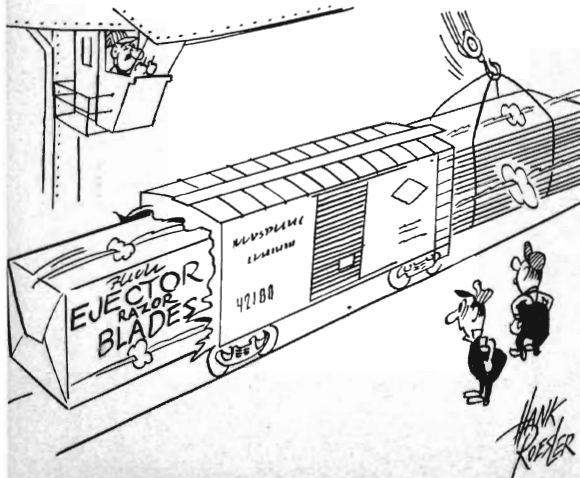
"What's a-matter? You never see a hopper car before?"



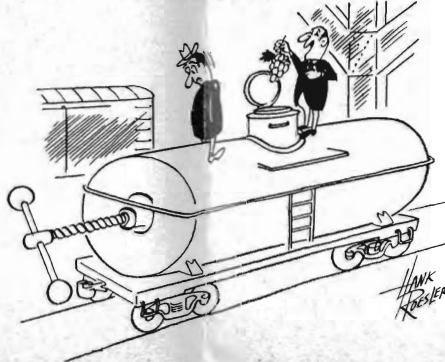
**AS PIONEERS IN
NEW EQUIPMENT . . .**



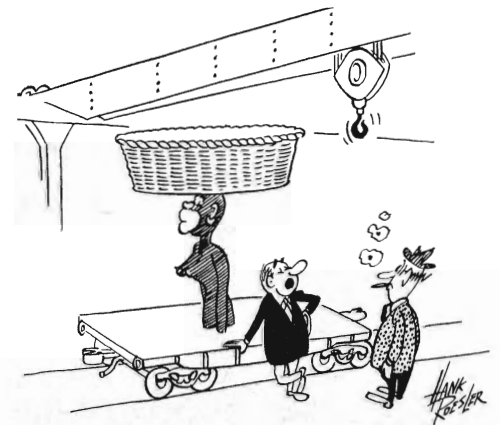
**"MILEPOSTS" OFFERS
WP'S RESEARCH SECTION
THESE SUGGESTIONS**



"You put in grapes, squeeze, take a long, aging trip, and deliver wine!"



"It's specially built for a South African road."



Congratulations to C. P. LINDMAN, section foreman at Escalon, who was recently awarded his 25-year service pin.

Chief Clerk OSCAR CORREA did his daily good turn recently by taking his troop of Boy Scouts to the snow at Pinecrest. Said he just kept his feet warm this year!

Our deepest sympathy to Section Foreman GEORGE HARMON, Hatch, whose mother-in-law passed away January 22 at Corvallis, Oregon.

Agent GEORGE LYON, Modesto, spent the Christmas holidays at Palm Springs. He claims he saw nothing unusual except the sun, which has been a rare thing around our All-American Modesto lately.

OAKLAND TERMINAL RAILWAY

Al Coady

We wish the best of luck and extend our congratulations to Superintendent B. L. LINDLEY, on his appointment as vice president of the Illinois Northern Railway, in Chicago.

At the same time we congratulate and welcome O. W. MORRISON, of the Santa Fe, who succeeded him.

Yardmaster A. J. KNIGHT retired February 1 to enjoy a much needed rest after 43 years of service with The Key System and The Oakland Terminal railways. You'll be missed, Al, and we wish you the best of luck!

Switch Foreman L. L. LEPPER is still on the sick list following an accident in mid-1954 when he was struck by an electric motor.

We understand Industry Clerk H. W. HOLBROOK is thinking of retiring June 1. While his service with the OTR has

only been since March, 1944, he has worked for several other railroads on the coast and in Eastern states.

The Oakland Terminal Railway was host to Boy Scout Troop No. 15 of Concord on January 22, when they were given a tour by O. W. MORRISON. According to Mr. Presler, in charge of the boys, they had an enjoyable time.

NEW YORK CITY

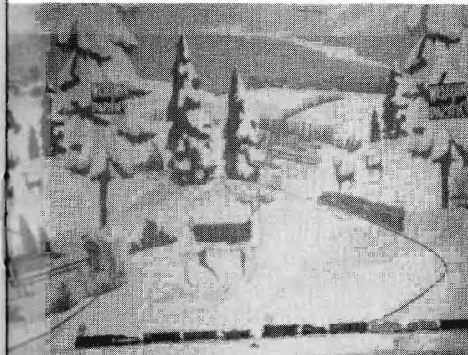
Allan Hudson

FRANK MASSI, stenographer-clerk, recently received his B.B.S. from New York University and has registered for the Graduate School at that institute of higher learning. Nice going, Frank!

Among our office personnel there has been a rush on tickets for "Cinorama Holiday" at Warners Theatre. As you know, the "most talked about train in America" is one of the stars of that picture, and will certainly win an "Oscar" if'n those judges know what they're doin'.

The icy blasts of the "Windy City" probably prepared Chicago's JIM WARREN for his recent visit to our city to attend the United Fresh Fruit & Vegetable Association convention. But we were a little concerned about AFTM "CHUCK" FAYE and Freight Claim Agent R. L. GOHMERT, here for the same purpose, since they walked smack into one of the roughest cold waves we've had in years. Guess that's what the guys get for leaving San Francisco.

MESSRS. WHITMAN, LARSON and GOSNEY were here about the same time, but Mr. W. waxed strong on that Paul Revere country weather and the latter two gentlemen have experienced sufficient of our local winter weather to be able to cope with it.



Albert E. Rudland, 76, made and photographed this Feather River scene. He worked at Jeffery (now Sacramento) Shops between 1912 and 1916, transferred to Oakland in 1924 and retired in July, 1947.

OAKLAND

Hazel Petersen

Traffic department vacations began early this year and already CARL MANGUM has visited in Southern California; ELMER LINDQUIST vacationed at home; JIM DUYN looked over Los Angeles and then found out what Oakland was really like; and AL PENZEL vacationed in Portland, as did BARBARA PARKER.

CLIFF THERIAULT, Alameda Belt Line engineer, found a picture showing three tunnels in Feather River Canyon while shopping, purchased same and presented it to HENRY STAPP, assistant superintendent. It now hangs on the wall in Henry's office, thanks to Cliff's good neighbor policy.

Noticed BILL GINTER, relief clerk at Oakland Yard, eating birthday cake at noon recently and found out he had celebrated his birthday the night before. His, however, was only one name on the cake, being shared with four others, among them Corinna and DON HILLYER. Don is a checker at WP mole.

GLENN McCORMICK is on the "shut-in" list, we're sorry to report. He plans to accompany his father on a fishing trip somewhere to see if the change of climate will improve his health.

JAMES MURRAY, conductor on the Trevarno Local, really made good on a recent fishing trip and we understand the denizens of the deep are fairly bursting the walls of his deep freeze.

A trip to Europe to visit his parents is planned for this Spring by ARNE ANDREASEN, marine mate. He promises to keep us well posted.

RATH STITH is undergoing major surgery in a local hospital soon and we'll all be rooting for him to make a speedy return to switching in Oakland yard.

WINNEMUCCA

Doris Cavanagh

Section Foreman ROY HIGLEY moved from Ellison to Carlin; AL GONZALEZ from Trego to Ellison; JOHN HERRON

J. A. Gilbert, retired Oakland switchman, now living in Altus, Oklahoma, enjoyed a recent deer hunt with his son, Major Allen J. Gilbert, who lives in Bangor, Maine. "My son got the deer," says J. A.



from Cholona to Trego; and J. L. PRICE, relief foreman, to Cholona.

Mrs. BEN BATTLES, wife of the Gerlach agent, died suddenly in Reno the latter part of January, and funeral services for Frank Gumm, 92, called his son, retired Conductor and Mrs. HARRY GUMM to Raton, New Mexico, during January.

Brakeman and Mrs. DON WOODS have a new baby named Mitchell Tobin.

Former Telegrapher and Mrs. ELMER SHEPARD witnessed the annual Pasadena Rose Parade while vacationing in California. Retired Engineer and Mrs. CLARENCE ROLLINS spent several months in Sacramento.

New president of BLF&E's Ladies' Auxiliary is Mrs. LINO MATTEONI. The BRT Ladies' Auxiliary is headed by Mrs. THOMAS GILBRAITH, who succeeded Mrs. LARRY ROBERTS.

Carolyn Sholl, daughter of Engineer and Mrs. BILL SHOLL, has been installed as Rainbow worthy advisor.

Hospital patients include Telegrapher MARY EVANS; Section Foreman VIC GARZA, Pronto; Pumper BILL BAKER, Beowawe. JOHNNY MILTON, local lineman, confined to the Elko Hospital for several weeks due to a fall, received speedy recovery wishes from all his friends.

Chilly vacations may have been enjoyed by Section Foreman TED BARRERA, Venado; NOEL FRIEND, Sulphur; Telegrapher OLLIE EVANS; and Engineer MAZOO HAWKINS, who looked in on his new granddaughter at Gerlach. Fireman and Mrs. ADOLPH DEONIER took their time-out-for-fun South of the Border.

1400 on radio dials tunes in KWNA, Winnemucca. The station is situated

between the casino and dining room of Sonoma Inn and operated by the Northwest Radio and Television Company.

Recent illness of Mrs. HUGH EDMUNDS, wife of the recently retired conductor, brought her two sons, Kenneth of Ogden and James of Saskatoon, Canada, to Winnemucca.

Retired Conductor HARRY LEONARD was also on the sick list.

Diana Baumert, daughter of Engineer and Mrs. HERMAN BAUMERT, upon completion of an executive secretarial course in Salt Lake City, is now employed by the Utah Road Commission, but watch out for wedding bells!

Fireman and Mrs. CRAWFORD LEWIS luckily escaped serious effects of a poorly ventilated gas furnace in their home which caused them to become Humboldt Hospital patients for several days.

Forty-five years ago in March, the WP expected to have a palatial train composed entirely of all steel equipment in operation about June first, between Denver and San Francisco. The flooding Humboldt River destroyed many bridges and washed out large sections of the roadbed.

KEDDIE

Elsie Hagen

Snow plows had a busy morning on January 18 trying to open passages through a 21-inch snowfall and although they opened some areas in short time, it wasn't until four p. m. that I could leave my home.

We have two future railroad men in our midst since last writing, Engineer BOB HOLT and Section Foreman LAUREL FISHER having both acquired new sons.

Congratulations to BOB HENDERSON



Taken in Keddie by Elsie Hagen just after the January storm.

and BILL COPE on their new assignments as road foreman at Portola and trainmaster at Keddie, respectively. The Copes have moved to Portola and Bob succeeded LeROY FOSTER, who resigned. We have not heard of LeRoy's future plans as he has been on vacation.

New car drivers are MEL STRANG and PETE HANLEY, with station wagons, and HERB WOMACK with a new Dodge.

CHARLEY RIHMS, owner of Keddie Resort, passed away January 30 while en route to Los Angeles.

Away on vacation during February were Brakemen J. R. GOFF, JOHN MORAN, WALTER LASHELL, TOM GRIFFIN, ALDEN THOMAS and BLACKIE ADAMS.

The men are enjoying the new diesel facilities at the depot, not having to travel a mile each way to the old roundhouse. Lockers have been put in the old depot waiting room.

To avoid delay on tunnel work in the Canyon, the Portola Local is now coming to Portola and returning the

same day. The local from Oroville arrives here one day, returns the next.

G. M. MILES is our new train desk clerk on midnight duty. He has been timekeeper on an extra gang down the canyon and his family lives in Winnemucca.

Trainmaster R. A. HENDERSON reports a new spreader was tried out last month on the line between Keddie and Bieber. Several WP roadmasters and other interested persons made test trips.

C. GIBSON, agent at Quincy Junction, went to Reno to take over duties of the local agent. C. H. MELLINGER is temporarily in charge in his absence.

STOCKTON

Elaine M. Obenshain

We were all sorry to learn of the sudden death of Sim Scott, brother of Telegrapher EDNA SCOTT and Engineer EDGAR SCOTT (eastern division) at Stockton on January 18.

The tracks on the North Channel line between San Juan and Yale Streets have been moved northward in order for the City of Stockton to build a turning basin for ships at the Port of Stockton.

Our sympathy to the families of retired Engineer C. C. DANIELS who passed away on January 10; Machinist M. B. BYRD, whose death occurred on December 31; and Switchman GUY R. TRAVIS who died on January 22.

That new fire-engine-red topped Studebaker sedan seen around Stockton Yard belongs to L. DANIEL, assistant chief clerk.

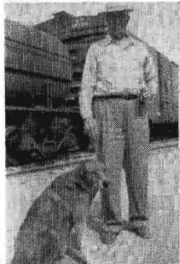
We wish rapid recoveries to Mrs. W. C. Kelly, wife of CONDUCTOR KELLY, and Cashier WAYNE McLAUGHLIN, who underwent major surgery recently.

The white line on the road from Charter Way to the west end of the yard has been repainted and it is very much appreciated these foggy mornings.

Brakeman C. R. CLIFTON was called to St. Joseph, Missouri, because of the death of his father.

A team track has been completed at Charter Way spur to replace the warehouse which was destroyed by fire recently, and another team track has been built at the "old" yard, Flora and Union Streets, both of which will facilitate loading and unloading cars.

Road Foreman and Mrs. T. D. HUNTER were made grandparents for the third time when Jody Ellen was born to their daughter, Rosemary (Mrs. Derry Bowles), on January 15. Jody's "big brother" is Craig.



The employees of Stockton Yard are mourning the loss of "OLD RED," the lovable canine character who made the yard his home since 1937. He enjoyed a wonderful living at the expense of the switchmen and

clerks and was finally adopted by Yardmaster F. L. FARLOW, who assumed a personal responsibility to see that he was given the best of food daily. With the passing of the years, "Old Red" became so feeble a veterinary was consulted who advised nothing could be done for him and a collection was taken from the employees to pay for his destruction. Because of the employees' sentiment for their old friend, "Old Red" was laid to rest on

property near the yard office where he had spent the greatest part of his life.

The employees at Stockton Yard and elsewhere along the line again displayed their usual generosity in time of need by taking up a collection to assist HANK WILKINSON, section foreman, who had the misfortune to lose his home and belongings in a fire on Christmas night. A fund of \$217.50 was turned over to Hank who expressed his gratitude to all concerned. Clothing and furniture was also collected by the Livermore 20-30 Club and the Wilkinsons received other donations from other Bay Area friends. They are temporarily living in a WP bunkhouse at Altamont.

Roundhouse Clerk WILLIS and Trainmaster's Clerk ELAINE OBENSHAIN and son, John, made a quick trip to Winnemucca on January 28 to attend the wedding of Elaine's brother, Lester McKenzie, to Marian Ruffing. The newlyweds will make their home in Mountain City, Nevada, where Lester is employed by the Soil Conservation Service.

Conductor and Mrs. M. C. BECK are enjoying a visit from Mrs. Beck's son, Bill D. Obenshain, and wife. Bill is in the U. S. Navy, stationed at Northwest, Virginia.

We wish a speedy recovery to Special Agent J. C. STERNER's wife, who is confined to Dameron Hospital.

Screens have been placed on the windows of several of our cabooses to protect the trainmen against broken glass resulting from rocks being thrown at trains operating on the first subdivision.

SUPPORT THE 1955 EASTER SEAL
CAMPAIGN MARCH 10 TO APRIL 10
AND HELP
CRIPPLED CHILDREN TO WALK

WENDOVER

Esther Witt

Mrs. Jean Larsen arrived at Wendover recently from Council Bluffs, Iowa, to be with her husband, Switchman JACK D. LARSEN. We hope you enjoy your residence here.

We're glad to see Fireman JAMES F. PHILLIPS back to work again after being off for several months with a heart condition.

Our deepest sympathy to Switchman and Mrs. ELDEN H. WILLIAMS who, on January 12, lost all their household furnishings and wearing apparel in a fire caused by an exploding oil heater.

Former Section Laborer JESUS M. LEYVA passed away on January 16 at Ferguson Springs. He is survived by a sister who formerly resided at Tucson, Arizona, but was not located at the time of this writing. Jesus retired from the company service in May, 1953.

A speedy recovery is wished for VARIAN ANDERSON, water service maintainer, who is confined to St. Marks Hospital suffering from a spine ailment. While "Chunky" is off, the "Old Man of the Mountain," ALFRED CALLISTER, has taken over the water service chores. Alf is line rider.

Mrs. Naylor, wife of Agent JOHN W. NAYLOR, of Burmester, visited here in the home of Switchman and Mrs. DAN W. LEE recently. Their son is quite a live wire and misses nothing.

The best of everything in life is wished Engineer Lou W. Woons upon his retirement on January 29. We have enjoyed working with you, Lou, and will miss you greatly.

THE EASIEST WAY TO GET
AHEAD ISN'T VERY.

MARCH, 1955

CINCINNATI

Charles J. Hudgins

We may have spoken too soon about that "Frisco" weather around Cincinnati. January took a turn for the worse and had all but BOB RITCHIE, general agent, shivering in their boots. With zero weather considered as mild in Minneapolis, Bob is right at home.

We aren't quite sure, however, whether the wreath of smiles worn by Bob was for the weather or for the business he, in company with JOE MOORE, traffic representative, expect to obtain in Florida.

It was a pleasure to play host to P. E. WHITE, TM-ER, on his recent visit here from New York and introduce him to Cincinnati Traffic Club's luncheon recently.

JACK HOPPENJANS is reportedly making a fine solicitor for WP. It's always great when Jack breezes in the office to report "got some more cars."

JOE MOORE, traffic representative, is becoming quite a bowler, bowling steady with the Traffic Club and serving as alternate with the Passenger Club when he is around. Joe holds an average of 165, which is pretty good considering that while in Washington, D. C., he bowled only with duck pins. Joe's wife, Millie, is giving him good competition and has an average of 137 bowling with the Passenger Club.

Puts your correspondent a little to shame as his Passenger Club average is crawling up to 122 now.

DID YOU KNOW? Dining cars on American railroads constantly lose money, it's true, but the public does not have to pay for this loss. Like the restaurants in the House of Representatives in Washington, operated by Uncle Sam, for instance. For the last five years, these eating places have lost an average of \$35,000 a year!

—T&P TOPICS

SACRAMENTO STORE

Irene Burton

HENRY J. MADISON was much surprised when he went out for lunch the other day to find his office force there ahead of him to help celebrate his birthday. He was presented with a big cake with candles.

Congratulations and best wishes to RAFAEL LANDROVE and Laura Pennwell on their marriage at the First Methodist Church in January. Mrs. Landrove, a nurse, formerly made her home in San Francisco.

WILBURTA DOYLE started out the New Year by taking a week's vacation but the weather was not good.

GEORGE LUTJEMEIER spent a week in Yuma, returning to his old Army life haunts for a visit.

JOE ANDERSON, president, ED EVERS, chairman, CHARLES ALLEE and IRENE BURTON, credit committee, of the WP Sacramento Credit Union, attended the annual meeting of the WP Oroville Credit Union. They were accompanied by Newell Smith, Federal auditor, Kay Fischer, president, Sacramento Valley League, and Bill Ervin, California Packing Corporation Credit Union.

BRUCE STILWELL celebrated his birthday and was treated to cake and coffee. That's twice HENRY MADISON enjoyed cake this month!

Congratulations to Mr. and Mrs. PETER L. JOSSERAND upon the safe arrival of little Peter Josserand, who weighed eight pounds four ounces. Peter and Grace Josserand are the proud grandparents, and little Peter was also welcomed by sister Pamela.

AL MADAN, chairman, has his committee hard at work preparing for the Annual Spring Dance to be held at Governor's Hall, March 26. Al's assist-

ants are SHIRLEY BICE, PATRICIA MARIA, ELSIE GONSALVES, PEARL COOK, MARCELLA SCHULTZE, LEE WILLIS, IRENE BURTON, DAN IRWIN, HY O'RULLIAN, ED E. EVERS, BILL MILLER, RAY WITHROW, MILTON ZIEHN, JIM QUICK, LOUIS DEL MORRO, FAY TOMLINSON, ACE DRUMMOND and C. C. BENNETT. The theme is "A Night in Hawaii."

PORTOLA

Emma Lou Peterson
For Phyllis Laughlin

Congratulations to JACK W. HARDY, retired engineer, who was honored at a dinner given by the Brotherhood of Locomotive Engineers and its auxiliary in celebration of 50 years membership. He was presented with a 50-year membership pin by Arthur Kummer, assistant grand chief engineer. Special guests at the dinner were WILLIAM PARRY, eastern division master mechanic and STANLEY M. COMPTON, general chairman of the Brotherhood. Jack came to WP in 1909 after five years with the Santa Fe at Needles.

Arthur Kummer, BLE's assistant grand chief engineer, fastens Jack Hardy's 50-year membership pin.



MILEPOSTS

He served as roundhouse foreman from 1916 until 1922 and as road foreman of engines from 1922 to 1930 when he returned to engineer's service until his retirement on June 30, 1946. He spent the last nine years on the Portola-Reno local. He is a charter member of Division 800, BLE, established in Portola in 1910. His sons, GUY and DELBERT, both are WP engineers, and two grandsons are clerks in the Portola yard office.

Welcome to BILL COPE, new road foreman of engines at Portola, who replaced MAURICE W. HAMMOND who was transferred to Salt Lake City.

Repairs were completed at Tunnel 37 on January 27 and work has already begun at Tunnel 33 near Keddie.

Birthday greetings to BILL FERGUSON, car foreman, who turned a year younger on January 20.

First baby of the New Year born in Portola was delivered to Mrs. MAX SHAW, wife of B&B department employee. Her name—Toni Lee.

Congratulations to BOB CRUMPACKER, day diesel house foreman, who has a new daughter born January 20, named Robin Ellen.

A daughter was also born to Fireman and Mrs. JOHN R. McNEILL on December 30.

ROBERT C. MORTON, eastern division brakeman, and son of Engineer GLENN MORTON, reported for military service January 5. Also reporting is Iceman GEORGE E. GERALD, JR., perishable freight department.

PHYLLIS LAUGHLIN, PBX-general clerk, is still on the sick list but is feeling much better, we're happy to report.

GEORGE LONG, telegrapher, vacated early in January at Sacramento.

We were sorry to learn that he was under a doctor's care during that time, although we were glad to know that he was able to return to work so soon.

Masonic funeral services were held in Pittsburg for FRANKLIN J. McCULLOUGH, 72, who died January 14 at Portola. He was with the SP for a number of years before completing 32 years of service as an engineer for Western Pacific.

MIKE GORDNER, long-time resident of Portola and a WP car department employee, died December 28 after suffering ill health for some time.



Dr. R. M. Peters, division surgeon, accepts incubator from Mrs. Beulah Rees, PTA president, Portola.

The Western Pacific Hospital here was presented with an incubator by the Portola Parent Teachers Association. The incubator was adopted by the PTA as its major project in 1953 and was presented December 30. The organization expects to complete its

financing through food sales held at local stores.

Mrs. THELMA EPPER, stenographer-clerk at the hospital, resigned January 15 and plans to move to Reno soon. Mrs. Erma Sullivan, widow of deceased division engineer, JAMES H. SULLIVAN, will succeed Mrs. Epper.

ELKO

Theda Mueller

Mr. P. C. Huckaby, father of P. L. HUCKABY, night chief dispatcher, passed away at his home in Memphis, Tennessee, on January 3. Cause of death was pneumonia. Mr. Huckaby, 78, retired from the Southern Railway System on March 1, 1941, after 43 years of service. He was supervisor (roadmaster) at the time of his retirement. He had visited in Elko with his son several times during the past 13 years.

A great shock to all of us was the death on February 9 of Mrs. Nevada Michelson, assistant accountant. She had returned to work the week before after undergoing surgery at Elko General Hospital.

Our sympathy is extended to Agent B. L. BATTLES in the recent death of his wife at Gerlach.

George Duncan, husband of "SCOTTY" DUNCAN, file clerk, was recently operated upon and is well on his way to recovery. He is employed at the Post Office.

Assistant Roadmaster JACK H. JONES is the proud father of a new daughter born at Elko in January. This is the third child in the Jones' family.

L. M. FORD, junior engineer, was recently transferred from Elko to San Francisco as a draftsman, effective January 24.



Engineer L. W. Woods and his wife ready to board the Zephyrette for his last run as engineer on January 29. It was ten below zero when Al Thorne took the picture.

Lew began railroading as a kid on the Colorado Midland in 1908. He moved to Salt Lake with his parents in 1910. His father Curley Woods was a passenger brakeman for many years.

Lew hired out on the rip track in May, 1910, and went firing in July. He married Clara Albertson on October 22, 1912, and they had seven children, of which they raised five. Lew and Clara soon hope to have their sixteenth grandchild.

Lew was promoted to engineer in 1918, has been on passenger runs for the past nine years, and has witnessed many changes on the road in 45 years.

He hopes to catch up on a lot of fishing and hunting and plans to travel with his old buddy, Ed Keller, who retired as engineer six months ago.



MILEPOSTS

Word has been received that former Relief Clerk, PFC RAYMOND ALAN SARGENT, assigned to Guided Missile Control in Alabama, will probably complete his Army service about June, 1955. He has been working as an electrical engineer on guided missile timing devices under supervision of a German scientist. He hopes to return to the University of Utah for a higher degree in electrical engineering.

Through the efforts of FAY STRANGE, yard clerk, a raffle was held in the superintendent's office with 12 prizes going to those who held the winning tickets. As a result of collections from WP employees, Fay turned over \$225 to the local chapter of the March of Dimes!

LOS ANGELES

Frank Sell

Just in case you don't think D. C. WILKENS, retired Los Angeles general agent, isn't just as good a man as he ever was—on January 6 his younger son, John S. Wilkens, became the proud father of a little daughter. Retired for three years, Dick is still going strong, working every day for the Associated Freight Lines, and looking younger, more handsome and getting around faster than ever.

Boss-man CHARLIE FISCHER was notified this month of a very singular honor that had been bestowed on him. The traffic department of one of our larger freight accounts telephoned him to tell him that a vote had been taken in their office and he had won the popularity contest—"The Man They Would Most Like to Have Take Them to Lunch That Day!"

JOE HAMER, not to mention his good wife, "Chuck," are busy with Joe's

new job as secretary-treasurer of the Southern California Passenger Association. It's membership time for the Association and Joe is very busy collecting money, paying bills and making plans. Several times each week he takes great stacks of mail, etc., home with him for "Chuck" to work on.

Nothing more to report from Sunny California except that we wish we could send some of our 78 degree weather to all our chilly neighbors. Can't imagine what HAZEL PETERSEN, Oakland correspondent, meant when she mentioned Smog (we've had a little breeze every day for the last few weeks) but even when we can't see it we know that old sun is shining way up there somewhere!

CHICAGO

Don Banks

Who says JAKE EPHRAIM won't become President? For your information Jake was recently elected chairman of Clearing - Cicero Birthday Luncheon Club for 1955. Each month this organization invites 35 commercial traffic managers to a luncheon. Eight truckers and eight rail carriers support these luncheons. Whenever one of the managers has a birthday during the month, a beautiful birthday cake with the gentleman's name inscribed on it is served.

January, February and March will usually find certain WP'ers dashing in and out of our fair city to attend the numerous Annual Traffic Club dinners throughout the East and Middle West. The big event in Chicago took place on February 10 as once again shippers and transportation men rubbed elbows and once again the annual "tux" af-

fair went off like clockwork. C. K. FAYE joined the Chicago party this year after having spent a very busy week with J. B. WARREN at the United Fruit & Vegetable Growers' Association Convention in New York City.

Sporting new cars are GERRY COFFEE, a new Pontiac, and brother EPHRAIM with a new Buick.

Gerry, incidentally, recently completed a public speaking course sponsored by the Chicago Transportation Club and to quote him: "It was terrific and will undoubtedly prove valuable in promoting WP service."

Know all will be glad to hear that BOSSMAN LUND passed his annual WP physical with flying colors and is good for at least another fifty years. Knowing that he and the Mrs. would spend Christmas with the family at San Carlos, California, probably had a lot to do with it.

A certain traffic representative is supposed to assist BILL McGRATH in putting in electrical outlets in Bill's basement recreation room. But from certain reports Bill has received he's chewing his nails. Seems this certain TR wired up a similar room for another friend with the result that when they turned on the switch, music came out of the hot water heater and the radio heated up the hottest batch of hot water this side of Chillicothe!

MECHANICAL DEPARTMENT

Pat Maria

Our deepest sympathy is extended Chief Clerk and Mrs. HY O'RULLIAN in the recent passing of his father in Salt Lake City.

ROBERT C. MORRIS, supervisor of reclamation, is doing all right for him-

self since the birth of his daughter, Jane, who is four months old now. Jane evidently put her foot down and decided the Morrises should have a new car, so Bob sold his 1947 Chevrolet and bought a 1954 Ford 2-door in powder blue. These daughters start early, eh?

B. W. JONES, chief accountant, wanted to see how much truth there was in Herb Caen's column of January 1. He motored to Las Vegas with some friends early in February and, as it wasn't his car, we know he still had that when he returned.

ANN TWEEDIE, formerly of Oakland, is our new assistant accountant. We extend a hearty welcome to her and hope she will like her new surroundings.

SAN FRANCISCO

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

Best wishes to Mrs. MILDRED ST. CYR, chief comptometer operator, disbursements, who will be on a leave of absence, effective March 4, to await the birth of her second child.

NATALIE PAOLONI and BETTY ENGLAND, accounting, have been in for considerable teasing since fellow workers found they have enrolled in a ballet class. The girls insist that it is "in the pursuit of a more interestingly proportioned body."

A chuckle was enjoyed by all when BERNICE (DUKE) MILLER returned from her honeymoon and asked, "What happened to me while I was away?" Seriously, it has been rumored that she had been in a hospital.

Congratulations to BILL MARTIN and his wife on the arrival of their first-born, a mighty seven-pound 10½-

ounce boy, January 27, who was promptly named Michael.

We're glad to report that GEORGE JOHNSON, rate clerk, and division chairman of the Brotherhood of Railway Clerks, is home from the hospital following a recent operation. Hope to see you soon, George.

Standing watch twice each week at the Ground Observer Corps Filter Center in San Francisco, is GLEN FISCHER, JR., junior division clerk. Glen received his GOC wings just last month and tells us there are still vacancies open for those who would

like to help. Glen is also a member of the San Francisco Auxiliary Fire Department.

The freight traffic office took on a new look. Now all desks are facing forward, the walls and ceiling have been painted and the divisions bureau have a new false wall behind their tariffs. New phones have also been installed for even more convenience to our shippers.

Wedding bells rang on February 27 for JACK BALL, traffic department, in Louisiana. Jack left the company after nearly two years' service.

CU DECLARES DIVIDEND

A three per cent dividend on all outstanding shares was declared by the Western Pacific San Francisco Employees Federal Credit Union at its first annual membership meeting held at general office on January 25.

Other action taken at the meeting included setting a monthly salary for the treasurer, changing business hours from a daily basis to a Monday, Wednesday, Friday noon hour service, and election of officers for the current year. They are, as follows:

BOARD OF DIRECTORS

Joseph Marks, president
Carl Flaig, vice president
Robert Toll, treasurer
John Graser, assistant treasurer
Wilbur Hanson, secretary

In earlier action, the board voted to increase its present number from five to seven. When the amendment receives formal approval from the Bureau of Federal Credit Unions, Emma

McClure and John Miller will take office.

CREDIT COMMITTEE

Mildred Nielsen, chairman
Eric Anderson, secretary
Clyde Moll, member

SUPERVISORY COMMITTEE

George Vedder, chairman
Merrill Butler, member
W. E. Vanskike, member.

* * *

The Stockton Western Pacific Employees Federal Credit Union held its second annual meeting on January 20. During the year 1954 the Union progressed with great strides, its assets having increased approximately \$13,-500. Shareholders now total 190. A dividend of 3½ per cent was declared for the year 1954.

Clerk Earl P. Miller was elected president of the Board of Directors for the ensuing year.

This is the first 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

INTRODUCTION

"In describing the highlights of my European railway tour, I shall restrict my remarks to their operating characteristics that differ from our established practice.

"I have avoided comparisons with our methods as I feel that the operations and problems over there are not enough related to ours to make an intelligent comparison possible. However, the opportunity to briefly survey some of the European railways provides a broader basis on which to appraise our operations."

* * *

DURING my brief ten-day tour of the French National Railways, I surveyed the passenger terminal operations at Gare de Lyon which serves the south suburbs of Paris and also handles the dense passenger traffic between Paris and Southern France. I covered this southern territory as far as Lyon, a major intermediate terminal, just over 300 miles south of Paris. About one hundred miles east of Lyon I was able to see the modern alternating current installation on some of the lines serving the French Alps. A modern freight yard, engine terminal and dispatching office serving the Paris area was visited, as well as viewing one of the

earlier installations of continuous rail laid on steel and concrete ties. My first impression of Société Nationale de Chemins de Fer was the punctuality of express passenger trains, that reflects the close adherence to the timetable schedules, which is the only means employed to move trains. The European dispatching system is basically a series of consecutive sections, each controlled from a central location, but

ABOUT THE AUTHOR

Robert C. Madsen, trainmaster at Oroville, first became employed by Western Pacific on June 21, 1943, as a locomotive fireman on the western division. He returned to that position in March, 1946, after two and one-half years with the Army engineer and transportation corps. From September, 1946, until June, 1950, Madsen attended University of Southern California, working as fireman during vacations. Selected for the company's trainee program in July, 1950, he worked as extra gang laborer, signal gang worker, on motor patrol in the canyon, and at various positions in the engineering, mechanical, operating, accounting and traffic departments. He left for his three-months' European tour upon completion of the program in February, 1954, and was appointed assistant to division superintendent, western division, upon his return in May. He was appointed trainmaster on October 1, 1954.



MILEPOSTS

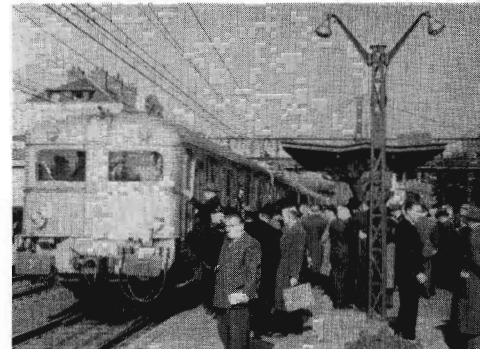
responsible to a headquarters. The length of each section is determined by the volume of traffic, number of movements and number of tracks. Each section is autonomous, initiating the movements prescribed in the timetable. The train movement through the section is relayed to following sections as the train progresses, but the dispatcher still directs and coordinates the operations between the various sections. On his staff are representatives from the mechanical, engineering and operating departments, coordinating the various functions of these departments with the actual movement of trains.

TRAIN SCHEDULES

"The dispatcher's copy of the master timetable is in the form of a large graph mounted on rollers set in a frame, in order to have only the immediate time schedules in full view. The vertical axis of the graph represents the stations on a subdivision, while the horizontal axis is calibrated on time scale adapted to the 24-hour system. Thus, a train schedule is indicated by an oblique line, with identification by train number.

"The dispatcher's train sheet is similar to the master timetable minus the train schedules (oblique lines). As each train is "OS'ed" from a station or section, the dispatcher marks his copy corresponding to station and time coordinates, joining each successive point by a straight line. At the completion of a 12-hour period, the train sheet resembles a refinement of the graph transcribed on one of CTC machines. This copy can then be compared with the master timetable sheet, to determine how closely each train adhered to the timetable schedule.

"At large terminals, such as Gare de



Inauguration of suburban service with new Budd-built equipment. Taken at Brunoy, near Paris.

Lyon, where I visited, a similar graph is adapted for terminal movements, using a vertical scale for track numbers, and a horizontal scale for time basis. Each terminal movement, switch engine, locomotive or train is recorded so that any delay or adverse movement, not conforming to schedule, can be readily determined or allowances made for additional movements to reduce or eliminate any interference with established schedules. The French custom of enjoying a two to two-and-one-half hour lunch period imposes an additional burden on the suburban service. With this generous allotment of lunch time, many Frenchmen find it convenient to go home for lunch, but this mid-day rush is not as heavy as the morning or evening rush.

"The use of multiple main line tracks reduces all train delays when mechanical defects or other circumstances delay a train, since trains can be diverted around a slower or delayed train. An incentive wage scheme adds punctuality for locomotive engineers, since their salary is partially based on their adherence to the schedule, and

when a train is delayed, on their ability to make up time. The proficiency of a locomotive engineer is also encouraged by means of a recording tape that registers speed, time, signal observation, and signal recognition. Signal observation is registered by the locomotive engineer depressing a button as soon as he observes a signal aspect, and signal recognition is registered similarly when passing a signal displaying a restrictive aspect. When the button is depressed, a mark is transcribed on the tape, and these marks are compared with similar marks made by the signal system when the locomotive crosses the signal circuit. Proficiency is determined by the congruity of the marks transcribed by the signal system with those transcribed by the locomotive engineer depressing the button. A loud buzzer is sounded in the cab when passing a restrictive signal, but it is silenced at the same time that button is depressed for signal recognition.

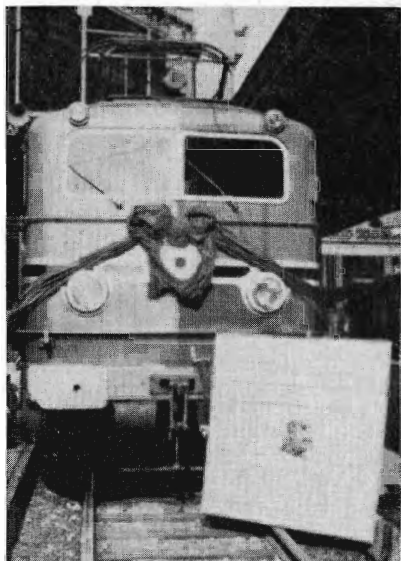
NEW POWER

"The French National Railroads are rapidly converting from steam to electric traction. At present, electric traction accounts for a little over 33 per cent of the work performed, while steam power accounts for 50 per cent, and the remainder by diesel rail cars. This increased use of electric locomotives has been expedited by severe damage to steam locomotives during the last war, the high cost of coal, and the necessity of importing fuel oil.

"Motive power is confined to three types of electric locomotives in the 317-mile district between Paris and Lyon. The most prevalent type is classified as a 2-D-2, or a locomotive with two leading axles, four driving

axles, and two trailing axles. They develop approximately 5,000 horsepower with gross weight of 144 tons. All locomotives in France are classified by the number of axles, rather than wheels that we use in the Whyte system. Two other types of electric locomotives that incorporate a wheel arrangement with three driving axles on two trucks, called C-C type, are also used on this district, but develop less horsepower and weigh only around 100 tons. The 7121, a C-C type in this class, was the locomotive that recently broke the world's speed record by traveling at 151 miles per hour over a portion of the Paris-Lyon district. A 1,500-volt direct current trolley system is used, and because of the traffic density requires substations at inter-

Locomotive 7121. Used in tests that broke world's speed record by traveling 151 mph between Paris and Lyon, France. The author rode on head end.



MILEPOSTS

vals of five to eight and one-half miles, and I was told that a direct current system is more readily adapted for this heavy traffic than an alternating current system. During peak periods of the summer months, and on holidays, a total of 64 express passenger trains are scheduled daily between Paris and an intermediate station about two hundred miles south, on an electrified district. The maximum number of express passenger trains on this district has reached as high as ninety daily scheduled trains in addition to freight trains. Passenger trains are generally restricted to about 650 tons, or approximately 16 cars, and are scheduled over this district at an average speed of not less than 62 miles per hour. Such extensive moves are the result of August summer holidays in France, particularly in Paris, and the great dependence on railways for mass transportation, since the automobile is not as prevalent as here. This seasonal traffic requires trains to be expedited in batteries—French term for sections—both for locomotive utilization and for hours suitable to public convenience.

FASTEST TRAIN

"The fastest scheduled train in France is 'Le Mistral,' named for a strong wind that is familiar to the Mediterranean coast. This train operates from Paris to Marseilles and Nice. The electrified portion, at present from Paris to Lyon, a distance of 317 miles, is scheduled in four hours and ten minutes, including a three-minute intermediate stop at Dijon, at an overall average speed of 77 miles per hour. Maximum permissible speed is 87 miles per hour. South of Lyon this train is presently steam-powered, but still



London Bridge, Pacific Class 30800, heading rush hour express train.

covers the 211 miles to Marseilles in three hours fifty minutes, including two intermediate stops of five minutes, for an over-all average of 55 miles per hour on this subdivision.

"I rode this train on northbound trip Lyon to Paris where steam power is exchanged for electric. On this trip the 'Mistral' was headed by a C-C type engine, No. 7121, the world's fastest locomotive, but before riding cab, partook of a dinner in the restaurant car operated by Wagon Lits, the European equivalent of our Pullman Company. From Dijon, 196 miles from Paris, I rode the head end and was quite impressed by this engine's ability to maintain a high sustained speed. Upon leaving Dijon, a 1.2 per cent grade for fifteen miles restricts trains to 72 miles per hour, but from the summit the maximum speed of 87 miles per hour was immediately negotiated, and sustained for 165 miles. The greatest variation below the maximum speed was only six miles per hour, with one exception, for a 35-mile per hour slow order at a bridge which was being redecked. These electric locomotives have 21 throttle positions, which contribute to their ability to sustain such constant speed. In addition, the private right of way, which eliminates grade crossings and trespassers thereon, contributes to the maintenance of constant speed."

(To be continued)

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RAILROAD LINES



March delivery of the last of 66 diesel locomotive units ordered recently will give Missouri Pacific complete dieselization.

Elgin, Joliet & Eastern's Kird yard at Gary, Indiana, first in America to be completely equipped for automatic operation.

Reading Railroad joined the "piggy-back" ranks the first of the year; Nickel Plate extended these operations to include service between Chicago and Philadelphia and Chicago and Baltimore.

Northern Pacific and Milwaukee Railroads slash full day off freight schedules to Pacific Northwest.

Bangor & Aroostook's "solicitors" now called traffic salesmen.

Santa Fe plans to step up its continuous welded rail laying program to 103 miles during 1955.

Pennsylvania's new reservation and ticket selling system at Philadelphia, employing newest electronic equipment, described as fastest service of this kind ever offered.

Brotherhood of Railway Trainmen announce they will "go down the line with the nation's railroads on their request for a freer hand in rate-making."