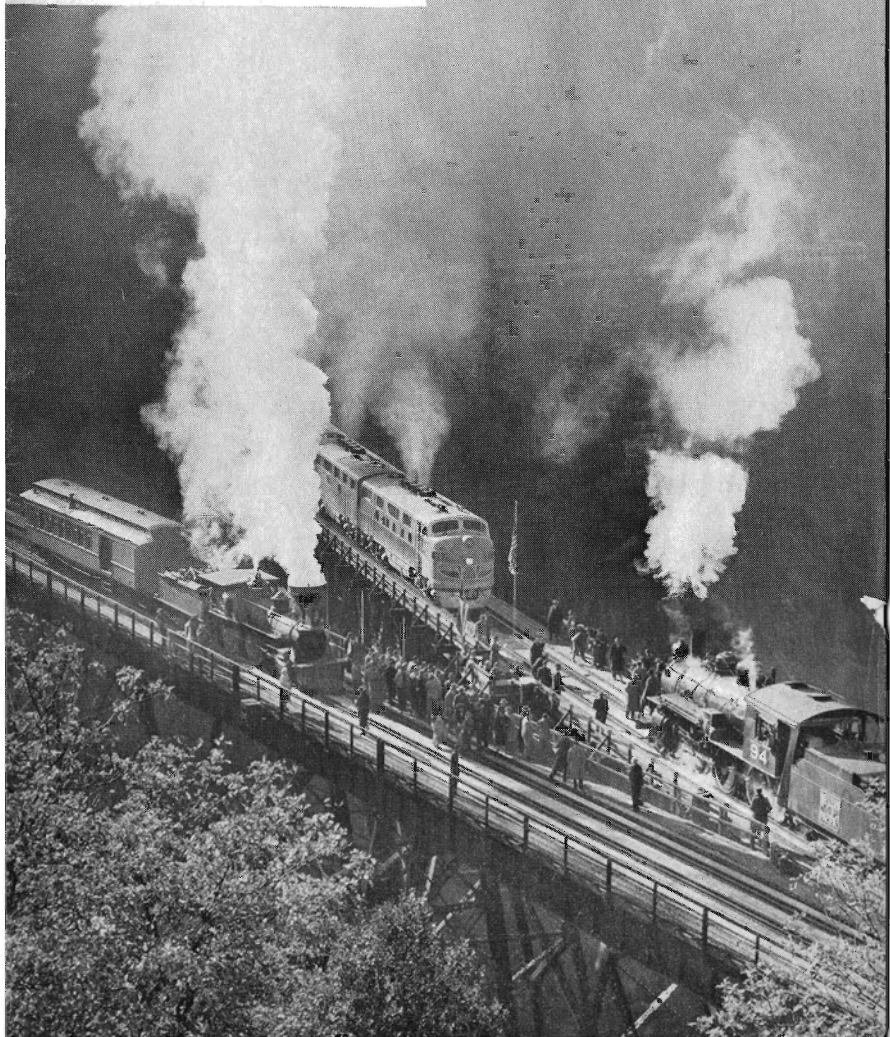
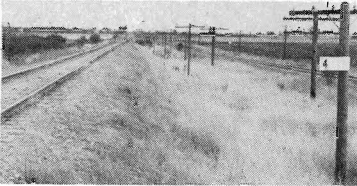


WESTERN PACIFIC
Mileposts
NOVEMBER 1949



WESTERN PACIFIC Mileposts



Vol. 1 NOVEMBER, 1949 No. 4

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Cover: V&T's Jupiter, WP's California Zephyr and WP's old 94 stand by while Leonard D. Tomasso drives the ruby spike on Spanish Creek Bridge celebrating Western Pacific's 40th anniversary, November 1, 1949.

LIFE BEGINS AT FORTY

The Royal Gorge out of Oakland on October 31 was really two trains in one—its regular consist plus the five car Ruby Jubilee Special.

Aboard the two Pullmans, diner, vista-dome car and business car No. 101 were Senator William F. Knowland and other distinguished guests, representatives of the press, and a goodly slice of the railroad's brass including two directors—all in a state of considerable excitement. Also aboard was 70 year old Leonard D. Tomasso who drove the last spike on the Western Pacific at Spanish Creek bridge on November 1, 1909. The complete lack of fanfare on this historic occasion was what brought about the excitement, plans, and celebration scheduled for its fortieth (or ruby) anniversary.

First let us picture that scene in 1909. To the two track gangs from east and west that met on Spanish Creek bridge and paused in their labors while foreman Tomasso picked up a spike maul, spat on his hands, and drove home an ordinary iron, the occasion had little meaning other than another job well done. They did pose for a picture as Oroville photographer Hogan had resolved not to let the last spike go unrecorded and had haunted the construction camps for weeks. And Mrs. J. J. Hogan of nearby Quincy, who had sold vegetables to the Hindoos working on the line, drove over in her buggy with her two daughters and a friend. The men

yelled "hooray," the women kissed each other, perhaps the horses neighed—that's all that happened.

Not until the following August when the first passenger train went down the canyon behind old 94 was there any celebration to honor the new transcontinental railroad.

So now, 40 years later, Leonard Tomasso was ready to re-enact the driving of the last spike at the exact location on Spanish Creek bridge—now a twin bridge because of the Northern California extension. Small wonder that excitement prevailed aboard the cars that night, and that many stories of construction days were told and retold. But few stayed up very late—a long day with an early beginning was approaching.

The cars were cut out at Keddie. As the frost began to whiten the ground around the station, the party was awakened by a 6:30 call and the word of steaming coffee in the diner. Local guests invited to attend the unusual ceremony arrived and joined the visitors in boarding the coach drawn by "old 94," restored to her original appearance for the occasion. Photographers scattered in all directions, seeking the most advantageous locations for their shots; officials were hurrying here and there making last minute checks on long laid plans covering every detail, while the "hero" of the day quietly remained in his bedroom aboard the train putting a last minute polish on the silver spike maul



Tomasso, extreme right, has just driven the last spike, November 1, 1909.

presented to him on Western Pacific Day at the Chicago Railroad Fair—his most highly prized possession.

Crowds were gathering at various locations around the bridge, particularly on the overlooking highway, roped off by the Highway Patrol for a grandstand. In the canyon directly below stood the massed bands of Quincy, Portola, and Greenville high schools, gaily decked out in white uniforms, brilliant capes, and huge plumed helmets, and stray notes began to ring through the cool, crisp air as instruments were tuned in preparation. The huge loudspeakers that were to carry the program to the ears of all within a quarter of a mile also gave forth with a few strange sounds as Dick Czeikowitz, chief clerk of the Telegraph Department, and his crew made last minute adjustments.

At Keddie station, meanwhile, "old 94" belched forth a huge cloud of white smoke and steam and began

to back her coach load of passengers onto the bridge and then further back to take her position for the ceremonies. On the north leg of the bridge the woodburner "Jupiter," just back from the Meeting of the Rails scene at the Chicago Railroad Fair, waited with steam up for the arrival of the California Zephyr which was the cue for the program to begin.

The fact that here was a railroad confident enough of its operations to hang the production of a gigantic spectacle on the scheduled arrival of an overland train, was not lost on the assemblage. And, on time to the second, No. 17 poked her silver and orange nose around the bend with a blast from her familiar air horn. Gleaming in the early morning sun, she braked smoothly and stopped just clear of the abutment, and even with the "Jupiter."

In the canyon the massed bands played the National Anthem while on the bridge Ann Donnenwirth (Miss Plumas County and daughter of A. C. Donnenwirth, Western Pacific engineer) slowly raised the Stars and Stripes above the guests. There was an instant's pause—then suddenly a large red flare shot into the sky, burst and slowly fell. It was the moment all were waiting for. The three engines, each the pride of its era, slowly converged toward the speakers' platform, their bells ringing gaily, until they stood almost pilot to pilot.

Brief introductions were made by Merle Snider, master of ceremonies, there were a few words from Stan

Bailey, president of the Plumas County Chamber of Commerce, Senator Knowland, and President Whitman. Then it was time for the crowning moment of the day—the driving of the Ruby Spike.

While a hush hung over the entire countryside, Leonard Tomasso, husky and active for his years, was introduced. While President Whitman kneeled and carefully placed the spike in position, Tomasso brandished his silver maul, the announcer moved forward with his microphone to record the sound. Not a leaf stirred as Tomasso swung and the sound carried far and near, followed by long blasts from the engine whistles. Bells rang loudly, people cheered and the bands played while Tomasso grinned broadly. The Ruby Spike was driven!

No. 17 then backed slowly into Keddie Yard to allow "old 94" to return the spike driving party and, when she was in the clear No. 17, departed on her run—25 minutes late, but "on time" when she reached her destination.

But the celebration was not yet over. The Plumas County Chamber of Commerce had arranged a country-style breakfast for the guests at the Quincy Hotel, seven miles away. Special buses met the crowd at Keddie station and drove them into Quincy where upon entering the lobby of the hotel a huge fireplace added much to the occasion with its sparkling bright log fire.

Voices were excited—everyone was trying to talk—and it was difficult for the manager to announce

the serving of breakfast in the adjoining banquet room.

A large speakers' table faced the group from one end of the dining room, where seated were the honored guests of the day. Two tables the entire length of the long room completed the "U" table and the guests overflowed the room.

After a huge breakfast consisting of fruit juice, grapefruit, huge bowls of scrambled eggs, platters of ham and bacon, and all the toast and coffee one could imagine, attention centered on the speakers' table where Stan Bailey, president of the Plumas County Chamber of Commerce and editor of the *Portola Reporter*, officiated as master of ceremonies.

Following introduction of all who had taken part in the day's event, noted guests and speakers, and representatives of the press, President Whitman was called on for a few

(Continued on Page 23)

Dressed in 1909 attire, Mrs. John Redstreak, Mrs. M. J. Hogan, Ida E. Hogan, county recorder, and Mrs. E. J. McCann greet Tomasso on his return to Keddie.





Caboosing

Oakland

T. N. Deuel, agent at Fruitvale, retired November 15, having entered service August 21, 1916. He has served as operator and agent at Quincy Junction, Belden, Spring Garden, Blairsden, Calpine, Keddie, Niles tower, San Jose and Oakland yard, and has been agent at Fruitvale for the last 7½ years. He anticipates entering the real estate business in the very near future.

Irma Piver vacationed in Canada with her husband and small son recently. Irma is passenger car accountant at the Oakland coach yard.

The carmen held a Hallowe'en party and among those attending were "Russ" and Roland Rickmon, Dixie Gibb, steno-clerk for car foreman, "Chuck" Hensen, and the Messrs. and Mesdames "Bill" Phelps, Harold Brothers, Leo Rodriguez, David Laird, Rod Davis, Joe Mincer, J. K. Johnston, W. L. Dance, "Benny" Palmer and R. E. Erickson.

It's a new baby boy for Mrs. "Willie" Bush, coach cleaner, now 7 weeks old and answers to Andre.

The stork paid a visit to the home of John Brinkley, carman, and left a small son early in November.

"Jess" Weir has transferred from the coach yard to the store department, and the new timekeeper is

John Hicks, who formerly worked at Sacramento.

"Billie" Marsh, former car foreman at Wendover, has moved his wife and small son to Oakland, and he is now assistant car foreman here.

"Lou" Evans and "Bill" Brown have likewise changed territories and have moved their families to San Jose, where they will be stationed permanently as carmen.

In conversation with John Stapp, retired engineer, and Yardmaster "Tom" Nelligan, it was learned that years ago we had a marine captain who was familiarly known as "Ole" Olsen, who had a very great fondness for cats. Tom advises there were at least 25 cats with headquarters at the WP mole, and every time Capt. Olsen came over from 25th Street he would bring hamburger or something equally tasty to the felines. They became so fond of the captain they would greet him every time his tug tied up in the slip. They never met the tug when any other captain was in charge, nor could they be found hanging around the apron, but when Capt. Olsen was in charge of the tug the cats would all scamper out on the apron and rode it down and onto the barge, looking for Capt. Olsen. Of course, the cats may have recognized the

way the captain blew his tug whistle.

John Stapp then advised that years ago a Chinese Chow ran wild around what is known today as the new yard. They could never figure where he came from unless he had abandoned some ship docked in Alameda. Never friendly until an extra gang moved in with their outfit car, the Chinese cook left food out for the dog and gradually tamed him. A mascot around there for many years, he one day disappeared and was never seen again.

Elko

Buck fever is something not mentioned around WP offices in Elko, particularly when the following army gather together their howitzers and head for the hills:

Frank Oldham, Bill Smales, Adolph Moldenhauer, Charley Forseth, Glenn Hutchinson, Carl Pacini, Henry Wesolowski, Dean Mastin, Jack Streeter, Peter Andersen, Carl Lino, Rex Brooks and Jack Geist.

The results were excellent, and headed for the freezer was one deer which dressed out at 225 pounds, bagged by Johnny Murphy. The animal had nine points on one antler and eight on the other.

Newcomers to the eastern division are Charles Miller, assistant roadmaster, who transferred from the western division, and Maurice Crespo, rodman, with Charley Forseth's engineering force.

Another daughter for George Lorenz, road foreman of engines,

Salt Lake City. That makes two now—quite a feminine majority in his household.

Alta Rickenbach, former secretary to the division engineer and daughter of Roundhouse Clerk Lee Lanphear, is showing slight improvement after critical injuries suffered in an automobile accident recently. Your many friends on the eastern division are pulling for your complete recovery soon, Alta.

Johnny Gammick has well earned a large vote of thanks for his transcribed broadcasts of baseball and football games, as well as the 40th anniversary Ruby Jubilee celebration to re-broadcast over Station KELK which was greatly enjoyed by WP employees unable to make the trek to Keddie November 1 for re-enactment of the driving of the last spike in 1909.

The bachelor's ranks lost another good man when Thurston G. Ruthersford, rodman, recently became a bridegroom in San Francisco.

It is nice to report that Johnny Murphy's mother is rapidly recovering from a recent serious operation, and that the mother of Frank Oldham is likewise improving satisfactorily from her hip fracture suffered several weeks ago.

It is with regret that we learned of the passing of Division Accountant Don Frease's sister recently in Santa Monica.

Recent visitors to Elko were Leonard Michelson, auditor of payroll accounts; M. M. Christy, assistant to general auditor, as well as Jess

(Continued on Page 16)

WP'S MARINE ORGANIZATION

By Hazel Petersen and Henry Stapp

On a trip from the 25th Street yard in San Francisco to Oakland, November 8, Captain H. B. Lampman, mate F. Loch, deckhand John Kirk, bargemen A. R. Gustafson and S. Miraglia, engineer G. Fevrier, fireman J. O'Brien and oiler J. Hayes, crew of the tug Humaconna, found launch 28U407 on fire. Stopping the tug, they quickly put out the fire and turned the launch over to the Coast Guard. The launch was owned by Tex McGee and was abandoned at the time the Humaconna came along, and it was later discovered that the occupants of the launch had been rescued by another launch, "The Texas Rocket."

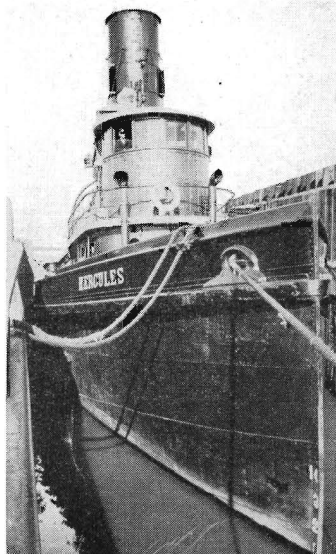
There is no finer department on the WP system than the marine organization and, in fair weather or foul, it is one of the superior marine organizations on San Francisco Bay.

Possibly many WP employees do not understand how freight cars are transported to Oakland from San Francisco and vice versa. At the present time, approximately 300 cars are handled daily on barges, operated under the jurisdiction of the yardmaster at Oakland, who dispatches them between Western Pacific Mole, Alameda, and various points in San Francisco.

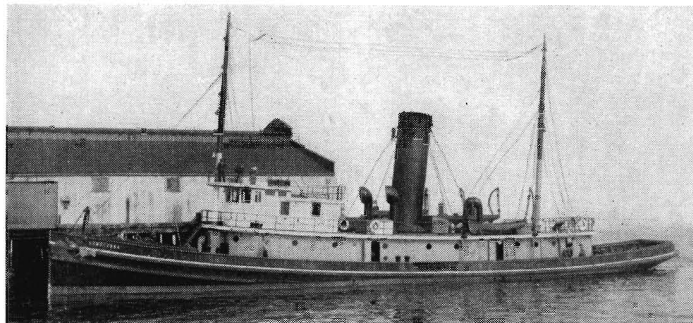
On advice from the superintendent of transportation, yardmasters dispatch stock, perishables, Rule 10 merchandise and other preferred loads, must be handled as soon as possible after arrival of trains, and

our marine service must be coordinated with Encinal Terminal, State Belt Railroad, Alameda Belt Line, and WP's Oakland and San Francisco yards, to insure that barges are pulled and loaded promptly. It usually requires from thirty to fifty minutes to make a trip between any of the two above mentioned points, depending on existing conditions.

Marine equipment must be kept in A-1 condition, and tugs and barges are dry-docked annually for inspection and any necessary



MILEPOSTS



Named after a tribe of Indians from the Great Lakes area, the Humaconna originally looked like this.

repairs. Arrangements for dry-docking tugs are handled by the superintendent of motive power at Sacramento, in conjunction with the terminal trainmaster at Oakland, and the firm of Pillsbury and Martignoni, ship brokers, San Francisco. The tugs are fueled at Oakland and take water at 25th Street. We have two slips in Oakland and one at 25th Street.

Marine forces report to the terminal trainmaster at Oakland, and their jobs are assigned on the same basis as switchmen to eight hour watches. We maintain an extra board which is augmented by the Inland Boatmen's Union who supplies deckhands, bargemen, marine firemen, and oilers. Captains, mates and engineers are provided by stepping up qualified men who have been working in lesser capacities on regular watches. Promotion in the marine service is from deckhand to bargeman, to mate, to captain, and the senior captain is the master of

the tug. Engine room promotion is from oiler to fireman to assistant engineer to chief engineer. There is only one master and one chief engineer to each tug. The chief engineer of the tug Hercules is R. Taft and of the tug Humaconna, A. R. Curtzwiler. M. C. Silva is master of the tug Humaconna and Pat Kearney of the tug Hercules. Masters, captains, mates, chief engineers and assistant engineers must be licensed by the U. S. Government and are subject to Coast Guard Regulations. The regular crew on a tug consists of a captain, mate, engineer, fireman, oiler, two bargemen and one deckhand.

The tug Humaconna operates 24 hours daily, except between 8 a. m. and 4 p. m. on Saturday, with steel barge No. 3 in tow. The Hercules operates from 11 p. m. to 7 a. m. daily, except Friday and Saturday, with Barge No. 1 in tow. Our standby barge is No. 2, which is used in emergencies. Each barge carries 13

MILEPOSTS

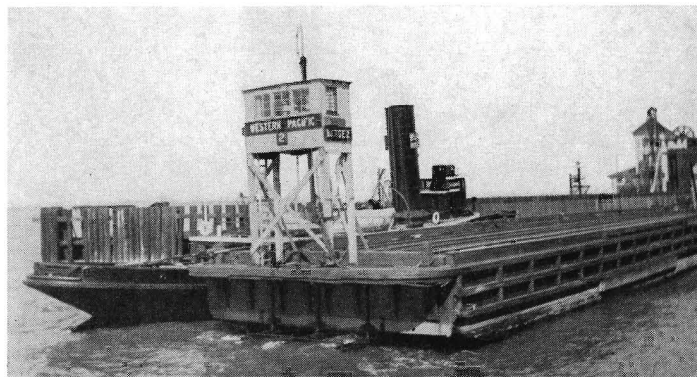
average cars. In the rush seasons extra crews are occasionally called to operate the Hercules between 7 a. m. and 11 p. m. During the last war, in addition to working the tugs Humaconna and Hercules 24 hours each day, the marine service was augmented by the rental of Red Stack tugs to haul standby barge No. 2, which made a total of three tugs and barges operating 24 hours daily.

We are proud of our tugs, both of which were sea-going tugs at one time. The Hercules was built in 1907 at Camden, New Jersey, by Dialogue Bros., and her official number is 204801, gross tonnage 409, net 120. She has a TE type engine, CYIs 17, 24, 41; stroke 30, IHP 1,000; boiler SES type, diameter 15; length 12; maximum speed 10 knots; fuel capacity 85,400 gallons; cruising range 21 days; bunks 18; provisions, 30 days. She was purchased from Moore Dry Dock Co. in 1924.

The Humaconna's official number is 218071. She was built in Superior, Wisconsin, in 1919; tonnage 418 gross; 190 net; steel hull, length 142 feet, beam 27.5 feet; draft 14.6 feet; engine 1250 h.p.; two Scotch marine boilers, reciprocating engines.

Barges No. 1 and 2 were built by Kruse & Banks at North Bend, Oregon, in 1908. They are of wood construction with an overall length of 266 feet; net tonnage of 934 tons and gross 1,339 tons; beam is 39½ feet and draft is 12¾ feet. No. 3 was built by Moore Dry Dock Co. in 1928, is of steel construction, 258 feet long, with beam of 38 feet, draft 12½ feet and net tonnage of 1,200 tons.

Before the tug Humaconna was purchased, WP had the Virgil G. Bogue in service, a wooden tug of 750 h.p. She was sunk by the Point Lobos about nine years ago near the Coast Guard lighthouse at the entrance to the Oakland estuary. Captain Silva and oiler Melvin Swasey

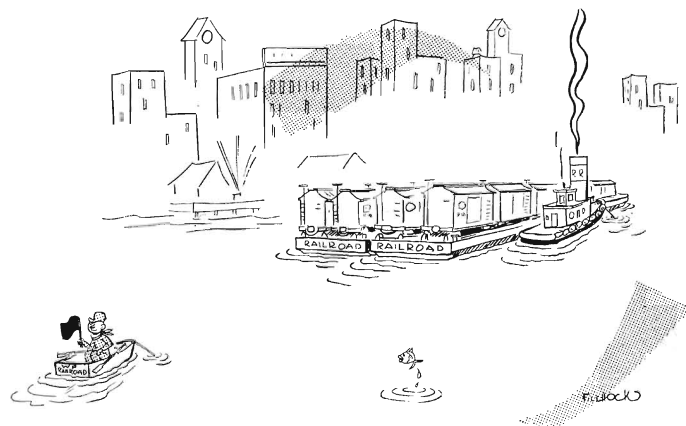


state the Point Lobos was known as a "hoodoo" ship, as one of her captains was found dead aboard ship, apparently from a heart attack, a mate was found dead aboard, and there was suspicion that he had been murdered, while another crew member was killed as the Point Lobos was docked in Alameda during a strike. Then this jinx ship sank the Virgil G. Bogue, forcing the crew to swim ashore to safety. Later on the Point Lobos floundered on the rocks just out of the Golden Gate, where she lays to this day.

Many interesting stories could be told by our marine employees as some of them have worked on ships all over the world. But we think tribute should be paid to our senior marine man, Captain Silva, who is master of the Humaconna. Captain Silva was boat clerk for the South-

ern Pacific in 1902, yard clerk in 1906, during the earthquake, and then deckhand for the Santa Fe in 1907. He was promoted to captain in 1911 with a master's license and entered WP service in November, 1913, as second officer on the ferry steamer Edward T. Jeffrey. In 1914 he was made first mate and relief captain on the Virgil G. Bogue, and that same year was promoted to captain which office he has held to date. Captain Silva has just purchased a new home in Piedmont and takes great pride in landscaping the grounds and taming wild birds. He has tamed bluejays, quail and various other wild birds, by feeding them pieces of walnut in the winter time. In two months he has them eating out of his hand—literally.

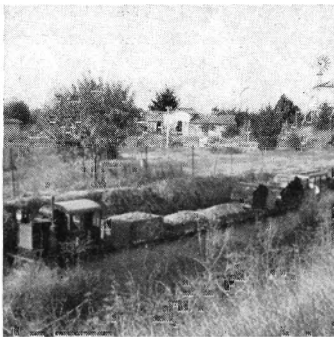
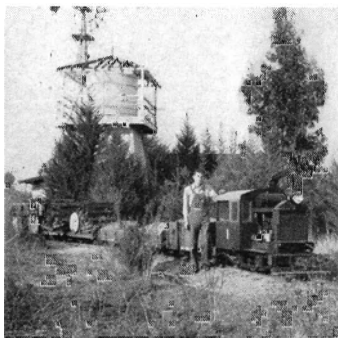
(Also see article on Page 18)



The Redwood Valley Line

A new railroad went into operation back in 1945 when Erich Thomsen of WP's engineering department built and began operation of the Redwood Valley Narrow Gauge Railway Company. Located in Mountain View, the road's main line partially encircles four acres of property, passes seedling Redwood trees (for which the name was chosen) and runs uninterrupted for some 1,300 feet. Not yet completed, the line will eventually loop the entire property.

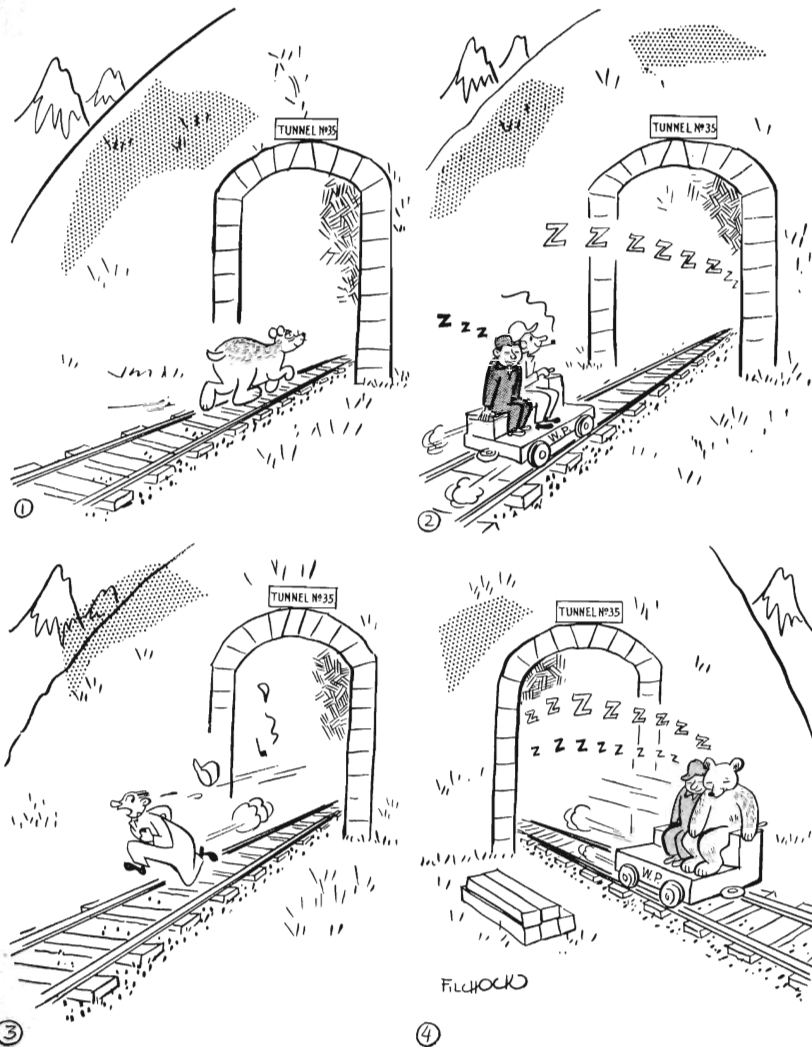
Headed by a little five-foot high dinky, powered by a 1924 Chevrolet engine, the consist contains two flat cars, two gondolas, one hopper, and a caboose, all made fast with link and pin couplings. The little engine has no difficulty pulling a three or four-ton load over the 12-inch gauge track of 12-pound rail laid on 3 x 4 inch Redwood ties, even when climbing the rather stiff grade alongside a dry creek bed.



The engine is stored in a round-house that looks akin to a doghouse, set off to one side of the main line, and connected thereto by a siding over which the dinky passes after leaving the main line by means of a hand-throw switch.

The absence of any bell or whistle probably accounted for one of the two derailments suffered to date, when the engine rammed into two cars standing on the main line without benefit of flag protection. The other accident occurred when the engine left the main line for a run down a roadway when one of the wheel flanges struck a small rock wedged into the flangeway at the grade crossing. Damages were slight.

Plans are on the drawing board for additional cars, and hopes are high for an engine powered by steam—but that is something only to look forward to at the moment.



Exit Royal Gorge

Following is a statement from President Frederic B. Whitman regarding the operation of secondary passenger service on the W.P.

“To Western Pacific Railroaders:

“It is with regret that I advise you that Trains 1 and 2, otherwise known as the Royal Gorge, will be discontinued as soon as the necessary formalities can be effected. In the meantime service on this train will be curtailed at once, with Pullmans and dining cars removed immediately.

Past experience has demonstrated that the operation of a secondary passenger train on our railroad has always resulted in a severe financial loss. Despite this fact, when the California Zephyr was introduced last March, the Royal Gorge was established with the hope that by utilizing all possible means of obtaining business and by aggressive promotion, the train could be kept in service.

“We have been fully aware of the desirability from several standpoints of operating a through passenger train in addition to the California Zephyr, but in spite of our efforts to increase revenues our hopes have not been realized and the losses have been staggering.

“The Royal Gorge is failing to meet its costs of operation by a net loss amounting to approximately \$2,700 a day, or at a rate of net loss for that train of over \$950,000 a year. In the eight months of its operation it has carried an average daily load of less than sixty revenue passengers per train. Currently the daily load of revenue passengers has dropped to forty per train. For the eight months of operation so far the passenger train revenues have averaged \$1.19 per train mile, but since the expenses were approximately \$2.69 per train mile, resulting in a net loss per train mile of \$1.50.

“Efforts were made to increase patronage by leasing modern coaches and by introducing lower coach fares. We attempted to obtain additional mail revenues and also pursued vigorously the possibilities of obtaining through carload merchandise express business. In addition, the possi-

bility of handling through cars of less-than-carload freight between the Bay Area and Salt Lake City was explored.

“We investigated the possibility of establishing the Royal Gorge as another crack train, tying in with other railroads to operate a through service to midwestern cities.

“In all cases it developed that either our efforts were unsuccessful or the potential of traffic which could be reasonably anticipated failed to approach a level consistent with sound business practice.

“I should like at this time to express my appreciation for the sincere efforts that have been made by our train, engine, dining car crews, and other personnel connected with the operation of the Royal Gorge in the attempt to make its continued operation possible. I know that you have done everything you could to give our passengers a smooth, pleasant trip.

“While every possibility of obtaining additional revenue was being studied, we were willing to accept a large financial loss because of the many reasons why it is desirable to retain the train, but we cannot approve continuing the tremendous losses actually being incurred. In view of the incontrovertible statistics, no material opposition to complete discontinuance is expected, and such action will be taken as soon as the required formalities are complied with.

“Our efforts will be concentrated on the California Zephyr, so that we may maintain the prestige and fine public acceptance for that train that we have all witnessed since last March.

“I know this announcement may come as a shock to many of you. Nevertheless, I feel certain that if any of you were called upon to make such a decision as has faced us, no one would call the signals in any other way.”

FB Whitman
PRESIDENT

Don't Be HALF Safe!

The table shown on the opposite page, showing casualties by departments, reveals some interesting facts.

Among the 24 roads in Group C (roads working 8 million man-hours per year but less than 20 million), in which Western Pacific is included, it will be observed that our rank of all employees was 15, with a ratio of 12.69.

Maintenance of Way & Structures ranked 18th in their classification, with a ratio of 16.38. Our Train and Engine employees ranked 16th in their group, with a ratio of 33.00. Our Mechanical Department and Store Department ranked 4th, with the very commendable ratio of 3.66. It was only the excellent achievement of the Mechanical Department last year that kept us from a much less favorable position than 15th in rank for all employees.

During the first nine months of 1949 the mechanical men have done even better with a ratio of 2.47. There has been some improvement in MW&S and in Transportation, but more attention must be given to safe work habits in these departments if we are ever to get our over-all ratio down to a basis of favorable comparison with other railroads.

Ranked with the 60 largest American railroads our Mechanical Department and Store Department last year held 13th place; our train and engine service men were in 49th place and the MW&S in 52nd place. The Mechanical Department and Store Department can well be proud of their achievement; there is no satisfaction for any of us in the position—almost at the bottom—of the other two.

CASUALTIES TO EMPLOYEES ON DUTY PER MILLION MAN-HOURS WORKED

Year 1948—Railways of Class I in the United States

Road and Group Group C—8 million but less than 20 million man-hours:	All Employees		Maintenance of Way and Structures Employees		Maintenance of Equipment and Stores Employees		Transportation (Train and Engine) Employees	
	Rank	Rate	Rank	Rate	Rank	Rate	Rank	Rate
Duluth, Missabe & Iron Range....	1	2.72	1	1.30	1	1.81	2	8.52
Cin., New Orleans & Tex. Pac.....	2	3.21	2	1.83	2	2.56	1	7.83
Central of Georgia.....	3	5.22	12	6.46	5	3.78	4	13.31
St. Louis Southwestern.....	4	5.35	9	5.13	3	3.57	3	11.95
Western Maryland.....	5	6.84	3	3.15	10	5.53	10	21.64
Maine Central.....	6	7.86	6	4.81	16	10.14	6	16.83
Nashville, Chatt. & St. Louis.....	7	8.13	8	5.09	17	10.64	7	17.54
Gulf Coast Lines.....	8	8.62	13	7.57	6	3.78	11	23.05
Pittsburgh & Lake Erie.....	9	9.64	10	5.25	14	9.62	8	19.33
International-Great Northern.....	10	10.19	4	4.28	8	5.17	18	35.20
Spokane, Portland & Seattle.....	11	10.94	16	10.86	9	5.20	12	27.42
Kansas City Southern.....	12	12.01	15	9.38	15	9.82	13	29.93
Chgo., St. Paul, Minpls. & Om.....	13	12.08	11	6.06	7	5.02	15	31.39
Central R.R. of New Jersey.....	14	12.10	17	15.52	13	9.24	5	16.52
WESTERN PACIFIC.....	15	12.69	18	16.38	4	3.66	16	33.00
Long Island.....	16	14.78	5	4.80	12	8.09	19	35.99
Richmond, Fred. & Potomac.....	17	16.65	20	29.08	19	16.65	9	20.17
Chicago & Eastern Illinois.....	18	17.23	14	7.69	21	21.69	20	36.65
Virginian.....	19	17.61	19	25.82	18	13.96	14	30.09
Elgin, Joliet & Eastern.....	20	19.46	7	4.92	11	8.06	22	44.02
Florida East Coast.....	21	21.27	21	30.11	20	20.31	17	34.32
Chicago Great Western.....	22	25.93	24	46.35	22	27.68	21	37.08
Wheeling & Lake Erie.....	23	31.71	22	31.44	24	41.18	23	46.70
Grand Trunk Western.....	24	35.02	23	40.01	23	27.98	24	84.11
Total—Group C.....	13.72	12.60	10.99	30.22

usually draws between 400 and 500 employees and their families and is sponsored by the Western Pacific Amusement Club.

The Merry-makers Club has scheduled a dinner dance for their Christmas event, which will be held December 23 at Turnverein Hall. Employees of both Western Pacific and Sacramento Northern have been invited.

Assistant to Superintendent of motive power, O. M. TOOMEY, is planning to retire after the first of the New Year, and is beginning his retirement with nothing less than a trip to Europe. Travel folders and steamship menus take up most of his spare time now.

MADGE SLAUGHTNER is the new steno-clerk in E. T. Cuyler's office. Welcome to Western Pacific, and we hope her stay will be permanent.

NOREEN JOHNSON accompanied her husband to Palm Springs when he attended the annual Junior Chamber of Commerce convention there. Not only did she get a short vacation but the opportunity to wear summer clothes late in the year.

Chief draftsman MARSHALL BROWN is on vacation, while draftsman BOB CUNHA was home ill with the flu for three days.

Master mechanic, WILLIAM PARRY, Elko, just returned from his vaca-

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C a b o o s i n g . . .

(Continued from Page 7)

Doud and Jim Wanamaker, traveling accountants from WP and SP, respectively, and seen checking the MW&S payroll accounts was Jack Wragg. In their records, a dollar is still 100 pennies.

The Stillman Vaughans in Ruby Valley were recent hosts to son Norman Vaughan, cashier at Reno, his wife and two small daughters, one of whom is recovering from a long siege of rheumatic fever.

Invitation is open to Harry Munson, vice - president and general manager, to join WP's bowling team at Elko.

(Editor's note: Reason may be found in the sport page of this issue.)

Sacramento

The Holiday spirit is already apparent in the plans being made at Sacramento Shops. The Annual Western Pacific Christmas Party will be held Friday, December 23, at the Oak Park Clubhouse. This event

SACRAMENTO NORTHERN MARINE DIVISION

For over 21 years, Sacramento Northern's *Ramon* has been the only electric train ferry in the world. This ferry boat which plies the Suisun Bay between Mallard and Chipps was hailed in 1928 as the world's smallest car ferry, but at the time of her construction in 1914 at Pittsburg, California, by the predecessor Oakland Antioch and Eastern, she boasted the world's largest marine gas engine. This 600-horsepower, distillate-burning, 8-cylinder engine, which still powers the *Ramon*, was built by the Union Gas Engine Company of Oakland, California. Even by today's standards, its 44-foot length is impressive.

The 236-foot long, steel-hulled *Ramon* with her 58-foot beam, draws a maximum of 12 feet of water. She is a propeller-driven double-ended vessel, and she was built to replace the ill-fated *Bridgit* which was destroyed by fire, Thurs-

day, May 7, 1914, after less than a year's service. The Oakland Antioch and Eastern had plans under way to bridge the 2,000 feet of water that divides the electric railway between Oakland Sacramento into two sections when the *Bridgit* and the *Ramon* were built.

On Wednesday, July 2, 1913, the *Bridgit* had the honor of ferrying the first electric train between Chipps and Mallard. This train which carried officials of the then new electric railroad was the first electric train to run from Sacramento to Oakland. The *Bridgit* had just arrived from her builders the day before. She was built by Schultze, Robertson, and Schultze, of San Francisco, in 1913.

Unlike the *Ramon*, the *Bridgit* was a wooden-hulled vessel, but she had the same three-track arrangement and overhead trolley wires that the *Ramon* has today. Like the

Ramon, she could handle six interurban passenger cars or eight freight cars. The *Bridgit* was 186 feet long with a 57-foot beam and drew 13 feet when loaded. On September 3, 1913, the regular electric train service between Oakland and Sacramento began.

However, the *Bridgit* was not the first electric car ferry to have been built, although she was the largest at the time of her construction. On August 1, 1912, a gasoline-powered sidewheeler, the *Henderson*, began carrying electric interurban cars between Evansville, Indiana, and Henderson, Kentucky, on the Ohio River. This little steel-hulled boat could only accommodate two 50-foot interurban cars on its one track. The little *Henderson* bowed out in the early 1920's leaving the undisputed title of the world's only electric train ferry to the *Ramon*. Until August, 1940, the *Ramon* was one of the attractions of the longest electric interurban passenger trip in the United States—between San Francisco and Chico. Today the *Ramon* and the Sacramento Northern serve an important role as a short line between Sacramento and Oakland for Western Pacific freight.

The *Ramon* commences her 10-minute run across the Suisun Bay with a freight gondola and the sole remaining passenger car MW-302 on May 15, 1948. She is shown leaving the west terminal of Mallard on the occasion of the yearly official inspection trip of S. N. Railway officials.

WP WILL REMEMBER....

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

Now retired after serving Western Pacific well, are:

Cesare Benedetti, machinist, Alameda Belt Line.

Thomas W. Bree, clerk, San Francisco.

John P. Graham, dispatcher, Central California Traction Co.

Fred Guy, brakeman, Western Division.

Waldron W. Hart, assistant foreman, Eastern Division.

Thomas E. Ivins, brakeman, Sacramento.

Curtis E. Jacobs, switchman, Portola.

Everett G. McAllister, passenger brakeman, Salt Lake City.

John A. McGovern, switchman, San Francisco.

John W. S. Moore, machinist's helper, Oroville.

Otho O. Shields, telegrapher, Halls Flat.

Charles D. Tyrrel, warehouse foreman, San Jose.

Up the Ladder

The following appointment has been announced:

F. A. Tegeler, Jr., has been appointed acting signal engineer, vice *Carl W. Ellis*, who has been assigned to other duties. Effective November 1, Mr. Tegeler's headquarters will be at 516 Mission Street, San Francisco.



Five Strikes!

Strikes, like wars, often seem unavoidable. And when strikes occur, as in the case with wars, the neutrals often suffer along with the contestants.

Western Pacific, obviously, was no party to the San Francisco warehouse strike which lasted from June 16, 1949, to October 2, 1949. Nor did the six months' controversy between Hawaiian longshoremen and their employers concern it. The same could be said of the coal strike, the steel strike, and others. Yet these industrial conflicts of others dealt us a heavy blow.

Just how heavy, the following tabulation shows:

	Estimated Carloads Lost*	Estimated Revenues Lost*
Hawaiian strike.....	2,300	\$ 638,000
S. F. warehouse strike	1,400	300,000
Coal strike.....	300	38,000
Steel strike.....	570	200,000
Missouri Pacific strike	800	240,000
TOTAL	5,370	\$1,416,000

* To October 31, 1949

Western Pacific train and engine men suffered an estimated average loss of over \$200 apiece as a result of this lost traffic.

C a b o o s i n g . . .

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tion and master mechanic Morris is making brave attempts to leave on his. But something always happens, says Morris.

MRS. EDNA SPRATT, nurse at the Sacramento Shops dispensary, was elected chairman of the Industrial Division of the California State Nurses' Association at the annual

meeting held in San Francisco on November 7, 1949. In addition, she was elected to the Board of Directors. She has been an active member of the group for some time.

Store Department

No wonder IRENE BURTON was unable to get in her copy for MILEPOSTS last month—too much excitement. Her vacation trip took her to Arnett, Oklahoma, and Denver, Colorado, for visits with friends. Everything was wonderful—the weather, roads, visits and the vacation.

We are glad to hear that TOMMY SHOWLER, ROY FALQUIST, and ED HAWKINS are all on the road to recovery after having been on the sick list.

MR. AND MRS. JOHNNY DURAND are the proud parents of a little son, Richard Allen, born October 20, weighing 3 pounds 11 ounces. He is spending some time in the hospital's incubator but Johnny hopes to have him home soon to be welcomed by Richard's brothers, Jackie and Johnny.

ALMA KLEIPZIG spent her vacation traveling to various points in California and Nevada.

JOHNNY DURAND, former store helper, is now filling in a vacancy as assistant price clerk.

Stockton

Much effort is being put forth these days in promoting the Clerks' Annual Christmas Party, to be held December 16 at the Redman's Hall

in Stockton. All the clerical employees are out selling raffle tickets for turkeys and hams in order to secure the necessary funds to make the Christmas party the most gala ever. The entertainment committee, consisting of MRS. ELEANOR HARRIGAN, SAM E. CRAIG, AL EVANS, and GENE TRACE, have held several meetings with the Southern Pacific entertainment committee and have decided to make the party a joint affair.

MRS. AILENE MEYERS, cashier at the freight house, is off in the wild blue yonder enjoying a much deserved rest and leave of absence. Her presence is missed at the freight office and she will be very royally welcomed back when she returns.

That big black box sitting in the rear of the Stockton yard, that is causing so much discussion and arousing so much curiosity, is a part of the new Recordax machine being installed to expedite and facilitate operations. It is known as a developing box.

The little "big game" between St. Mary's and Santa Clara is all over but the YMI special train from Stockton will be talked about for some time. As VIRGINIA RUSTAN so neatly put it "everyone was sooooo happy." Virginia is acting cashier at the freight office during AILENE MEYER's absence.

Conductor M. E. McCANN has a new nickname. He recently came hopping along into the office with a sore foot and picked up the moniker "Hopalong McCann." But when you

call him that—don't say you read it in MILEPOSTS.

Accidents do happen—which explains the "shiner" sported by VELMA PRENTISS, secretary to the chief clerk, and the limp on her spouse, ORIN. Just a friendly tussle, Velma explains!

Everyone is glad to hear that trainmaster "BILL" HOWELL's wife is coming along fine after her recent operation, and that terminal trainmaster JOHN G. NOLTE's wife also speedily recovered from her operation.

The "welcome home" sign was out for assistant trainmaster G. H. EVANS when he returned to his old desk again after being off on special assignments for the past three months.

The entire Stockton yard office gang are looking for the meanie who took mascot "Gertrude" and put her in an SP box car. "Gertie" fooled them all and came back home.

Crew clerk ED SHARP did pretty

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In Memoriam

Donald P. Conroy, extra gang laborer, died September 8.

Charles E. Fox, engineer, died September 15.

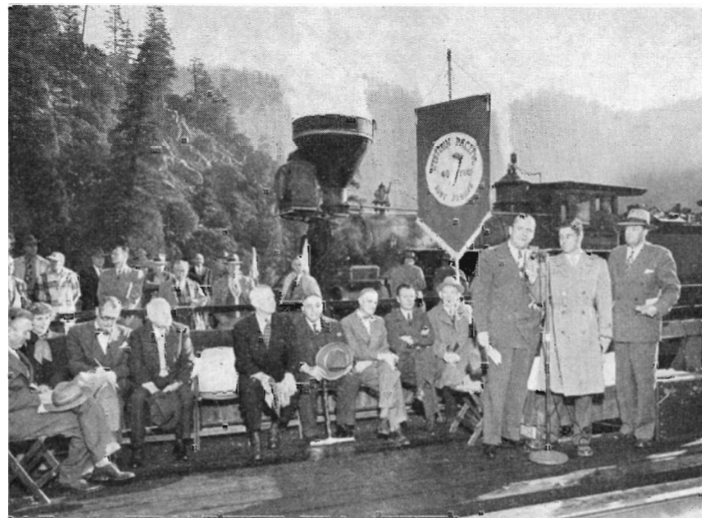
Valeriano Gomez, section laborer, died August 19.

James R. Handy, switchman, died October 30.

Christian K. Henry, telegrapher, died August 16.

Peter Quilici, carman, died September 22.

Raymond J. Reynolds, carman, died November 4.



Reading from left, foreground: James Flanigan, chairman, Plumas County Board of Supervisors; Ann Donnenwirth, "Miss Plumas County"; Larry Fanning, managing editor, S. F. Chronicle; Harry Mitchell, retired WP president; President Whitman; Leonard Tomasso; Stan Bailey, president Plumas County Chamber of Commerce; William Mailliard, secretary to Governor Warren; Emery Oliver, WP division engineer in 1909; Senator Knowland, at microphone; Merle Snider, master of ceremonies; and Gilbert Kneiss, assistant to president.

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words. Having been reared in the little town of Quincy, Mass., and having spent many of his railroading years on the CB&Q at Quincy, Illinois, it was only natural that President Whitman should mention his first visit to the picturesque mountain town of Quincy, California—"but not my last by any means," said Whitman—and the importance of the entire Plumas County area to Western Pacific.

Senator Knowland, honored

Tomasso drives home the ruby spike while President Whitman, Senator Knowland and old 94 look on.

speaker of the day, forcefully emphasized the great role western railroads play today in the building of the nation's west coast. "The Western Pacific," said Knowland, "has made a tremendous contribution in the development of the West, and is one of the finest examples of this country's free enterprise system."

Among the guests present at the breakfast were: James Flannigan, Chairman of the Plumas County Board of Supervisors; William Mailliard, Jr., and William F. "Pop" Small, secretaries to Governor War-

ren; Emery Oliver of Sacramento, division engineer for WP back in 1909; Mrs. Janie Hogan and daughter Ida, of Keddie; Harry A. Mitchell, retired president of WP; John D. Kerr and Senator Charles B. Henderson, directors for the company; and Harry C. Munson, Henry E. Poulterer, Joseph G. Wheeler, Clarence L. Droit, and Gilbert H. Kneiss, officials of the railroad; D. W. "Doc" Yungmeyer, manager of WP's Chicago Railroad Fair exhibit; and Leonard D. Tomasso.

The buses again traveled the short distance back to Keddie where 94 stood ready with the Ruby Spike Special. Leaving Keddie at 12:30 p. m., much of the interest was cen-

tered on the vista-dome car trained directly behind the engine. The first-time vista-dome travelers voiced nothing short of amazement in their praise of this means of travel.

Arriving at Oroville, a last goodbye was said to "old 94." Replaced by high-stepping 179 she steamed proudly aside, and seemed to say "guess that was just about as good a run as any through the canyon."

The driving of the Ruby Spike, a feature of Western Pacific's fortieth anniversary Ruby Jubilee, was coming to a close, but the event will surely go down in the company's history as one of her greatest anniversary dates. "Life begins at 40."



Senator Knowland addresses the breakfast group at Quincy.

SPORTS

WP Drops a Close One

After leading by five points with only two and a half minutes of play remaining, WP's basketball team lost probably their toughest game of the season by one point when W. P. Fuller's quintet won out 33 to 32. All tied at the half, 18 to 18, WP went into the lead and were ahead by nine points with only five minutes to go. The Fuller five then began to paint the backboard with basketballs, and scored one after another to put them back in the game. Undeclared to date, the painters showed their championship form and made the going very tough for the railroaders from there on in.

With two games to go, WP now stands three wins and three losses, two of which were lost by one point. Even with wins in the two final games, it is rather unlikely that WP will get in the playoffs, which is rather disheartening to the boys who have made an excellent showing this year. The narrow margin of one extra basket in two of their losing games would have made their participation in the playoffs a certainty, and to lose out by such close scores has been hard to take.

Jack Ditty came through with 14 points for high honors for the railroaders, while Captain Gerstner managed to score 9 points in the records.

WP Defeats Safeway, 43 to 36

Scoring four consecutive baskets in the closing minutes of play, Western Pacific's basketball quintet won its third game in five starts October 24 at Kezar Pavilion, defeating Safeway Stores 43 to 36.

With the score see-sawing during most of the game, the railroaders started highballing late in the second half and put the game on ice.

The game was hard fought and the referees were busy, offering both teams opportunities to increase their scores with free throws. Sixteen points were marked up by Captain Cliff Gerstner, followed with 11 points by forward Jack Ditty for high point honors of the evening for the railroaders.

A good rooting section turned out for the game and much cheering was prevalent during the scrambles for the ball off the backboard and in working the ball down court through the defense set up by the chain store aggregation.

K. C. to L. A. — \$1

Railroads staged a famous rate war in Southern California in 1886 in an effort to attract agricultural settlers and eventually get their freight business. At one time the passenger fare from Kansas City to Los Angeles dropped to one dollar.

—S. F. Chronicle.

30 Games a Week

A tall, stalwart, blondish man handed three scoresheets to the desk man at one of San Francisco's biggest bowling establishments.

"I rolled 22 games today," he said. "I have to catch the 8:29 for Palo Alto—big party at our house to-night."

He started for the door.

"That's Harry Munson, the vice-president and general manager of the Western Pacific railroad; he usually bowls 30 games every Saturday afternoon," explained the desk man.

"Bowling gives me balanced exercise," Munson says. "It's another avenue to let off steam when things get rather rough 'businesswise.' Besides I meet hundreds of friendly and helpful people through bowling experiences."

Munson, born in Oslo, Norway, in 1901, is a University of Iowa graduate. There he won track letters in hammer, shot and the broad jump. His first railroad job was at Milwaukee, Wis.

He learned to bowl late in life in Milwaukee but he made up for lost time. His best league game was 288; best series, 709; best average, 191, now 187.

Munson likes bowling because of its availability.

"It's a pleasant pastime, and it helps a man take minor adversities in stride—leveling off the bad breaks with the good," he says.

C a b o o s i n g . . .

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well during duck season as he claims he got his limit every time. Sharp shooting, no doubt!

GLADYS EVANS and GENEVA PENDERGRAFT, together with their spouses Johnny and "N.G.," all employed at the yard, are strong COP supporters—best on the coast this year, they claim.

San Francisco

ARTHUR BLYDENBURGH, secretary to chief engineer, landed in St. Joseph's Hospital October 29 with a compound fracture of the right (?) foot. While his wife was out of town, Bly. instead of "stepping out," stepped up on a ladder with his hand full of paint brushes to touch up the old homestead. The ladder slipped and the ground rose to the occasion. But with all the pretty nurses, football broadcasts, etc., life can be wonderful even with a painful foot.

Rushed to the hospital November 5, after suddenly being taken ill, E. P. PETERSON, assistant engineer, was found to be suffering with a severe stomach ailment. The no visiting sign was hung out for the prescribed quiet and rest treatment.

The wedding bells rang loud and long Sunday, November 6, for AUGUST A. KRAMM, assistant engineer, and Katherine Smith, sister-in-law to city ticket agent, L. R. Pember. Ceremonies took place at the Kramm home on Fruitvale Avenue, Oakland, followed by a reception, attended by some 100 very close



The bride and groom, Mr. and Mrs. Kramm, pose for their picture. Mrs. Kramm is sister-in-law of Ray Pember, San Francisco ticket agent.

friends and members of the families. Like the postman on his day off, you just knew the happy couple would leave next day for Chicago and points east aboard WP's California Zephyr.

The doctor sent WILL WOOD, formerly of the engineering department and now in the Oakland roadmaster's office, to the Providence Hospital for treatment of a stubborn case of arthritis. Will thought all along it was just a good case of "gout" until someone told him it was a wealthy man's disease.

AF&PA's government bureau held a party November 9 to celebrate November birthdays of EDITH BARE, LOIS HOOL, TOM DOWD and TONY JAKENOVICH. Others who also enjoyed the ice cream and cake were LENARD AVERY, AGNES MCINERNEY, BERTHA WILLIS, LOUISE FRATERELLI, RUBEN PARROS, RICHARD GROVES and FRANK MCKINNON.

HAROLD DELOHOUSOYE announced

his engagement to DOLORES AUBRY on November 14, and RICHARD GROVES left the bachelor's ranks November 16 to walk down the aisle with BARBARA BASSEY. All are members of the AF&PA department.

Now is a good time to challenge JACK HYLAND to a game or two of bowling, as his good arm is out of commission with a bad case of bursitis.

A newcomer to WP's duplicating bureau is ROBERT PFEIFFER. We hope you aren't too fond of fish, Bob.

SORRY to hear of DENISE DUPREY's illness. Latest reports from the duplicating bureau advise a touch of pneumonia.

DORIS NIELSEN (Manifest) recently brought in her two-month old son, William George, for display.

A bridal shower was given MAY GEE (Car Records) on Friday, November 11, by JEANNIE LOO (Car Records). May surprised everyone when she returned from a vacation in New Orleans wearing a dazzlin' diamond ring and beautiful wrist watch presented by her fiance, Edward Tong. Wedding bells will ring in New Orleans December 1.

Deepest sympathies are extended GEORGE D. KEYES, agent at San Jose, account the passing of his wife, Matilda Keyes, on November 4.

Fresno

Congratulations are in order for RALPH RANDOLPH, Western Pacific's Fresno general agent, who was elected president of the Fresno Transportation Club November 2.

Railroad Lines

An excellent article on the Denver & Rio Grande Western Railroad appears in the November issue of Fortune magazine, accompanied by excellent photographs.

. . .

Twenty-three new diesel-electric road locomotives and two new diesel-electric switchers have increased Missouri Pacific's fleet of diesels to more than 200.

. . .

Since its inauguration one year ago on September 17, 1948, the New York Central's newly equipped Twentieth Century Limited between New York and Chicago has carried 152,000 passengers.

. . .

Southern Railway's The Crescent gets new through stainless-steel sleeping cars of the roomette, double bedroom, and bedroom ensuite type.

. . .

Schedule for Chicago, Milwaukee, St. Paul and Pacific's The Pioneer Limited is shortened 40 minutes between Chicago and Twin Cities.

. . .

Southern Pacific's new fun train Starlight goes into overnight service between San Francisco and Los Angeles on a 10½-hour schedule.

. . .

Both new and completely re-designed sleeping, lounge, and dining cars are going into service on the Pennsylvania Railroad, bringing to 18 the number of new trains placed in operation by that road in eight different services.

. . .

Calls to every continent and to the Cunard liner Queen Elizabeth at sea were among the 5,357 made from New York Central's Twentieth Century Limited radio-telephone between September 17, 1948, and September 7, 1949, while uncounted hundreds were received.

. . .

Southern Pacific's Sunset Limited is now diesel-powered all the way.

. . .

Complete modernization of Great Northern's passenger services between Chicago and Seattle, and dieselization of most of their trains west and south of Havre, Mont., by end of 1951 reported by President Gavin.