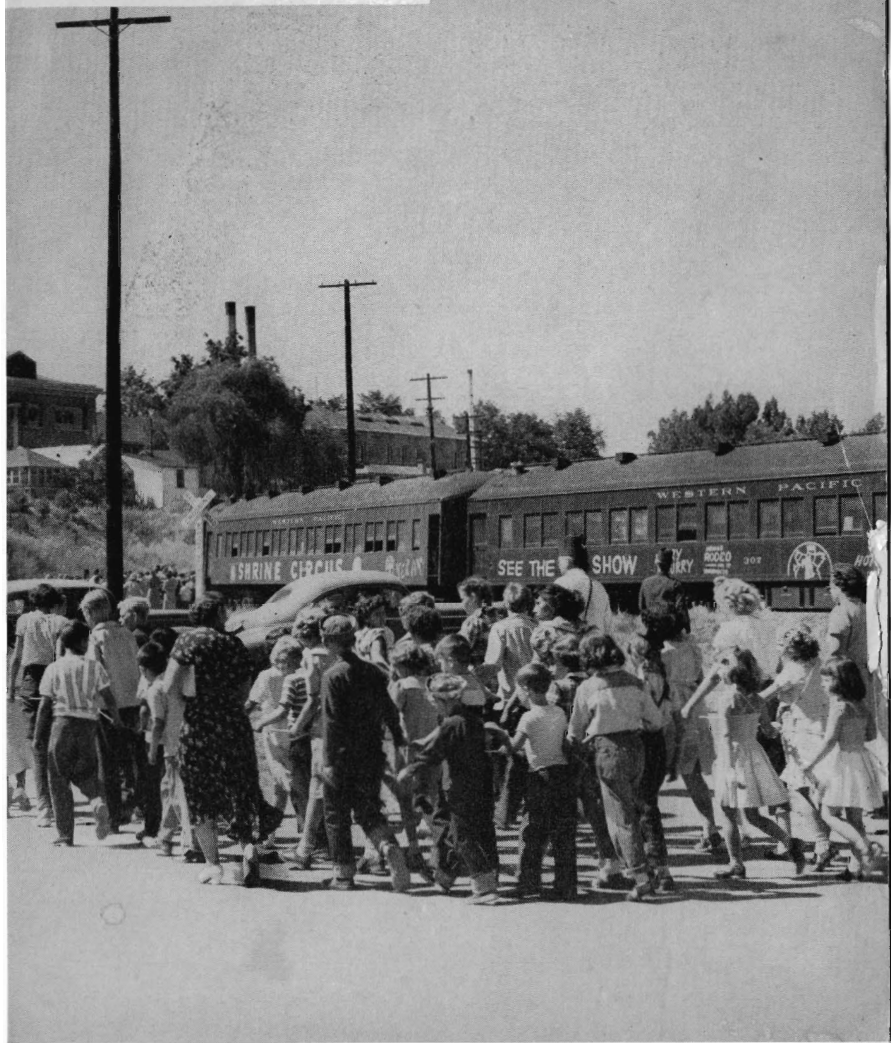


WESTERN PACIFIC
Mileposts
SEPTEMBER 1949



WESTERN PACIFIC Mileposts



Vol. I

SEPTEMBER, 1949

No. 2

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Cover: Hanging on to ropes the kids leave the special on the University of Nevada campus bound for the big show.

1000 Kids on a WP Train!

August 18 was just another day to most people, but not to the kids of Nevada. Why? Because August 18 was circus day in Reno, and to kids a circus means: "Get there!"

To Western Pacific, circus day might seem just another day, too, but when a thousand kids want to go 356 miles to the "greatest show on earth," a train is the only means to get 'em there! . . . even when it means borrowing four coaches from your friendly competitor (thank you, Union Pacific!) and offering a nominal rate of one dollar per kid.

It was the Kerak Shrine Temple of Reno who put circus, kids and train together. The boys with the fezzes arranged for the circus and then got together with the boys with the coaches, and the kids went to the show under the "big top," everything free for the youngsters and paid by the Shriners, even the nominal fare of \$1 which, under I.C.C. regulations, W.P. had to charge.

It was still pitch dark when the gang boarded the WP 18-car special that Thursday morning at Elko. Other gangs climbed aboard at stations all the way to Gerlach. By that

time the 15 coaches were full, the cars were properly chalked on the outside with hundreds of pictures, names, characters, etc., all appropriate to the occasion, and the WP employees and Shriners who came along were as busy as one-armed paper hangers in an apiary, preparing lunches, soda pop, milk, etc., in the two baggage cars. The drinks were chilled in huge cattle watering troughs piled high with ice. And did those kids eat—2,000 box lunches, 270 cases of soda pop, 1,000 milk nickels, and 2,000 bottles of milk. And, on the way home, WP presented Raymond Jayo of Elko with a cake complete with six candles in honor of his birthday. What happened to the cake? . . . it vanished—like the clown's punctured balloon!

MELTING POT

The kids represented nearly every race, color and creed, including 25 boys and girls from the Western Shoshone Indian Reservation at Owyhee, Nevada, about 100 miles north of Elko. Included in the gang also were two sets of twins, Sandra and Sharon Lane, of Starr Valley, and Bobby and Betty Jones of Wells.





If you don't think kids have huge appetites, ask the crew of Shriners who were kept busy serving box lunches and cold drinks on demand.

Also along were Loleta Clausen and Patty Campbell of Winnemucca, and Diane Ivie Cook of Elko, kids who just recently returned to their homes from the Shriners' Hospital in San Francisco.

After the special had pulled into the University of Nevada campus spur and the kids had gathered up their gear, they were paraded off to Mackay Stadium for the big show, each group holding on to a rope to keep them together. At this time, C. L. Droit, C. C. Duck, Bert Hazlett, G. H. Kneiss, Jason Lynch, J. F. McElroy, William Parry and J. G. Wheeler, railroad employees along to assist with the maneuvers, had time to sit down for a few minutes and relax—but not for long. The kids were coming back and there was work to do.

But, while the westbound trip was just as lively as you can imagine

968 circus-bound kids would be, the return trip home was so quiet it was startling. Not even the flash bulbs used by photographers aboard the train aroused the kids, because when kids have thoroughly enjoyed a long and exciting day they really sleep. Yes, they were all through. The long ride—356 miles each way for some—the busy day at the circus, and the excitement of riding on a real train, were now just dreams. Three hundred and sixty-eight of the kids had never before seen a circus; 451 had never before been on a train. No doubt they are still dreaming of that most important day of their lives.

To the Kerak Shrine Temple of Reno it was just another opportunity to do something mighty nice for a lot of kids—kids who don't often get a chance for such a day. To Western Pacific—another milepost toward getting people where they want to go whenever they want to do it, plus carloads of satisfaction in helping to make a thousand kids happy.

Rip Van Winkle had nothing on these kids.



SPECIAL AGENT

He wears plain clothes and looks like anyone else, but under his coat is a star and under his hat a brain that moves swiftly and eyes that see more than the average man. He is the Special Agent.

At Western Pacific it is the special agent who protects passengers, freight, baggage and the railroad itself. It is he who has cut railroad robbery to a minimum and who keeps the railroad's right of way a safe place for all who belong there.

Prior to 1935 the positions of claim agent and special agent were separate, as is still the case on most railroads, but it was found that the two positions could be combined with increased efficiency. WP's special agents therefore investigate and handle all accidents and claims, involving personal injury, auto crossing accidents, fires, and other property damages.

The department consists of 40 employees, twelve of whom hold supervisory and investigating positions, three are office personnel, and the other 25 are patrolmen assigned to guarding warehouses, shops, yards, wharves and docks. They "protect the railroad against carelessness, negligence, malicious mischief, and fire, and watch freight, express, baggage and mail traffic to keep it from loss due to theft."

In the 1920's and early 1930's pilfering gangs and individual petty thieves who robbed freight cargo were numerous. One trick was to

hide at night on top of a train and, during stops, to break into box cars and steal their contents. They don't get away with it anymore, thanks to the Special Agents and the Carlin Act which makes stealing or breaking of cargo seals a Federal offense.

Chief Special Agent and Claim Agent Arthur D. Thatcher, former Colton, California, police sergeant, has been with WP since 1927, and Assistant Chief Special Agent and Claim Agent William Boebert has nearly 15 years of service with the company. Four special agents, Henry P. Donnelly, S. F.; John C. Sterner, Sacramento; Elwin L. McCann, Keddie, and Elmer H. Carleton, Elko; and six assistant special agents, William H. Bergman and Robert F. Stenovich, Oakland; Clarence C. Cox and Leonard P. Radcliff, Sacramento; Andrew T. Stevenson, Portola, and Thano Kalis, Elko, also act as division claim agents. All are police officers vested by law with powers they must exercise with great prudence. They have to their credit, like many railroad special agent departments throughout the U.S.A., a record of almost 100 per cent conviction in all cases of arrest. The reason is—thorough investigation before arrest and the cooperation of local, state and federal agencies.

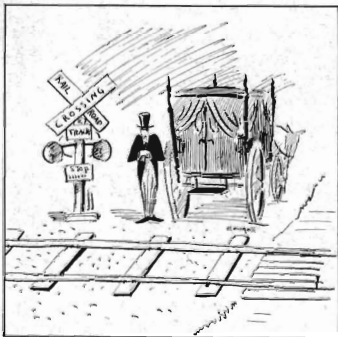
Taking care of the paper work are Mrs. Alma Schroeder, chief clerk; Mrs. Martha Levy and Mrs. Dorothy Lee, secretaries.

Don't Be HALF Safe!

Measuring the results of our efforts in preventing accidents is difficult, and crediting improvements in our record to any particular policy or method is even more difficult.

We have records of the accidents that happen, but of course accidents that are prevented never make news. So whatever our achievements, they never seem spectacular. However, the accident ratio on our railroads has gone progressively downward since our Safety First Programs were begun, and except for a few war years we can be assured that our efforts have conserved our own life and limb as well as that of our patrons.

Some safety rules have been formulated by Locals Nos. 66 and 66-A of the Operating Engineers, A. F. of L., in Pittsburgh, Pa., which are helping their membership, as they are enforcing them strictly.

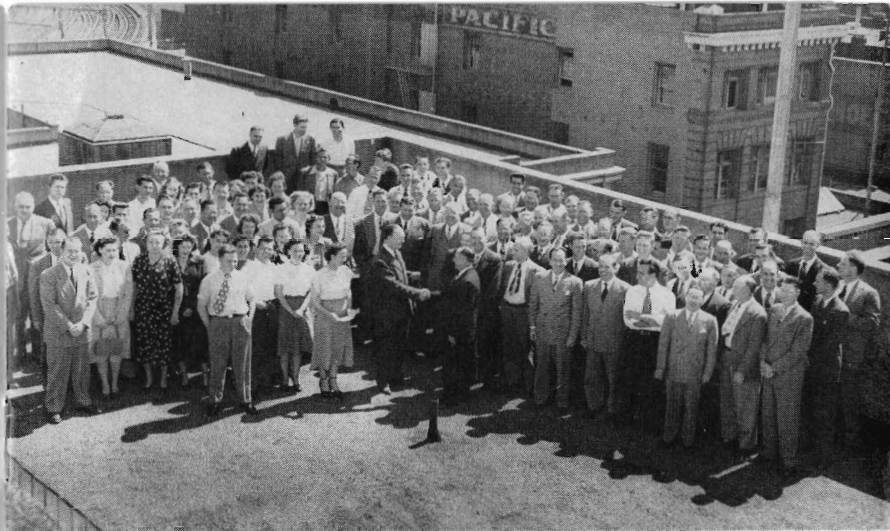


Two of these rules are: "Remember, you cannot restore a lost life, limb or eye" and "Always be alert. Protect your fellow workman and yourself. Remember only one accident in five is caused by mechanical failure; four out of every five are caused by human failure—the failure to recognize danger and do something about it."

These rules emphasize individual responsibility. The success of every program depends upon the relationship of those engaged in it. The relationship necessary for success in accident prevention is one in which each employee recognizes his personal responsibility to prevent accidents and their resultant tragedies.

Some of the departments on the Western Pacific have developed this sense of individual responsibility and are making a splendid showing. In others, particularly in transportation on the Western Division, our ratio is entirely too high by whatever standards it is measured.

For the first six months we had 11.57 reportable injuries for each mission man hours worked. Homer Bryan, assistant to the general manager, states: "I shall never believe that we are doing as well as we are capable of doing as long as that ratio is above six." As this is written, we have not had an employee killed on duty during the year. For that we can be supremely grateful, but as long as accidents happen the fatality potential hangs over us.



Tip-Card Winners

Six diligent employees who, since August 15, 1948, have been scouting up freight and passenger business for Western Pacific's Tip-Card Contest—the second since World War II—were presented with cash awards for their efforts. This year separate contests were held for the eastern and western divisions and awards of \$50, \$25 and \$15 were given to the three winners in each division.

Western Division winners received their awards at a special

meeting of the Western Pacific Club and presentations were made by Henry E. Poulterer, vice-president traffic, before a large gathering of employees at the general office in San Francisco.

Eastern Division winners will receive their awards at Elko at a date to be announced soon.

"Tip-Cards help build both freight and passenger traffic," Mr. Poulterer said, "and WP employees, through these tips, are helping both the railroad and themselves."

The winners were:

WESTERN DIVISION			
James B. Dillon	Agent	Oakland	\$50
Boyd C. Sells	Secretary	S. F.	\$25
Harry J. Sutherland	Tax Commissioner	S. F.	\$15
EASTERN DIVISION			
William H. Graham	Agent	Warner	\$50
Oscar M. Long	Brakeman	Winnemucca	\$20*
William J. Ferguson	Car Foreman	Portola	\$20*

* Tie.

WP WILL REMEMBER....

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

Now retired under WP's Retirement Plan are:

Henry B. Drew, carman at Sacramento.

William J. O'Neill, superintendent motive power, Sacramento.

Fred A. Carpenter, car cleaner, Oakland.

Charles J. Feeley, carman, San Jose.

George Dimaggio, carman, Sacramento.

Percy H. Emerson, transportation inspector, San Francisco.

James N. Koseris, carman, Winnemucca.

Gus Borgeson, extra gang laborer.

Rollo A. Hollenbeck, chief engineer, S.N., Sacramento.

Charles F. Craig, assistant to general manager, San Francisco.

Frederick C. Willig, pumper, Jungo.

Michele Roberti, section foreman, Stockton.

Amus B. Huckabay, brakeman, Stockton.

Harold L. Johnston, telegrapher, Stockton.

George J. Mautz, switchman, Oakland.

John B. Devincenzi, marine bargeman, Oakland.

Adolph G. Becker, engr., Oakland.

Harry McDonald, pumper, Oakland.

Charles B. Carson, engineer, Oakland.

Clarence H. Booth, train dispatcher, Modesto.

Jesus Soltero, laborer, Hatch Station.

Arthur James Decker, ticket clerk, Stockton.

John E. Jameson, bargeman, Oakland.

William Sauer, conductor, San Jose.

Phelan E. Cronan, engineer, Oakland.

Harry D. Midkiff, brakeman, E. Division.

Frank L. Faust, water service foreman, Wendover.

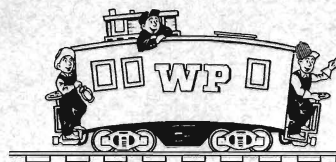
James W. Barnard, car distributor, Elko.

Lee Roy Stokes, tie inspector, Keddie.

William H. Ptomey, engineer, Sacramento.

Margaret Warner, Pass Bureau, San Francisco.

George W. Whybark, agent, Oakland.



Caboosing

Sacramento

HY O'RULLIAN is back to the front office at Sacramento Shops again, but this time in the capacity of Chief Clerk. He is such a familiar figure in that office that not much of a "flurry" has been caused by his appointment.

Mechanical Engineer BILL WOLVERTON and Timekeeper BUD KIMBALL are proud fathers. . . Wolverton's is a daughter and has been named Elizabeth Jane; Kimball's is a son, to be named Steven Edward.

WP Amusement Club members are patting the Softball Team players on the back for stepping to the head of the class and winning the Championship.

R. F. CARTER is the new Electrical Supervisor and at long last has his family with him. After playing the role of bachelor for two months he was plenty much on time to meet the plane at San Francisco that brought his wife and daughter.

The new steno-clerk working in E. T. Cuyler's office is VINCENT MACMILLAN.

NOREEN JOHNSON, steno to Master Mechanic Morris, is back at work after a brief illness.

PATTY SULLIVAN, now Mrs. Medlock, is commuting daily from Davis to continue her duties as steno-clerk at WP.

Vacations have just ended for JIM BOWEN, JIM QUICK, JOHN BINGHAM, MARY MCKINNON and MAE TOOMEY.

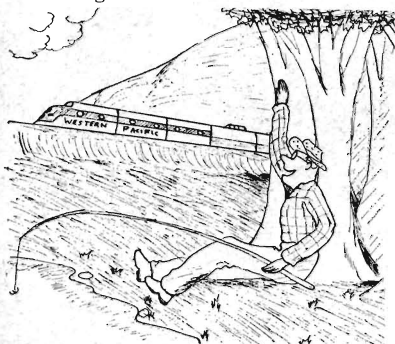
CHARLES JERAULD is appointed Secretary to Mr. Gleason, Superintendent of Motive Power.

More than 300 WP employees and their families from Sacramento attended the annual WP picnic sponsored by the Amusement Club. The event was held September 11 in Elk Grove, 15 miles south of Sacramento.

Prize money totaling nearly \$100 was awarded to winners of more than a dozen contests and other activities which included a softball game. Free refreshments were served. The committee handling the affair included JAMES R. QUICK, BOB CUNHA, AL STADLER, PAUL SCHULTZE, ERIC BORG, GEORGE NAPOLI, TRUMAN FASSETT, HY O'RULLIAN, C. C. BENNETT, JAMES MUSILLANI, HENRY LEO, KEN GULL, E. L. TOMLINSON and W. H. MITCHELL.

Store Department

Inventory over — vacation over. GLADYS MORTON spent a week of her vacation in Santa Cruz, as did EUGENE LARGAMASINO, while ROY FALQUIST was touring the north coast. MARTIN COUGHLAN spent a few days at the Fair and cruised about the country. CHARLES MARCHAND was at Russian River for a week, like-



Artist: Curtis Tucker



Western Pacific's assistant general passenger agent in New York City, Col. John C. Nolan, and Mrs. Nolan aboard the Canadian National Steamship's liner Lady Rodney as they sailed from Boston on a cruise north along the New England coast and up the St. Lawrence River to Montreal.

—Canadian National Steamship photo. Courtesy W. C. Mittelberg.

wise AL MADAN, who also took in the horse races at the State Fair.

BRUCE (Never Me) STILLWELL finally did it. The bride was June Louise Lucas, and the ceremony took place at the Trinity Episcopal Church September 10, with a reception at the Tuesday Clubhouse on L Street.

SARGEANT and MRS. CHARLES H. MERRITT, JR. (Helen Paul, stenographer), are the proud parents of a baby boy, Charles Harry Merritt, III.

San Francisco

Movies of WP's CTC operations were shown before the monthly staff meeting of the auditor's office September 6th, arranged for by HAL HEAGNEY, secretary for the group, and FRED A. TEGLER and JOHN W.

GAVEY, signal department, acted as narrator and operator.

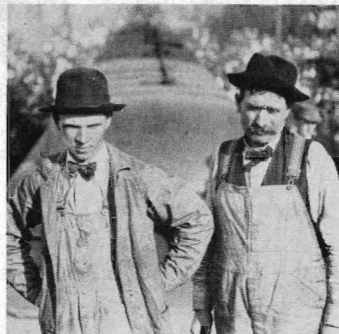
CHARLES VINCENT, supervisor duplicating bureau, and BILL FISCHER, building engineer, both have new outboard motors — savings won in the lunch-hour pinochle games, no doubt. The fish in the San Joaquin River will have some good stories to tell now!

MRS. GERTRUDE SHOUT, secretary to purchasing agent, vacationed at Carmel and points south. . . . MISS BLANCHE DEWEY, chief solicitation bureau, vacationed at Canada's Lake Louise. . . . MRS. EDNA MCCLURE, chief clerk law department, traveled with daughter Lynn to New Orleans, Miami and Havana.

ALEX TOPORNIN, AF&PA, married Olga (Koostov) in San Francisco August 28. . . . PAT MOORE, AF&PA, announced her engagement to William Johnston the same day. . . . JACK and CAROLYN OAKLEY celebrated their 25th anniversary in July . . . while JIM and HELEN MILLS celebrated their second. Both are AF&PA men.

FRANK R. WOOLFORD, chief engineer, is representative on the Engineering Committee of the AAR Zone 10 Committee on Waterways Projects. . . . Assistant Traffic Agent CHARLES H. MYERS, San Jose, has been named deputy district governor by Lions International, taking office on August 1.

On his twenty-eighth wedding anniversary, BILL RACINE, Chief Clerk, presented his wife, Margaret, a canary-yellow Studebaker Champion.



Engineer Mike Boyle and Fireman Carl Titmann on top of engine 92's oil tank after they pulled the first passenger train in to 3rd and Washington Streets depot, Oakland, August 22, 1910. Mr. Boyle was granted a leave of absence April 20, 1925, account of sickness and died in 1927. No information is available concerning Fireman Carl Titmann.

Another wedding anniversary celebrant is GEORGE WELSH, chief clerk, and his wife, Dorothy; their twelfth.

"JIMMY" (J. B.) CURREY, secretary to vice-president, traffic, began a one-year leave of absence July 1 because of illness in his family. Employees of the traffic department presented him gifts. . . .

ROBERT D. TOWLE, recent graduate of the University of Colorado, steps into the position of secretary to Mr. Poulterer in Currey's place. . . .

HAROLD DIRKS, secretary to W. T. Richards, Supt., M. W. & S., does a good acting job in Shakespeare's "Twelfth Night" after office hours.

A. W. CARLSON, bridge engineer, is a "proud papa." His new son's name is Richard James Carlson,

Up the Ladder

The following appointments have been announced:

R. F. Carter, new to WP after service with the Corn Products Refining Corp. and Electro-Motive Division of General Motors, made general electrical supervisor, vice A. V. Norberg, who resigned to enter private business as a consulting engineer. . . . H. A. O'Rullian, chief clerk to superintendent of motive power E. E. Gleason at Sacramento Shops. . . . W. A. Tussey, assistant supervisor of labor relations, now working at general office with Henry R. Fegley. . . . Logan Paine, secretary of Oakland Terminal Railway and Alameda Belt Line, vice Mrs. Harriet P. Tyler, resigned, while Sidney Henriksen takes over duties of assistant secretary for the two affiliated companies. . . . W. W. Dickman, superintendent of Alameda Belt Line, vice L. L. Davis, retired after 44 years of loyal service. . . . M. M. Christy, assistant to general auditor in charge of accounting procedure and methods. . . . L. D. Michelson, auditor of payroll accounts. . . . E. F. DeMotte, assistant to general auditor in charge of insurance.

W. G. LEVY, auditor of freight and passenger accounts, announced the appointment to chief clerk the following men: HAROLD HEAGNEY, ARTHUR PETERSON, LEE L. BROWN, GEORGE WELSH, L. POTTER, JOHN SANDSTROM, and LEONARD AVERY.

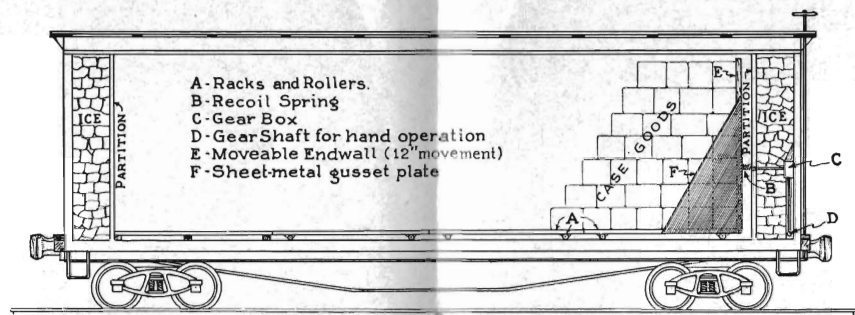
after Richard Gloster, engineer, and James Grace, retired Industrial Agent.

Glass Rides The Cushions

The shipment of wine, peanut butter, boneless chicken, clorox, and other products packed in glass containers has been an acute problem for railroads. During 1948, the Association of American Railroads' figures on claims paid on carloads of liquors, including beer, wine, whisky, etc., amounted to \$4,200,000, averaging \$18.79 per car loaded during the year. The invention of a shipping device put into service in May two years ago, however, began to end the jinx whenever it was used.

Called the Prati device, the inventor is Mr. Enrico Prati, vice-president of Italian Swiss Colony. Several years ago he became concerned with the amount of damage in the carloads of wine loaded at his Asti, California, winery. As a result he created a special loading device that can be built in standard AAR boxes or refrigerator cars. Of simple construction, it consists of racks in four sections, mounted on wheels, with each section constructed to interlace when the floor unit is rolled. The floor section in the "A" end (see diagram) of the car has a steel end wall bolted to it approximately 20 inches from the end wall of the car.

Two gear boxes are mounted with threaded shafts and re-coil springs which can be hand operated from the outside of the car. A special



wrench is applied to compress the load in quarter sections, eliminating all space between cases. The result is complete prevention of the shifting and rubbing of cartons that previously caused heavy breakage.

GOOD RECORD

Since its inauguration this car has made thirty transcontinental trips loaded with all types of cased goods, the major part of them packed in fibre boxed glass containers. The remarkable record made by this car is outstanding since there has never been a claim filed against the carrier on any one load the car has handled.

Western Pacific has carried seven loads in the car with extremely satisfactory results, according to Mr. Leo. F. Delventhal, transportation inspector. On October 8, 1948, a shipment of 1,547 cases of tomato paste weighing 75,803 pounds routed over WP was shipped in the Prati car. An impact recorder registered 15 excessive impacts, four at 12 miles per hour. Upon unloading the

car, all cases were found to be in perfect condition. The most severe jolt had little effect on the tightly compressed load.

Other outstanding reports are as follows:

October, 1947, 1,215 cases of wine, California to east coast; no bottles broken.

June, 1948, 1,983 cases of peanut butter, glass containers, Chicago to San Francisco; no breakage.

November, 1948, 1,043 cases of oil, Ridgefield, N. J., to New York, with impact recorder registering 26 excessive impacts; only two pints broken.

All shipments have been recorded in detail and the loads witnessed by a number of competent railroad inspectors and officials. Shippers are highly enthusiastic about this method of loading. Their letters indicate that the Prati device is proving its worth. Many shipments are being booked by Mr. Delventhal over Western Pacific rails in the special test car.

Attention Movie Fans

Western Pacific has available for clubs, schools, employee groups, social gatherings and others, two 16-mm. moving pictures, both in sound and color.

"Wheels a'Rollin'" is a picture of the fast moving Railroad Pageant—a history of railroading—taken at last year's Chicago Railroad Fair, is highly entertaining and informative, and is popular with both young and old. The film runs for approximately 40 minutes.

"You and Your Railroads" is an excellent picture of American railroads and brings to your mind the important part railroads take in bringing so closely together these United States and their effect on your daily life. This film runs for approximately 20 minutes.

Booking may be arranged for either or both films by contacting Western Pacific's Public Relations Department, San Francisco.

The Railroad Hour

Beginning Monday, October 3, the operettas and musical comedies presented on The Railroad Hour, starring Gordon MacRae and top-flight guests of the films, stage, and opera, will be heard each Monday evening on the *National Broadcasting Company network*.

Sponsored by the Association of American Railroads, in its first year on the air, The Railroad Hour quickly established itself as one of the top-rated programs of its kind.

OUR FORTY-HOUR WEEK

The following commercial message was introduced on the railroad's 49th radio program broadcast from Hollywood on September 3, 1949:

Last Thursday (September 1) two important things took place in the railroad industry. One of these was the putting into effect of the new freight rate increase recently authorized by the Interstate Commerce Commission. The other was the beginning of the 40-hour week with 48 hours' pay for approximately one million non-operating employees.

It has been estimated by the Interstate Commerce Commission that the freight rate increase will produce for the railroads about 293 million dollars a year. On the other hand, the 40-hour week for non-operating employees will cost the railroads approximately 450 million dollars annually, according to estimates of the President's Emergency Board which recommended the shorter work week. In other words, all the revenues which the railroads expect to receive from the new

freight rates will not even meet the additional costs of the 40-hour week. They will cover only 65 per cent of the new expense.

The railroads are going to try to find ways to take care of the difference. This is not going to be easy, because railroad earnings, by any fair standard of measurement, are now inadequate. At the present time the railroads are earning less than three per cent on their investment, and this is far from the six per cent they need and should have in order to be financially and physically sound.

These facts should be kept in mind whenever you hear or read anything about the new railroad freight rates. You might also keep in mind that railroad freight rates since 1939 have increased only about half as much as the prices of goods generally. They have also gone up only about half as much as the wage rates, payroll taxes and prices of fuel, materials and supplies which the railroads must pay.

Almost any way you look at it, railroad transportation charges are a relatively lesser factor in the cost of the things you buy than they were before the war. No other industry has done more to help keep prices down than have the railroads.

NO CAUSE FOR ALARM*

"The amount of sleep the average person needs is about ten minutes more." — *Pacific Telephone Magazine*.



. . . . PAPA'S NEW "DAY OFF"!

Have you stopped to consider that Mr. Railroader himself, as well as the railroad industry, is going to have problems because of the 40-hour week which he is now enjoying? Probably not. That two days off in a row looked pretty good, and it *would be good* if it were not for one little thing Mr. Railroader overlooked. *Mrs. Railroader!*

Yes, gone are the good old days when Saturday, which after all wasn't like Monday at the job, meant a comfortable ride to work without hundreds of other commuters taking your favorite seat, a nice quiet lunch without having to spend those few precious lunch-hour minutes standing on one foot and then the other in line trying to get service from the blonde behind the counter, or maybe a chance for a couple of beers with the boys after work, and then home with nothing else to look forward to but Sunday—a day of rest! No, Mr. Railroader forgot all about Mrs. Railroader and, lo and behold, come Saturday morning what happens?

According to Cliff Rushmer, engineering department; Axel Rintala, assistant treasurer; Ken Lewis, president's office; Pete Citron, traffic department; Tony Quill, transportation department, and numerous other employees throughout the WP system, who are now enjoying (?) that extra day at home, there are floors to be scrubbed, shopping to do, must help with the wash (always done on Monday b.S.1*), watch the

baby—or babies, as the case may be—wash the old jalopie, and thousands of other surprising tasks that never before appeared on the quiet household scene. "Henry, I don't see why you haven't watered the garden lately"; "John, why don't you paint the porch furniture?"—other bothersome things that a man would never think of, never—are broached by Mrs. Railroader.

Yes, the world advances—but not without cost. Again it has been proven—you don't get something for nothing!

* (b.S.1—before September 1st.)

Service Pins

Since the initial presentations were made in March, 1946, more than 2,155 employees have received Western Pacific service pins. To date fourteen 40-year and 137 35-year pins have been presented by the company.

After 10 years' service with the company you may obtain your first 14-carat gold pin, embossed with the figure 10, by notifying your supervisor. After 15 years' service you may exchange your 10-year pin for a 15-year pin, which in turn is exchanged for a 20-year pin after 20 years' service.

Make your request today if you are eligible to receive your new pin.



Reading left to right: Gilbert Kneiss, assistant to president, assists Leonard Tomasso (holding engraved silver spike maul) to the microphone on the stage of "Wheels A'Rollin'," while Dorothy Lee, vice-president WP Club; Henry Poulterer, vice-president traffic, and Major Lenox Lohr, president, Chicago Railroad Fair, look on. This was a momentous occasion for 70-year-old Tomasso, who drove the last WP spike back in 1909.

Rail Fair to Close Forever

In answer to inquiries from all over the country about the possibility of the Chicago Railroad Fair continuing another year, Major Lenox R. Lohr, president of the lakefront exposition, announced recently that it will close forever October 2.

The many historical trains, automobiles, and horse-drawn vehicles, some dating back to the 1820's, which appear in the "Wheels a'Rollin'" pageant, or are displayed on the Fairgrounds, will be returned to museums and storehouses throughout the nation, probably never to be assembled in one place again.

OUR DAY AT THE FAIR

Western Pacific Day at the Chicago Railroad Fair, September 9th, was marked by a repeat of the opening day event which Mrs. Helen Geraghty, director of "Wheels A'Rollin'," described as "the most dramatic moment of the season"—the appearance on stage in the show of the California Zephyr. This time there was an added feature . . . but let's go back to the pageant stage as the narrator announced it:

"This is Western Pacific Day. The Western Pacific Railroad is celebrating its fortieth birthday with a Ruby Jubilee which begins here and now with the arrival direct from San Francisco, through the Feather River Canyon of the high Sierras, racing across the broad desert and over the Rocky Mountains and on through the fertile prairies to Chicago and our Pageant Stage, the California Zephyr!" . . . (pause) . . . "There was no time for ceremony or celebration forty years ago when the rails laid eastward from San Francisco Bay met those coming west on a bridge in the Feather River Canyon. No decorated engines met head to head; there was no gold spike. Leonard Tomasso, the track foreman, hammered in a plain iron spike just like the rest and that's all there was to it. Mr. Tomasso has come here on the California Zephyr today to be honored for driving the last spike on the Western Pacific Railroad."

During this narration the silver

train, sparkling under the varicolored stage lighting, had rolled in, a car door was opened at the center and Mr. Tomasso, with Dorothy Lee, vice-president of the WP Employees' Club, and Mr. Henry Poulterer, vice-president in charge of traffic, stepped down. They were welcomed by Major Lenox R. Lohr, president of the Chicago Railroad Fair, and introduced by Gilbert H. Kneiss, assistant to president, after which Mrs. Lee made the presentation to Mr. Tomasso of an engraved silver spike maul in recognition of the historic part he played in driving the last spike on the last transcontinental railroad. The little ceremony was very well received by the near capacity audience, and there was long applause.

En route to the Fair some of Western Pacific's principal shippers were entertained with cocktails and dinner on the California Zephyr. When the train arrived inside the Fair, the party transferred to the business car on the Deadwood Central and rode to the WP Exhibit, where they were treated to a hair-raising ride on our San Francisco cable car. In the meantime employees of the Chicago office enjoyed a dinner party at the Harbor View Restaurant at the Fair and both groups joined to witness the 9 o'clock pageant and the events above described.

Western Pacific Day at the Chicago Railroad Fair will long be remembered.

Novelist in Our Midst

Although his first books were published in London, Jack Sheridan, AF&PA employee at San Francisco, is fast becoming recognized in America as one of the nation's blooming novelists. "... he is a born novelist," one critic wrote, and another: "Jack Sheridan achieves the avowed aim of every major novelist, to produce a convincing work of art..."

Mr. Sheridan returned to Western Pacific in September from a six weeks' leave of absence. He was one of 50 young American writers invited to attend a special conference at Marborough College in Vermont, on the basis of his writing ability.

Sheridan, like many authors, works through an agent who first offered his books in England, which is the reason three of them have been printed there. Negotiations are now under way to publish the books in the United States.

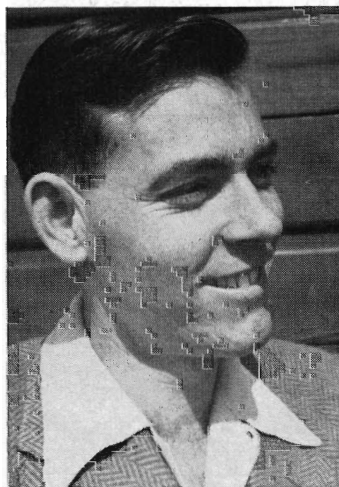
The first of Sheridan's books, *They Never Had It So Good*, is a narrative history of the 350th Bombardment Squadron, 100th Bombardment Group, USAAF, in which he was a squadron sergeant major stationed in England for two and one-half years.

This book, privately printed, was released in San Francisco in 1946.

His next achievement was *Mischievous Done*, printed in London in September, 1948, a psychological study of a woman's disintegration.

In July of this year his first long novel was published. Title of the book is *Mamie Brandon. Ripple Mark*, his latest, will be released in London next spring. This book is the story of a ruthless woman in the days of the orange industry in California. Prior to the war Sheridan attended Burlingame schools, including San Mateo Junior College, where he was the editor of the college paper. After college he did editorial work for the *Belmont Courier*, a peninsula weekly.

The young author's first autograph party was held in Burlingame on September 15th. Many Western Pacific employees attended.



MILEPOSTS

Switcher Goes Hollywood

It hasn't been received as yet, but WP's diesel switcher No. 555 recently earned a Hollywood "Oscar" for valiant service in motion picture production.

Jerry Fairbanks' movie organization came to San Jose from Hollywood in August to film a color motion picture of fruit cocktail packing operations at the extensive Barron-Gray Packing Co. plant, a division of Hawaiian Pineapple Co. The 555 was called on to pinch hit in the role of an emergency power source for the enormous lights required to shoot the picture, a load too great for the packing plant's wiring.

But it wasn't just that easy. According to R. F. Carter, general electrical supervisor, it was necessary that a constant, accurate 110 DC voltage be available at all times to prevent damage to the costly battery of spot and flood lights. This the 555 could do and did, after some electrical adjustments had been made and the engine spotted on a siding adjacent to the plant. Under the constant attention of Robert McIlveen, road foreman of engines, and Ralph Dow, electrician, who expertly adjusted the throttle of the locomotive in response to rapidly changing electrical power requirements, the filming proceeded without a break, and the entire picture crew complimented the railroaders highly for an exceedingly splendid job.

The movie will be ready for showing in November.

MILEPOSTS

In Memoriam

William J. Olson, retired pumper of the Water Service Department at Elko, Nevada, passed away on August 30, 1949. He entered Western Pacific service in May, 1918, terminating his work on April 29, 1940. He is survived by his daughter, Mrs. Vianna Taylor of Long Beach, Calif.

Mrs. T. J. Wyche, mother of Philip L. Wyche, executive assistant to the president, and wife of the late Thomas J. Wyche, WP's first chief engineer, passed away on August 5, 1949. Her husband became the first chief engineer when the line opened in 1910, having worked on construction of the line between 1906 and 1910. A graduate of a Tennessee University, he began his career in the pioneer days of the Union Pacific.

ICC Man Retires

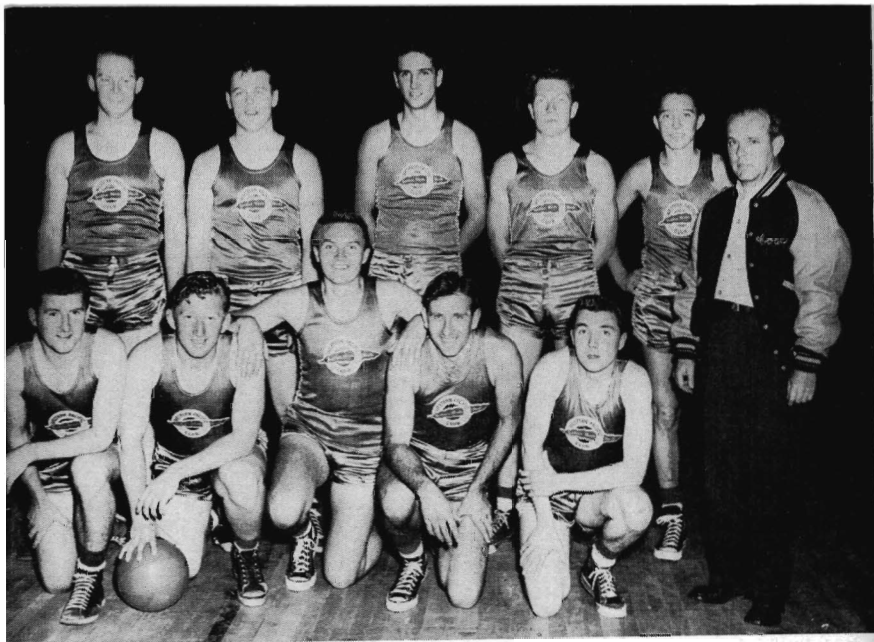
Howard C. Miller, examiner in charge, ICC Bureau of Valuation, retired September 1 after 35 years' service.

His last assignment was with Western Pacific.

Miller may be reached at Box 544½, Route 1, Los Altos, but eventually plans to retire to a farm.

WATCH FOR IT!

You'll hear the thunder of 4,000 Diesel horses in the Feather River Canyon and see the glint of desert stars puddled on stainless steel as you rocket eastward on the California Zephyr, in an article by Gilbert A. Lathrop, Western Pacific switchman, to appear in the November issue of *Railroad Magazine*.



Back row, left to right: Ahlgrim, Mills, Gerstner, Whities, Ditty. Front: Dullea, Dunkley, Connell, Mariani, Jackson, Coach Suseoff.

• SPORTS •

Sacramento

Six teams of WP employees will vie for prize money totaling more than \$400 in the Western Pacific Bowling League in Sacramento which got under way September 20.

A split schedule was established and first place teams in each half will receive handsome prizes. Cash prizes will also be awarded to second and third place teams. Awards will be given to individuals with high game and high series when the

league ends. All contestants bowling games of 200 or better will become members of the league's "200 Club" and will automatically receive awards of \$1 each.

At a business meeting held earlier this summer, the league voted H. A. (Hy) O'Rullian, president, and R. L. Kimball, secretary.

* * *

Championship softball games are being played in Sacramento's Sun-

set Division, in which WP Athletic Club has been a top contender for the past twenty years, as MILEPOSTS goes to press. See next issue for results.

* * *

San Francisco

WP Club's team got off to a fine start in the San Francisco Industrial Basketball League by defeating the fast Remler Radio quintet 37 to 32 at Kezar Pavilion September 20. Never behind, WP led 21 to 12 at half time. Coach John Suseoff was well pleased with the fine showing the boys made in their first game, and with a couple more games behind them should make a good showing in the league, which includes such teams as Safeway Stores, W. P. Fuller, Standard Oil and others. "While some of the team had a little trouble finding the basket," said Suseoff, "the floor work was good, and fine team work was evident in working the ball down in the hole for easy set-up shots." High point man for WP was Cliff Gerstner, who led with 14, followed by Dick Connell with 7.

The 40 or 50 WP rooters that turned out for the game were enthusiastic, judging from their spirit, and remarks heard were all favorable, not only for the way the team played but for the snappy new uniforms they wore. Kelly green viking twill, they clearly show off the WP emblem in red, white and gold. Bob Ahlgrim and Jack Ditty claim the uniforms make for easy pass work and spotting their receivers on the floor.

Jim Mills reports all his season tickets have been sold, but anyone interested may secure one by calling Mills on Local 497. Single game admission at the gate is 50 cents. Future games will be announced.

The team roster includes:

John Suseoff, coach—Local Freight Office.
 Dick Connell, guard—Service Bureau.
 Jack Ditty, forward—A.F. & P.A.
 John Dullea, guard—Freight Traffic.
 Reggie Dunkley, forward—Freight Traffic.
 Cliff Gerstner (C.), center—Engineering.
 Norm Jackson, f.g.—Treasurer's Office.
 Dave Mariani, guard—Service Bureau.
 Jim Mills, f.g.—A.F. & P.A.
 Frank Whities, center—Freight Traffic.
 Bob Ahlgrim, f.g.—Treasurer's Office.

NOTICE!

Tuesday, October 11, your WP five take on the Anglo-California Bank team at 8 p.m., which promises to be a thriller. Watch for announcements of this special event night and prepare to be on hand for the fun.

Attention gals! Until you see the team in their fancy "warming up" suits you haven't seen anything! They're terrific! For plenty of excitement follow the crowd out to Kezar Pavilion.

Gerstner scores first WP basket on overhand hook shot.



BOX CARS BELONG ON TRACKS

Traffic losses to highway carriers have annulled many a freight train and wiped many a switch crew from the callboard on the nation's railroads, and our own road is no exception. Thus, operating railroaders, bending every effort toward prompt deliveries lest their jobs be wiped out, too, in further shifts to trucks, were greatly cheered when speaker after speaker at the recent Conference of the Council of State Governments in Davenport, Iowa, stressed the unfair advantages which the highway carriers are enjoying, the havoc they wreak on tax-built roads, and the virtual public subsidies they enjoy.

Samuel C. Haddon, chairman of the Indiana Highway Commission, lined up the switches when he said:

"A greatly augmented and still increasing number of heavy trucks and trailers, operating for long distances at high speeds, are destroying our roads faster than we can find the money to replace them. . . ." "Since a railroad pays taxes in every state in which it operates, is it altogether fair to continue the preferential treatment accorded the interstate hauler in this respect? Many an interstate highway, crossing your state and mine, has been hammered to pieces by foreign trucks that contributed nothing to us for its construction or maintenance by paying either a gasoline tax or a license fee."

Press reaction is becoming increasingly critical of the trucks. Hammond, Ind., *Times*: "Can you imagine what a holler would go up from every taxpayer in the United States if the railroad companies should of a sudden decide to abandon their rails, put heavy-duty tires on their trains, and run them on the public highways? And yet there are box-car size commercial trucks which are using these same highways every night, with no united taxpayer protest at paying the cost; although there is plenty of off-the-record concern for our entire public highway system."

Washington, D. C., *Labor*: "A giant tractor-trailer truck 'jackknives' on a highway near Washington, crushes an automobile, cripples a bus, killing a man and his wife, and injures 32 other persons. Tragedies like this happen all over the country, wherever highway box cars hog the roads."

"The cost is high—in human life and dollars. Illinois, Indiana and other states bitterly complain that highway destruction by trucks is causing an unbearable financial burden in repairs. Isn't it time to do something about it? The roads belong to the people, who pay billions for building and maintaining them. Excessively large, destructive and dangerous trucks have no right on the people's roads."

BUTTON, BUTTON . . . !

Permission was granted by Jack S. McDowell and the San Francisco Call-Bulletin to reprint the following articles from the July 30, 1949, and September 5, 1949, "Memo from Mac" column:

Harry Coleman, the International News Photo chief in these parts, is a character who is part-author, part-historian and part-pixie. The other day, we have reason to believe, he was also part-tavern-car aboard the Western Pacific's super-modern streamliner, the California Zephyr, homebound from Chicago. Mr. Coleman, by sheer chance, happened to be scanning a wine list in one of those sunken garden alcoves of the train when he noticed thereon a little list of men's toiletries that are available for the passengers. Printed right there among the razor blades, shoe laces and shaving cream, was this somewhat startling entry: "Collar buttons, front and rear."

This our Mr. Coleman wanted to see. He rang for the porter. "I would like," he said, "one front and one rear collar button."

"Huh?" the porter demanded. "We got Scotch, we got bourbon, we got gin—"
"Look," Coleman ordered. "It's right here on the list. See? Now please bring me one front and one rear collar button."

The porter disappeared, eyeing the passenger with no little suspicion. Time went on. No collar buttons. Coleman rang again. "My collar buttons," he reminded the unhappy porter. "Remember?"

"Yessir," the porter replied. "But I've been working this San Francisco-Chicago run for 10 years and I've never even SEEN a collar button."

"But, my good man, just look at the list."

More time passed. Finally the porter returned with the conductor. The conductor inspected the list of articles available for the convenience of men passengers. "Hmmm," he hmmm-ed. "If the list says we got 'em, I guess we got 'em. But where?"

More time passed. Finally the porter appeared again. "Sorry, sir," he began. "We couldn't find any front collar buttons, but we found two rears instead. Will that be all right? They're the only collar buttons we got."

Coleman not only took them, but he brought 'em in to us yesterday. "This one," he announced grandly, "is for you."

We thanked him very much because a collar button is just exactly what we needed. Like a sofa in the shower stall!

"And this one," Coleman went on, "I want you to present to the Wells-Fargo people. Tell them to take care of it. Tell them to lock it up in the vault with the golden spike that completed the transcontinental railroad. Because this, without any doubt whatsoever, is the very, very last collar button anyone will ever find on a transcontinental train. Particularly an extra-modern, super-streamlined train!"

We thanked Mr. Coleman again, this time in behalf of the historians, directors, bullion-toters and depositors of Wells-Fargo.

SPORTS

The WP Club scored its second victory September 27 by edging out a strong Standard Oil quintet 43 to 41.

The railroaders got off to an early lead which they held until the last four minutes of play when a series of fast buckets put the oilmen in a one-point lead. With 35 seconds remaining Dave Mariani swished in a 35-foot field goal which put the game on ice for WP. High point man for the WP was Captain Cliff Gerstner with 14, followed by Mariani with 8 points.

Next game is scheduled for Friday, October 7, when WP takes on the Bank of California team, which promises some fast action. Coach Suseoff has scheduled a workout for the boys early that week to keep them in shape.

Railroad Lines

President Truman directs Commerce Department to survey Federal transportation policies with view toward coordination.

. . .

General Motors "Train of Tomorrow" begins Canadian tour.

. . .

Ralph Budd, retiring Burlington president, honored at Chicago Railroad Fair with largest dinner of railway executives ever assembled.

. . .

Class I Railroads installed 1,157 new locomotives during first seven months of 1949, more than any similar period since 1923.

. . .

Southern Pacific's "Lark" first western train to boast "ship-to-shore" telephone service.

. . .

In addition to taxes they pay themselves, railroads *collect* for Uncle Sam over a billion dollars from others.

. . .

Railway & Locomotive Historical Society "fan trip" over Sierra Railroad in California's Mother Lode country October 23rd.

. . .

Central Railroad of New Jersey expected to be out of bankruptcy this year.

. . .

First gas turbine-electric locomotive developed by Alco and G.E. for Union Pacific meets first tests with flying colors.

. . .

Western Pacific has carried more than 82,000 passengers on the California Zephyr during its first six months operation between the west coast and Chicago.

. . .

Railroads move a ton of freight one mile on two ounces of coal, or a tablespoonful of oil if burned in a steam engine, or a teaspoonful of oil if burned in a diesel.

. . .

Class I railroads on May 1 this year had over 1,000 more air-conditioned passenger cars in operation than they had one year ago.