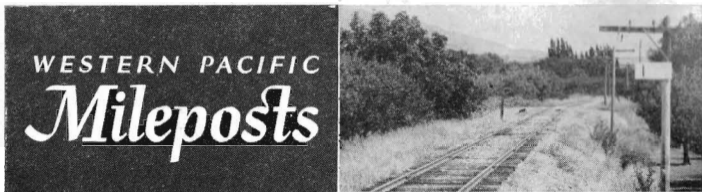


WESTERN PACIFIC
Mileposts
AUGUST 1949





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Department of Public Relations, 526 Mission Street, San Francisco
 Lee Sherwood, Editor • Constance Beeson, Associate Editor

CORRESPONDENTS

Ruth Crane, Sacramento Northern • Hazel Petersen, Oakland
 Frank Lindee, Tidewater Southern • Bill McGrath, Chicago
 Jim Mills, Mrs. Molly Fagan, Rita Connolly, San Francisco

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To Western Pacific Railroaders:

The little magazine you are reading is the first issue of Western Pacific MILEPOSTS. It is your magazine, and we hope you will like its contents and its size. Every effort will be made to cover the entire Western Pacific System, and we earnestly solicit your assistance in gathering news of our road and its employees. The editors will welcome your suggestions and constructive criticisms.

California Zephyr Acceptance

What about public reaction to the California Zephyr? You will be interested in the following actual quotations.

On March 20 of this year our new train, the California Zephyr, went into daily operation between San Francisco - Oakland and Chicago. Since that time it has been given a world of attention by the press, and innumerable remarks and letters have indicated what the riding public really thinks of the new streamliner.

Some of the letters have made suggestions, a few have frowned at the "gadgets" — radios, telephones, heaters, etc.—one or two have come away disgruntled, but the vast majority really enthuse about the California Zephyr. Many comment on the attention and service they get from train personnel. And all like the Vista Domes. But remarks most often heard are about the train itself; the public's enthusiasm has been surprisingly strong as to approval of our new train.

Here are actual quotations taken from letters and the press:

ABOUT THE TRAIN

"I have traveled on every good train in the United States (with the exception of the Super Chief of the Santa Fe) and I can assure you that the California Zephyr is the best train which I have ridden." . . . "The equipment and the smooth operation of the train are worthy of men-

tion from a very critical traveler such as I am." . . . "Liked the California Zephyr so much I had my reservations changed so I could make the return trip by the same route." . . . "Nothing more to be offered on this earth in the way of luxury travel." . . . "We are letting everyone know what a wonderful train the California Zephyr is." . . . "As a newspaper man I have made numerous trips for 50 years on trains, and positively have never experienced anything so magnificent as the Vista Domed California Zephyr." . . .

"There aren't many trains I have missed, and the California Zephyr is the best train I have ever been on." . . . "Train was delightfully cool and the service and food excellent. . . . "The best train operating today." . . . "It was everything they said, and more." . . . "Remarkably comfortable, remarkably courteous, remarkable scenery." . . . "Riding through the Feather River Canyon in the Vista Dome was like riding through fairyland in a roller coaster." . . .

ABOUT THE SERVICE

"Service was all that could be desired." . . . "Particularly want to commend Russell Elster, club car attendant; John D. Verguevedo, club car attendant; Miss Betty Pitschke, Zephyrette, and Zeb Evans, dining car steward." . . . "Much impressed with the excellent service rendered by Harry Hill-



crease." . . . "Food was excellent, but found one of your employees in the snack bar to be impertinent." . . . "We were never treated nicer than we were by your porter, D. Dwyer." . . . "I consider George B. Watson a real credit to your organization; his manner was very warm and friendly." . . . "Porter Albert Buchanan did much to make our journey a comfortable one." . . . "Your gracious Zephyrettes are a credit to any man's railroad." . .

"Conductors, trainmen, Zephyrettes and porters all seemed to go out of their way to be helpful." . . . "Wish to thank E. E. Scott, ticket agent, for arranging such wonderful accommodations." . . . "Bill Cook, dining car steward, was so courteous and helpful he added greatly to the pleasure of the trip." . . .

The new California Zephyr has made a hit, of that there is no doubt. The train is completely filled every trip and wise travelers make reservations well in advance, particularly after once having ridden the Western Pacific train.

Queen Rides Zephyr

Mrs. Richard Greene of Richmond, Calif., was "queen" on KFRC's "Queen for a Day" program recently and won a free ride on the California Zephyr to Glenwood Springs, Colo. She left Oakland June 27. Oh, yes, her husband accompanied her.



SIDETRACKS

Win Apprenticeship Honors

Nine Western Pacific men received apprenticeship certificates at a special Sacramento completion ceremony in June under the State Department of Education Apprenticeship Training program.

They are: Machinists—J. C. Caughey, Jr.; J. E. Laracy, N. V. Surjan. Boilermakers—D. J. Harrington, J. L. Lee. Sheet Metal Workers—E. J. Robinson, N. G. Owens. Carman—R. Kinzel, Jr. Electrician—L. J. Libro.

GLEASON TALK

E. E. Gleason, general superintendent of motive power with headquarters at San Francisco, talked on Management's Interest.

WP Attends Convention

Western Pacific employees joined employees of the Southern Pacific, Santa Fe, Union Pacific and Rio Grande railroads in the 13th annual west coast convention of the Brotherhood of Locomotive Firemen and Enginemen and its auxiliary in a three-day meeting in Oakland.

H. C. Munson, vice-president and general manager of WP, was among those to speak at the convention. Delegates present numbered 500.

Up the Ladder

The following men have received new appointments:

C. D. Fabrin is new manager of Time Service in San Francisco. He succeeds the late Mr. S. A. Pope. . . .

John G. Edwards has been appointed passenger traffic representative in New York City. . . .

M. M. Christy has taken over the duties of auditor of payroll accounts in place of the late Mr. F. A. King, San Francisco. . . .

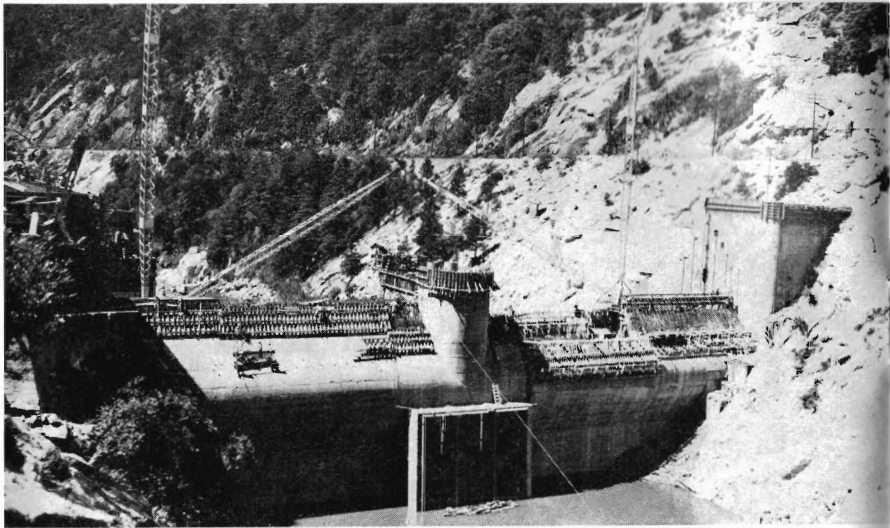
In the legal department the following changes have been made: Charles W. Dooling is now general counsel; Mrs. Harriet P. Tyler, general attorney; E. L. Van Dellen, commerce attorney—with headquarters in San Francisco. . . .

E. T. Cuyler has been appointed assistant superintendent of motive power. His headquarters are in Sacramento. Position of assistant to superintendent of motive power was abolished.

Robert A. Hansen is now district passenger representative at Sacramento. . . .

C. E. Elliott is new division engineer, with headquarters at Sacramento. . . .

W. T. Richards has been promoted to engineer maintenance of way and structures, with headquarters at San Francisco. He was former division engineer. . . .



Cresta Dam, as seen from WP's main line.

PG&E photo

Along the Feather River Route

Two Army telephones are playing an important role in the riprap operations going on at the PG&E's hydro-electric project where crews dump 100-pound to 10,000-pound boulders along the railroad's embankments to protect WP's right-of-way. Between tunnel 17 and the west portal of tunnel 22, where an engine, a spreader, a caboose and 20 cars loaded with riprap edge around curves and through tunnels, it is impossible to hand signal.

To overcome this difficulty the telephones come in handy. One of the telephones is used by a fireman on the locomotive. The other is used by a trainman on the ground where he can see operations and give the necessary verbal signals to proceed.

All of the dump cars are equipped with hooks welded to their side doors. When the engine backs from the trainman during dumping operations, the connecting telephone wire is unrolled from a reel and hung on the hook to keep it from dragging or being run over by the wheels of the train.

When dumping is completed the train is shoved back to plow down the riprap with the spreader, and while being shoved back the wire is taken from the hook and again rolled on the reel for the next use.

Directing the WP operation is Assistant Trainmaster Grant S. Allen. Roadmaster C. R. Barry is overseeing riprap operations.

"YUkon 2-2100, Please"

SUtter 1-1651 is no more. But for 41 years in the history of the San Francisco offices of WP the number was used by millions to contact Western Pacific. A new number has taken the place of the old—it is YUkon 2-2100.

Reason for the change is due to WP's expansion—ever since the California Zephyr went into service the lines have been swamped with telephone calls for reservations and information. The increase in business necessitated more trunk lines for direct outside lines.

The YUkon 2 prefix is comparatively new, having been opened by the Telephone and Telegraph Company last November to take care of the demand for more telephone channels everywhere. The new number will be less crowded and will give faster service, the telephone company pointed out. The SUtter prefix is crowded by lines to large hotels and department stores.

MANUALLY OPERATED

In 1908, when WP was located in the Mills Building, 220 Montgomery St., the switchboard was manually operated. In 1932 a dial system was installed and an additional PBX operator was hired.

About a year after Western Pacific moved into its new San Francisco offices at 526 Mission St. in January, 1942, a third operator was hired. The number of locals jumped from an original 100 to a present 300.

Operators are Mrs. Hazel Wochos, chief operator; Miss Marie Daley, and Mrs. Kathryn Jackson.

Gentlemen Prefer 'Em ... So Do the Fish

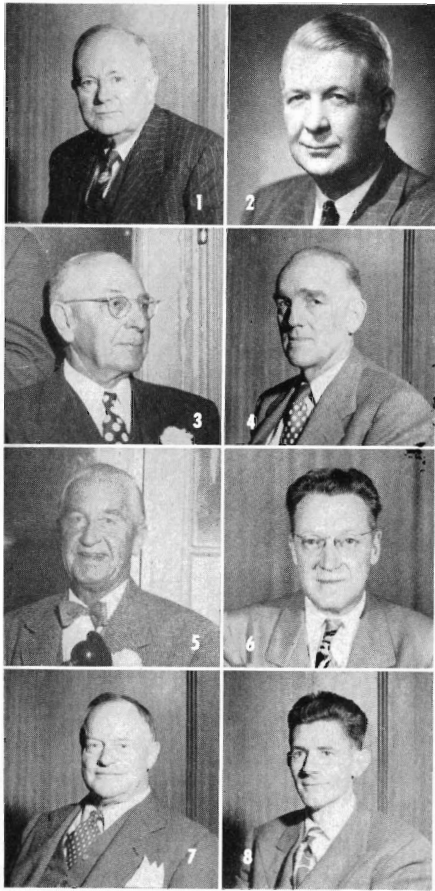
Western Pacific Agent L. Peter Hanley of Keddie, Calif., hasn't bought a fly or a salmon egg this year—nor has he dug for worms. Yet he's having more luck fishing on the Feather River than ever before. The secret of his success lies in his bait—strands of his wife's blonde hair.

Unlike the O. Henry story, "The Gift of the Magi," about the girl who saddened her spouse by cutting off her waist-long tresses, Mrs. Hanley's golden blonde hair fits perfectly into Hanley's bait-making project. He fashions his own flies, copying nature and using the ideas he found in fishing-fly instruction books.

NO FISH STORY

Hanley's hobby has met with such success this friends and neighbors have been using his flies. Like a pre-mixed biscuit batter, Hanley's flies are a sure thing; they always get their fish.





1. Mr. Harry A. Mitchell, 2. Mr. Frederic B. Whitman, 3. Mr. Thomas L. Phillips, 4. Mr. Frank R. Woolford, 5. Mr. Charles F. Craig, 6. Mr. Richard C. Beltz, 7. Mr. Percy H. Emerson, 8. Mr. Leo F. Delventhal, Jr.

They Retire . . . They Take Over . . .

More than 250 Western Pacific Railroad employees honored four top executives on June 30 at a special banquet in San Francisco. Those retiring were Mr. Harry A. Mitchell, president; Mr. Thomas L. Phillips, chief engineer; Mr. Charles F. Craig, assistant to the general manager, and Mr. Percy H. Emerson, transportation inspector. They total 161 years loyal service.

Taking over their duties are Mr. Frederic B. Whitman, Mr. Frank R. Woolford, Mr. Richard C. Beltz, and Mr. Leo F. Delventhal, Jr.

Mr. Mitchell, president of the railroad for the past six months, was vice-president and general manager of WP prior to becoming president. He rounds out his 41-year railroad career with a many-times president record. He was president of the Sacramento Northern, the Tidewater Southern Railway and the Oakland Terminal Railway. He was a two-term president of the California State Chamber of Commerce and was lately elected its treasurer; he was president of the Rotary Club of San Francisco and of the Pacific Railway Club. He is also a past president of the California Transit Association.

GOOD BACKGROUND

Mr. Whitman came to Western Pacific in October, 1948, as executive vice-president, and was slated then to take over the presidency in

July, 1949. He came from the Chicago, Burlington & Quincy Railroad, working his way up from a laborer to become the line's general superintendent of its Western District in 1947.

A graduate of Harvard University, he received his AB degree in 1919, and an MBA degree in 1921. He was born in Cambridge, Mass.

LONGEST WORK RECORD

Mr. Phillips retires with a longer employment record than any other WP employee. He came to the road in 1905 when his engineering experience was already considerable.

Starting as an assistant engineer, it was not long before he was locating and constructing Western Pacific's first tracks, bridges, and tunnels.

He became chief engineer in 1941, but not before many years of constructing drainage structures, building bridge foundations, riprapping, and estimating costs.

One of Mr. Phillips' hobbies is fishing, and he claims there is not a tributary in the Feather River he has not fished. He plans to travel the California Coast with his wife.

NEW TO WP

Mr. Woolford is new to the Western Pacific and to California, and well pleased with both. He comes from Little Rock, Arkansas, where he was for 25 years an engineer with the Missouri Pacific Railroad. He joined WP as engineer, maintenance of way and structures in January of this year.

In 1942 Mr. Woolford went into the Army in the Railroad Operating Battalion, serving in Africa, Italy, France and Germany, leaving the service as lieutenant colonel.

ALSO AN ARTIST

Mr. Craig will always be remembered for the Western Pacific medallion which is the result of his artistic talent. It is he, also, who drew an accompanying safety medallion. Mr. Craig has the railroad business in his blood—having gotten his first taste for railroading when he was on the Burlington and the Northern Pacific Railroads.

When Mr. C. M. Levy joined Western Pacific in 1909, he brought his friend Craig with him, and Craig became chief clerk here. During World War I he became assistant to the general manager.

Mr. Craig attended schools in Ohio. His daughter Patricia, for years a radio actress, became the first woman sound effects technician on the Pacific Coast.

His hobby is sketching, and he plans to do more of it in the future.

ENJOYS RAILROADING

Mr. Richard C. Beltz, who admits there is nothing like railroading, commenced working for WP in 1921 in the Traffic Department. In 1927 he became secretary to the vice-president and general manager, and in 1937 became chief clerk and manager of the pass bureau. "It is moving, interesting work," Mr. Beltz said, "for there is always something new."

Mr. Beltz and his family live in

Berkeley. His son, Howard, is studying to be a dental technician.

EMERSON FAMILY

Mr. Emerson, father of five children, and grandfather to seven grandchildren, was with WP for 36 years. Two of his children and one son-in-law work for the Company.

He began his railroad career 48 years ago in 1900 with the Chicago, Milwaukee and Saint Paul and Pacific Railroad. In 1913 he began working for Western Pacific as an assistant chief clerk to the superintendent of transportation.

His son, William Clifford Emerson, handles car distribution in San Francisco. His daughter, Mrs. Madson (nee Eleanor G. Emerson), is in the car service department. Mr. Herbert Auston, husband of a daughter, Edna, is in the freight claims department. Mr. Emerson's two other children are Howard, a chemist; and Mrs. Helen Steele.

STARTED AT BOTTOM

When a bright fellow goes to work as a mail clerk, chances are he won't stay a mail clerk. Mr. Leo Delventhal, Jr., who began working for Western Pacific in August, 1934, as a mail clerk, is now Transportation Inspector. Working his way up, he has been a car distributor, assistant scale inspector, and car service inspector.

The new transportation inspector was born in San Francisco, attended Alameda schools, and lives with his family in Piedmont. He does cabinet work in his spare time.

WP WILL REMEMBER....

The following men served Western Pacific well, and are now retiring under the Retirement Plan.

Jesse R. Van Zant, telegrapher, Halls Flat.

Roy Patterson, bridge tender, Lathrop.

George Makres, section laborer, Concord.

Alvin Overlin, train dispatcher, Elko.

John W. Porter, store laborer, Elko.

Harry P. Robertson, machinist, Elko.

William W. McDonald, water service foreman, Keddie.

Bert F. Rosa, conductor, Portola.

George J. Conrad, crew caller, Portola.

Sidney E. Branch, car repairer, Oroville.

Roy Hood, brakeman, Oroville.

John R. Vasquez, track laborer, Oroville.

Oral M. Poindexter, engineer, Oroville.

John H. McGuire, roundhouse foreman, Winnemucca.

John F. Ford, telegrapher, Niles.

Aureliano N. Yslas, section laborer, Pulga.

Robert B. Scott, engineer, Marysville.

George W. Jones, machinist, Sacramento.

Joseph J. Dunlap, carman, Sacramento.

George McIntosh, conductor, Sacramento.

Don't Be HALF Safe!

For the third consecutive year, Maintenance of Way and Structures foremen are getting together to discuss their problems. Most of these foremen are from widely scattered areas and have little opportunity to get acquainted with each other or with officers other than their immediate supervisors or to discuss problems peculiar to their responsibilities.

Because of the importance of their work, dinner meetings are being held at the various terminals. After each dinner, a business meeting is held in which interesting and informative moving pictures are shown and a general discussion of problems is held. Emphasis is placed upon accident prevention, both as regards train movement and their maintenance work, according to O. H. Bryan, who is overseeing the meetings.

To provide entertainment at the meetings, "Wheels A'Rollin'," a 40-minute movie in color and sound, taken at the Chicago Railroad Fair last year, is shown.

GOOD SAFETY RECORD

Western Pacific roundhouse workers and car-men in both the Eastern division, from Portola to Salt Lake City, and the Western division, from Portola to Oakland, hold safety plaques for their continuous achievement in accident prevention.

First among those to be awarded



safety plaques were forty-two Winnemucca employees. William Parry, master mechanic of Elko, presented the award to them.

Other Western Pacific members earning bronze safety plaques are employed in Oroville, Portola, Sacramento, Stockton, and Wenderover.

The Eastern division earned a plaque for the best accident prevention performance of the operating division.

The maintenance of way department in three districts—Winnemucca to Elko, Elko to Wenderover, and Keddie to Bieber—share the outstanding record for 1948. To their credit are 900,000 man hours without accident.

HOW DID WE DO LAST YEAR? 1948

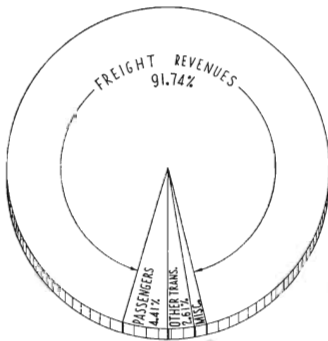
WHERE WESTERN PACIFIC'S MONEY CAME FROM:

	Dollars	Per cent
From customers for freight service.....	\$40,907,177	91.74
From passengers for transportation.....	1,966,672	4.41
All other transportation service revenues.....	1,164,388	2.61
Total transportation revenues.....	\$44,038,237	98.76
Other non-transportation income.....	551,131	1.24
Total.....	\$44,589,368	100%

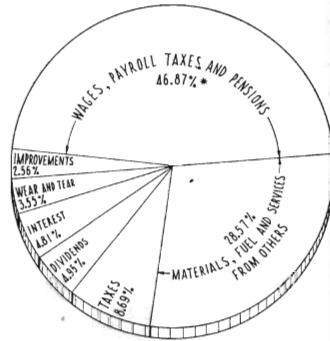
WHERE WESTERN PACIFIC'S MONEY WENT:

Paid employees as wages or for their account as payroll taxes and pensions.....	\$20,900,224*	46.87*
For materials, fuel, services of others not on WP payrolls and net cost of joint facilities..... (Fuel for locomotives cost \$2,954,227)	12,738,455	28.57
For income and other taxes (excluding payroll taxes).....	3,876,233	8.69
Interest on borrowed money and other deductions.....	2,145,700	4.81
Dividends for 4,800 stockholders to date.....	2,205,166	4.95
Set aside to pay for wear and tear on road, equipment and tools (Depreciation and Obsolescence).....	1,582,428	3.55
Balance available for payments on debt, cost of additions and betterments to property and other similar requirements.....	1,141,162	2.56
Total.....	\$44,589,368	100%

* Wages shown above relate only to work performed for current maintenance and operations during 1948. During the year, the Company's employees received \$1,526,056 additional in wages related to addition and betterment work, which funds came principally from the balance of 1948 income and similar savings of previous year.



WHERE IT CAME FROM - 1948



WHERE IT WENT - 1948

HOW ARE WE DOING THIS YEAR? 1949

WHERE WESTERN PACIFIC'S MONEY CAME FROM:

	First 6 months 1949	Increase or decrease over 1948	Per cent
1. From customers for freight service.....	\$18,165,583	\$215,427d	1.17d
2. From passengers for transportation.....	1,399,456	528,044	60.59
3. All other transportation service revenues.....	596,859	47,102	8.57
4. Total transportation revenues.....	\$20,161,898	\$359,719	1.82
5. Other non-transportation income.....	320,437	62,290	24.13
6. Total.....	\$20,482,335	\$422,009	2.10

WHERE WESTERN PACIFIC'S MONEY WENT:

7. Paid employees as wages or for their account as payroll taxes and pensions.....	\$10,048,557*	\$122,767*	1.24*
8. Materials, fuel, services of others not on WP payrolls and net cost of joint facilities. (Fuel for locomotives cost \$1,363,500 in 1949 and \$1,257,774 in 1948)	6,623,576	494,962	8.08
9. Reserved for taxes on properties and income.....	1,129,142	180,412	19.02
10. Interest on borrowed money and other deductions.....	682,532	725,410d	51.52d
11. Set aside to pay for wear and tear on road, equipment and tools (Depreciation and Obsolescence).....	834,998	71,627	9.38
12. Remainder in reserve accumulated for dividends to stockholders, debt reductions, additions and betterments to property and other corporate purposes.....	1,163,530	277,651	31.34
13. Total.....	\$20,482,335	\$422,009	2.10

d--Decrease.

* Wages shown above relate only to work performed for current maintenance and operation. During periods shown, the Company employees received the amounts shown below for wages related to addition and betterment work paid out of reserves accumulated in 1949 and prior years:
6 months 1949.....\$773,364
6 months 1948.....\$699,185

This is the first endeavor to supply all members of the Western Pacific organization with a report on the Company's earnings and expenditures resulting from operation of the transportation business in which we are all, in our varying capacities, engaged. Although the regular financial reports of all large companies are necessarily lengthy and detailed by reason of the many and complex transactions which must be recorded, the basic principles are no different from those each of us uses for his own financial records.

The railroad takes in money from its customers for transportation services performed and has to pay out money for wages, materials, services, rents, taxes, interest on borrowed money and other purposes. From what is left, after paying costs of current maintenance, operation and taxes, provision must be made for payments on principal of loans for new locomotives and cars and for other additions and improvements to keep the railroad and its equipment modernized for competition with other forms of transportation and then, if possible, for dividends to the stockholders who own the road, equipment and tools which make up the physical plant necessary for operation of the Western Pacific business. Western Pacific has approximately 4,800 stockholders widely scattered over the United States and during 1948 employed an average of 5,727 men and women.

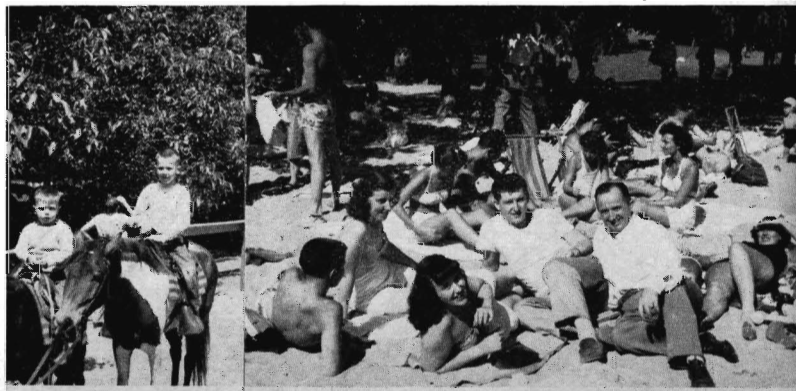
The figures are necessarily condensed but an effort has been made to generally explain the character of the various items comprising the transportation revenues and other income as well as to identify the principal groups of expenditures required in the operation and maintenance of the railroad. We hope you will be interested in this report and that you will let the editor know if any part of it has not been made clear.



Western Pacific Picnic

A picnic can mean a lot of different things to a lot of different people. To some 800 at the eighth annual Western Pacific picnic held in Shangri La park in the Los Altos hills, it meant having a wonderful time. It meant swimming to some, sun bathing to others—playing baseball, hiking, relaxation. Whatever a picnic meant to them, according to reports, they found it at Shangri La. There was a baseball game going most of the day with Spencer Lewis, assistant chief clerk, acting as umpire. There were people everywhere—eating, drinking soda pop, dancing to a rumba conscious orchestra. Officers and employees, their families and friends from near and distant Western Pacific offices and shops, came to the event. Frank Rauwolf, inspector, freight claims at San Francisco, was the chairman of the picnic. George Welch, head clerk interline bureau, and Vernon Geddes, assistant auditor, were in charge of arrangements.

Photos by Royd Sells



Caboosing

Chicago

GERRY COFFEY, Export Department, is the papa of two, Charles Francis and Carolyn Helen.

K. R. STONEY surprised co-workers by coming in with a gold band on his left-hand fourth finger.

Tidewater Southern

From the W. P. subsidiary between Ortega and Hilmar, with lines to Turlock and Manteca—the Tidewater Southern Railroad—comes the following news (F. G. Lindee, reporting):

One of the agents at Modesto, GEORGE LYON, left the heat of the valley to find snow at Sun Valley.

FRED BRANDES has transferred from the Oakland Freight Office to take Walter H. Samuels' place upon the latter's death.

ROY COLLINS of the Turlock Agency, it is reported, secured the necessary passports "to enter his former home in Amarillo, Texas," on his recent vacation. Another vacationer, BILL ST. JOER, Roadmaster, went after his usual quest of fish.

TOM THORLA, Brakeman, is recovering from a major operation, but should be thoroughly recuperated by the time of the busy season.

BILL TRUITT, Conductor, always goes to Bellingham, Washington,

and this year on his vacation he went to Bellingham, Washington . . .

SAM EVANS, Engineer, vacationed in Nebraska.

Woman driver FRANCES MCINTEER, Secretary, stopped too quickly, thus giving her car a face-lifting job.

ERNIE SKINNER, who has retired as agent at Manteca, can be found most often and easily at the Manteca Freight Office.

Superintendent JACK KENADY is riding around on occasion in a new '49 Chevrolet, which the Company has furnished him while on the job.

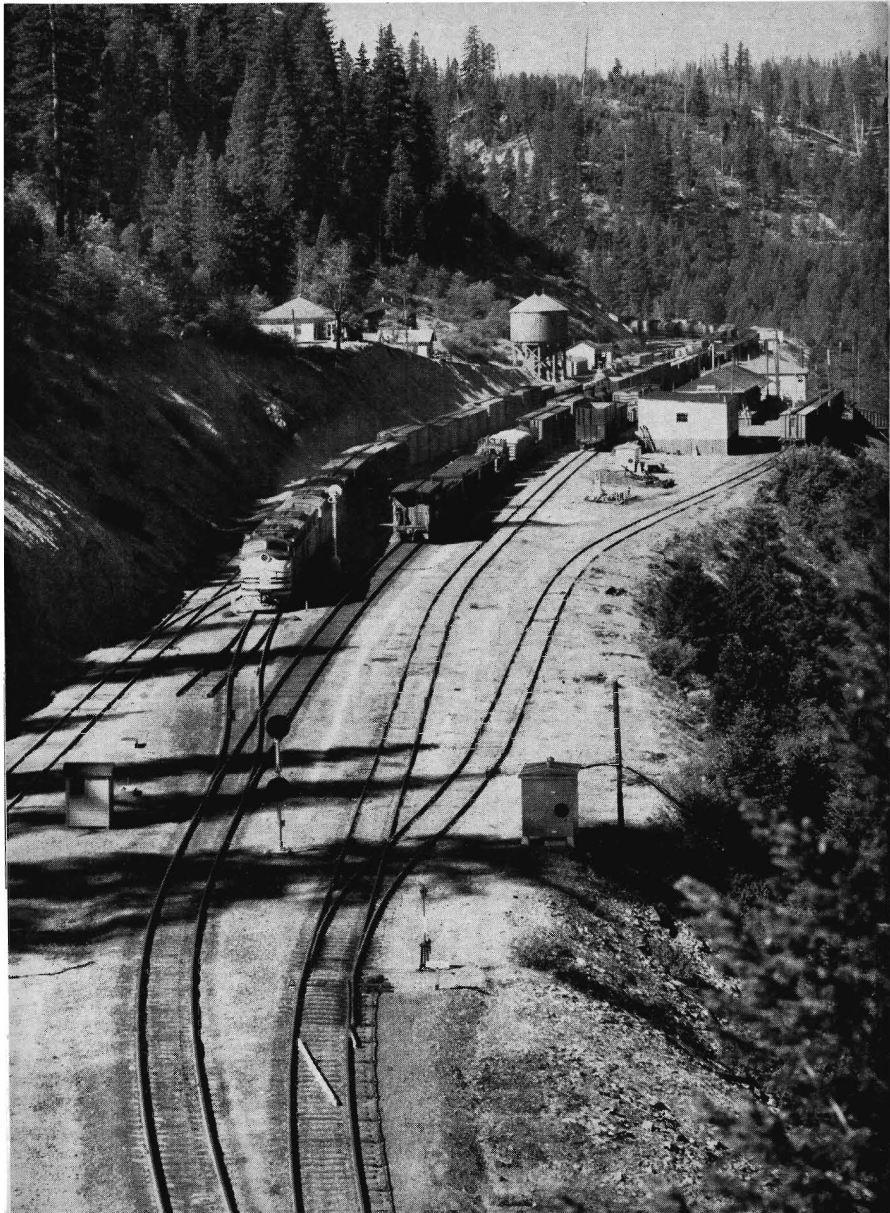
In Memoriam

Mr. James H. Brady, retired machinist, Elko, passed away at Elko on July 17, 1949.

Mr. John Page, WP employee of Portola, died recently at the Western Pacific Hospital, after an extended illness. He was a native of Kentucky.

Mr. Bob Waistell, chief clerk, car records, died at his home in East Oakland on June 12. He is survived by his widow, Mrs. Waistell, and her son, Joe Boothroyd, mail truck driver.

Mr. Walter H. Samuels, clerk, Modesto Freight Office, died suddenly after an apparent recovery from an operation. He was with Tidewater about ten years at Turlock and Modesto. He is survived by his widow who has moved to Chicago, her former home.



There are three control machines like the one above at Sacramento. On the top of the board is a miniature diagram of the section of track covered by one dispatcher. Small lights indicate the movement of trains.

"All Clear Ahead"

On June 2, at 10:01 a.m., lights on a large board in Sacramento lit up, tracing the movements of Western Pacific freight trains traveling to and from Stockton and Oroville. Another section of Western Pacific track equipped with Centralized Traffic Control was now operating.

A master hand at a three-sided board pulled little switches, opened levers and pushed buttons . . . signals miles away changed lights to give the proper information to an on-coming train.

Through Centralized Traffic Control all train movements and whereabouts under a particular dispatcher's jurisdiction are known and under his control at all times.

◀ Western Pacific freight trains clear through Keddie. Wayside signals can be seen in the foreground. Electrical train traffic control has greatly increased safety.

Installation of the Oakland to Portola CTC system culminated a signal project begun in 1943 to handle main line operation on the Western Division (Oakland to Portola) exclusively by signal indication. The project is part of an overall plan to equip the entire line with CTC and plans are already under way to electrically signal most of the Eastern Division from Portola to Salt Lake City.

CONTROL BOARDS

There are three control boards at Sacramento and three shifts of dispatches to each board. The original control machine was at Keddie when the Feather River Canyon was CTC installed in 1944 and 1945. When additional control signals were anticipated this machine was moved to Sacramento in July 1947.

Every time a train passes each

end of a controlled siding area, the machine actually graphs a record of its movement. These graphs can be filed away for future reference. The graph also records the time the signals were cleared by the dispatcher.

The three CTC machines cover three sections—from Oakland to Stockton, just completed, from Stockton to Oroville, and from Oroville to Portola. The boards are 15 and 17½ feet long and each is housed in a separate room.

From Oakland to Stockton the trainman operates "take siding" switches by hand. On the other subdivisions switches operate by remote control.

However, regardless of whether the switch is handled by hand or by power machine, the trainmen always know by the color and position of the signal lights whether they are to proceed, enter a siding, or stop.

Operation of signal equipment and its maintenance on the Western Division is under the supervision of L. B. Carter at Sacramento. He reports to Signal Engineer C. W. Ellis in San Francisco.

When equipment is installed in the Eastern Division, control machines will be located at Elko and the same electronic facilities for controls and telephones will be used. Certain of the sidings on the Eastern Division will be lengthened to 125 cars to permit the handling of larger trains. WP expects to be fully signalled in 1952, the major portion of which will be CTC.

The Cherry Specials

"Going, going, gone to the highest bidder!" A fifteen-pound box of cherries has been auctioned off in Chicago. A wholesale bidder views his purchase—neatly arranged rows of large dark, Bing cherries. Cherries from California.

Each year from May through June, shipper packers arrange with Western Pacific to ship tons of tree-ripened cherries from the valleys of San Jose-Santa Clara, and Lodi, Stockton. These cherries of all varieties, the early-season Chapmans and Tartarians and the late-season Bings, travel to Salt Lake City in special pre-iced Express refrigerator cars and from there move into most of the large Eastern cities—Minneapolis, St. Louis, Washington, D. C., Buffalo, Cincinnati, New York, Chicago.

FROM THE VALLEYS

First cherry train shipments each year come from Stockton in the San Joaquin Valley. Shipper-packers buy large quantities of the cherries from the farmers who deliver their fruit to a central packing shed. The shipper-packer then inspects, grades and packs the cherries according to size and stores them from 24 to 36 hours in a pre-cooled refrigerator, which prepares them for the "refrigerator" aboard the "cherry train."

Unlike ordinary freight cargo carried by freight trains, cherries are handled by refrigerator express specials on passenger train schedules.

HOBBY . . .

"Operator W6AJO Calling Siam"

Richard F. Czeikowitz, chief telegraph clerk, San Francisco office, talks to Africa, on occasion, before breakfast.

Sometimes it's Siam or Liberia, and sometimes the party he's talking to has just finished his dinner.

Dick specializes in talking to foreign countries, the farther away the better. Distance is no handicap because he has built out of his own ingenuity and the necessary materials a radio transmitting and receiving station that enables him to directly contact any part of the world.

His interest in radio dates back so far, he notes, that he can't ever remember not knowing what a megacycle is. When he was 10 years old he was stringing baling wire between his and another fellow's house—his first telegraph line.

TRIAL AND ERROR

Next he built his own crystal sets. In those days—the 1920's—Dick relates, radio knowledge and materials were scarce, and his set was built on a bread board. There were no dials, and one had to build one's own parts. It was a trial-and-error procedure, and it took months before he tuned in KPO—one of the first stations to broadcast.

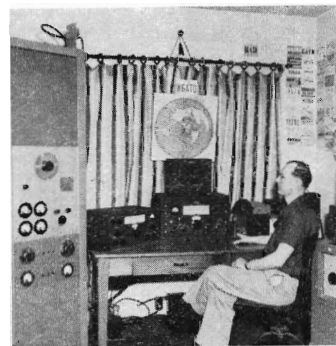
It was in 1926 that he was first able to contact the European continent. At this time he built a transmitting set, got his amateur radio

license, and became a full-fledged "ham."

The English language is used by most amateur operators, for out of approximately 100,000 radio amateur stations in the world, 80,000 are in the United States.

During the war, Dick was a lieutenant, senior grade, in the Merchant Marine in charge of all communications aboard the *U.S.S. Dunaway*.

But for his service in the war, Dick has worked continuously for Western Pacific since June 30, 1927. He has two children—a girl, Judy, 9, and a boy, Richard, Jr., 16. His wife, Marjory, is now continuing her education in psychology at San Francisco City College. Dick was president of the San Francisco Radio Club in 1949.





Western Pacific Goes to the Fair!

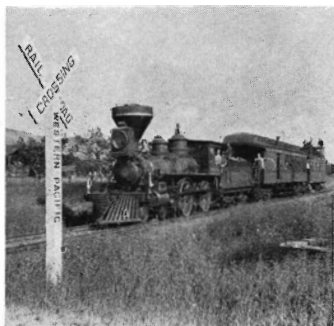
The Chicago Railroad Fair last year was an outstanding success. The attendance record of 2½ million in 67 days astounded everyone. Western Pacific did not take part in last year's Fair, but upon being invited to participate in 1949, accepted with the determination to have an exhibit the road could be proud of. The Fair opened on June 25, and the first thing the visitor

sees on entering the main gate is the Western Pacific lot. Here we have transplanted a complete San Francisco cable car system and erected an attractive movie theater.

The installation of the San Francisco cable car system at the Fair consists of a turntable and loop of track 600 feet long. While short, the ride is very colorful, running along the shore of Lake Michigan and then climbing a 10 per cent grade back up to the turntable. Powell Street car No. 524 was borrowed from the Municipal Railway and is operated by three San Francisco gripmen, who were chosen at a gong-ringing contest in Union Square.

A long double line is usually waiting to ride on the car and a capacity load of 35 persons is carried

Western Pacific shipped to the Fair the Virginia & Truckee's "Gonno," a wood burner built in 1873. The engine has been stored in WP's roundhouse in San Jose.



on practically every trip, only seated passengers being handled. About 5,000 persons a day are making the trip.

WP REMINDERS

Interior car cards were furnished by pioneer San Francisco firms.

The cable car has been featured on several coast to coast radio programs and on television. Articles on the design and construction of the system will appear in *Popular Mechanics*, *Engineering News-Record*, and *Construction Weekly*.

GONG CONTEST FOR KIDS

A gong-ringing contest for the children of Chicago has been arranged for August 18 in connection with publishing of a children's book, "Cable Car Joey," which will be introduced on our car.

The "Golden Gate Theater" is

an aluminum quonset-type building seating 200. Two twenty-minute films are shown: "California's Golden Beginnings," produced by the California Centennials Commission; and "Go West (ern Pacific) to San Francisco."

In addition to our own exhibit, W. P. has been well represented in the Fair's theme pageant, "Wheels A'Rollin'." Our Mallet locomotive, No. 402, newly painted and striped, was used in the finale during the first four weeks.

On opening day the California Zephyr was actually brought onstage in the pageant finale as the culmination of a century of railroad progress. The "stunt" will be repeated on Western Pacific Day, September 9. Guests from the ranks of prominent shoppers and the press were entertained.



The cable car on exhibit by Western Pacific at the Chicago Railroad Fair is a huge success.

CABOOSING . . .

Oakland

Western Pacific has several offices in Oakland—the city ticket office at 1944 Broadway; general agent and freight department at 405 Fourteenth Street; passenger station at Third and Washington Streets; roadmaster's office at Ninth and Adeline Street; a yardmaster's office at 1399 Middle Harbor Road; and a commissary at 1699 Pacific Street.

A June bride is DORIS (JEPSEN), expense clerk, married to GORDON SCHNEIDER on June 15 at the Grand Lake Lutheran Church, Oakland. Before the wedding Margaret Evans, Bill Clerk, and Marge Glatt, Junior Clerk, gave her a kitchen shower.

Roadmaster JOHN CONNELLY and his wife announced the engagement of their daughter, PATRICIA (switchboard operator) to WILLIAM R. ABBOTT, son of Capt. and Mrs. Abbott of Gilroy. Wedding will take place August 21.

Assistant Storekeeper OTIS ALBRITTON picked up a railroad pamphlet and found a picture of another Otis Albritton, in charge of purchases and stores for the Illinois Central.

LEROY FOSTER, ATTM, and his wife, on vacation, visited ED THOMPSON, retired TTM at Mt. Shasta. They report Thompson met FRED SARGENT, W. P. retired industry clerk.

BILL WILKINSON spent his vacation with his family at the famous



BAD COMPANY? Co-workers of the above three suggest that the expression of the dog is evidence of the fact that the pup must be in bad company. They are, left to right: Trainmaster Harry M. Yoe; Assistant Chief Dispatcher Perry L. Hucaby; and Chief Dispatcher George W. Naylor; all of E.ko.

Miramar Hotel in Santa Barbara. . . Looking rested after his vacation is GLENN McCORMICK, yard clerk.

DORIS BROWNE, PUD clerk, plans on enjoying her vacation at home—she has a new television set.

San Francisco

Adding to the city's population are at least three A. F. and P. A. employees, all of the San Francisco office. JIM MILLS and wife, Ellen, announce the birth of their son, James Raymond, 8 pounds 13 ounces, on April 7. . . JOHN SANDSTROM and his wife, Betty, have a little girl as of May 23. Her name is Lynda Elizabeth. . . VIN HOWARD has a new baby daughter, born on June 14th, named Dorothy Clair. . . The new owner of a sea-foam green Oldsmobile convertible is JACK OAKLEY.

SIGN UP FOR S. F. BASKETBALL

Practice is under way for W. P.'s entry in the Industrial Recreation League, which begins September 19. Games will be played in Kezar pavilion.

To sign up for the basketball league, phone Jim Mills, Local 497.

Sacramento Northern

President R. T. KEARNEY and his family ended a long search for a home recently when they found one on one of the green-lawned sections of Sacramento.

* * *

DOREEN McDANIEL, wife of our Division Accountant, GLENN McDANIEL, sang at a dinner meeting of the North Sacramento Lions Club. She was accompanied by MILTON ZIEHN, Secretary. Incidentally, Glenn has his hat in the ring for a directorship in the Lions Club, which probably explains the lack of said hat on his head.

* * *

YVONNE DUNISCH is pinch-hitting for CHRISTINE WILKES as Power Department Timekeeper while Christine takes a ninety-day leave of absence.

* * *

JIMMY TAYLOR has just purchased a new Sacramento home.

SPORTS

Sacramento Shop

A top contender in Sacramento sports for the past twenty years, Western Pacific A. C. again broke into the limelight, this time coming from behind to tie for the City's Sunset Division first half night softball title.

Composed of clerks, machinists, carmen, electricians and boiler-makers, the railroaders combined their best efforts to brush aside the league's top-seeded teams and forge into the lead after dropping two early season contests.

A championship play-off is scheduled for the week beginning August 8. In pre-season contests, the Sacramento nine won seven, while dropping only one. The victory string included two successive wins over the strong Western Pacific team of Stockton, Calif. Post-season games being scheduled will include contests with WP's Portola and Oroville teams as well as another match with the Stockton aggregation.

The Sacramento roster includes Albert Stadler, Axel Paschane, Bob Cunha, Jack Schenk, George Nye, Bert Finchley, Horace LaTona, Jim Musillani, Tony Cusenza, Forest Drake, Ken Gull, Art Rodriguez and Hy O'Rullian, manager.

Railroad Lines

New York Central's new stainless steel "New England States" (Boston-Chicago) debut was June 9th.

Pennsylvania Railroad's \$266,000,000 postwar equipment program now under way.

Pacific Railroad Society excursion over Santa Fe August 7th. Fan trip interest at new high.

"National Parks Special" over North Western and Union Pacific in daily service through Sept. 11th.

86th meeting American Association of Passenger Traffic Officers in Atlantic City, October 10th.

Northern Pacific re-establishes through standard sleepers between Seattle and Chicago on "North Coast Limited."

Class I railroads charged \$129.5 million to "loss and damage" in 1948, largest amount in history.

1948 total income of Class I railways $8\frac{1}{2}\%$ over 1947 but national income rose 10.8%

LCL service using highway tractor-trailers inaugurated by New York Central between 100 freight stations in Illinois.

Southern Pacific's new Shasta Daylight in service July 10. Carrying capacity loads.

Chicago Railroad Fair attendance now running ahead of last year.

Tourists miss colorful English trains. Socialist government has painted everything black.

City ticket offices in Detroit about out of business—tax free tickets across the border.

Pennsylvania celebrates tenth anniversary of its all coach streamlined "Trail Blazer." First run terminated at New York World's Fair, 1939.