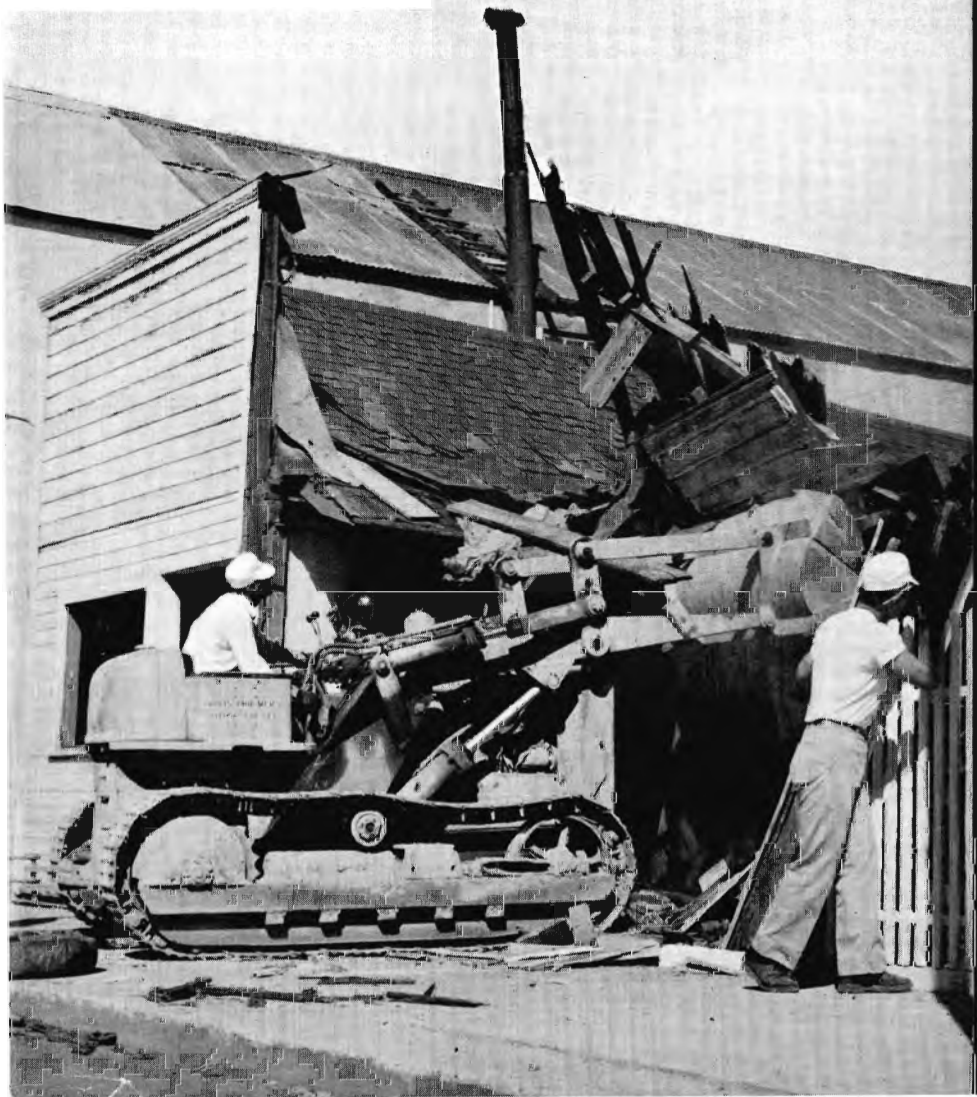


WESTERN PACIFIC  
*Mileposts*

SEPTEMBER 1956



# Mileposts

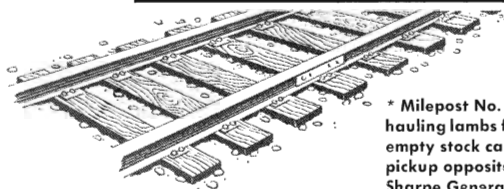
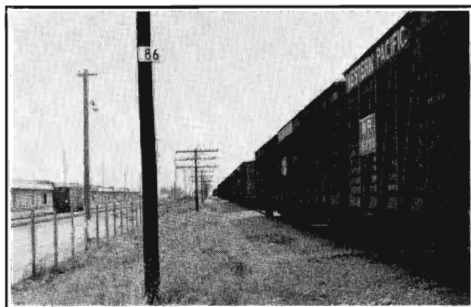
WESTERN PACIFIC

Vol. VIII, No. 2

SEPTEMBER, 1956

\*Milepost No. 86

Department of Public Relations  
**WESTERN PACIFIC RAILROAD**  
 SACRAMENTO NORTHERN RY.  
 TIDEWATER SOUTHERN RY.  
 526 Mission Street  
 San Francisco 5, California  
 Lee "Flash" Sherwood, Editor  
 A. L. Lloyd Associate Editor



\* Milepost No. 86: Used for hauling lambs from Carbona, empty stock cars wait for pickup opposite U. S. Army's Sharpe General Depot.

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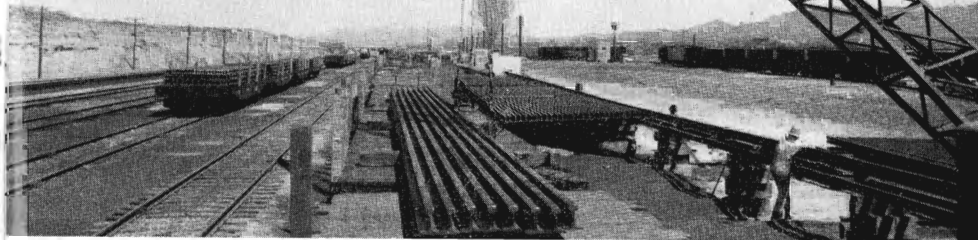
**COVER:** Section Foreman Al Glenn noses a tractor-shovel into an old building, coached by Yardmaster Hank Parrish, during Portola's "Operation Cleanup." Story on Pages 18 and 19.



MILEPOSTS

They're closing the joints  
 in Winnemucca at

## WP's Rail Welding Plant



LAST month, MILEPOSTS concluded a story on steel rail production with a picture of a trainload of new rail leaving CF&I's mill at Pueblo, Colo., bound for Winnemucca. This month MILEPOSTS will describe what happened to that rail after its arrival in that desert community, a destination selected because of its close proximity to the center of the Western Pacific system.

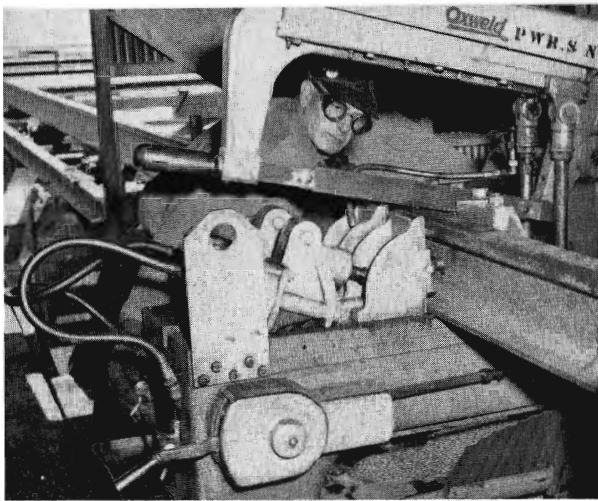
To many railroad travelers, a love for the sound of car wheels clicking off pleasant miles is second only to a love for the sound of the old steam whistle. Unfortunately, the old steam whistles have already "blown" from the railroad, and to a modern railroad like Western Pacific the elimination of every other "click" will mean a better and more quiet ride for those railroad travelers and added years to the life of the rail.

To eliminate every other rail joint,

General view of loading area. At left, carloads of 39-foot rails just arrived from mill. In foreground, 78-foot rails are loaded onto cars destined for track-laying installations.

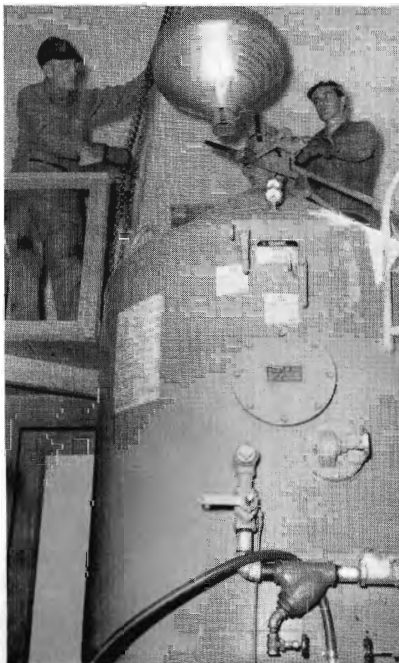
the cause of the "clickety-clack," the railroad in 1955 constructed a rail-welding plant which slightly resembles a modern assembly line. The plant was put into operation on the site of the former roundhouse (another antiquated railroad facility). It consists of racks and crane tracks for the storage and handling of rail, and a long roller line along which the rails are fed end to end, passing through sheds which straddle the assembly line and are designed for the various stages of the welding process.

The 39-foot standard rail sections received from the mill were drilled by CF&I for a standard joint, but with bolt holes at one end only. Placed on a set of skids which feed into a power hacksaw, the undrilled (without bolt



Acetylene for the operation is made on the job in this acetylene generator. Tom Emerson, Linde Air Products Co., left, and David Mentaberry swing a charge of carbide into place.

holes) rail ends to be welded together are first clamped together at the saw. As the blade passes down through the ends of both rails it removes a small amount of metal from each rail, thus matching the ends perfectly and removing any oxide or rust that may be present. After further manual refinement of the end surfaces, the rail moves on to the next shed where the prepared ends are clamped together in the rail-welding machine and adjusted to proper alignment. Four heating heads, containing 132 adjusted heating tips, surround the ends to be welded. After the heads are ignited and the rail becomes heated to a temperature of about 2,000° F., hydraulic pressure of 5,000 pounds per square inch is applied. This fuses the ends and completes the weld but forms an "upset"—a protruding bulge—around the rail. Acetylene gas, used for the heating flame, is generated at the welding site by means of a 1,000-cubic-foot acetylene generator, and oxygen is supplied by manifolded cylinders.



Sessel Benthall watches blade of power hacksaw pass down center of seam made by butting together two 39-foot rails. This matches rail ends perfectly and removes any oxide or rust before welding.



Oxygen tanks brought in by carload are connected to header pipes by David Mentaberry.

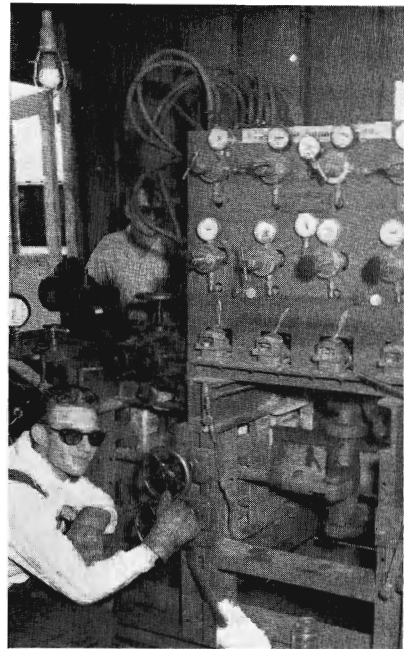


Just before welding, Don Kaufman cleans with solvent and files burrs off the rail ends.

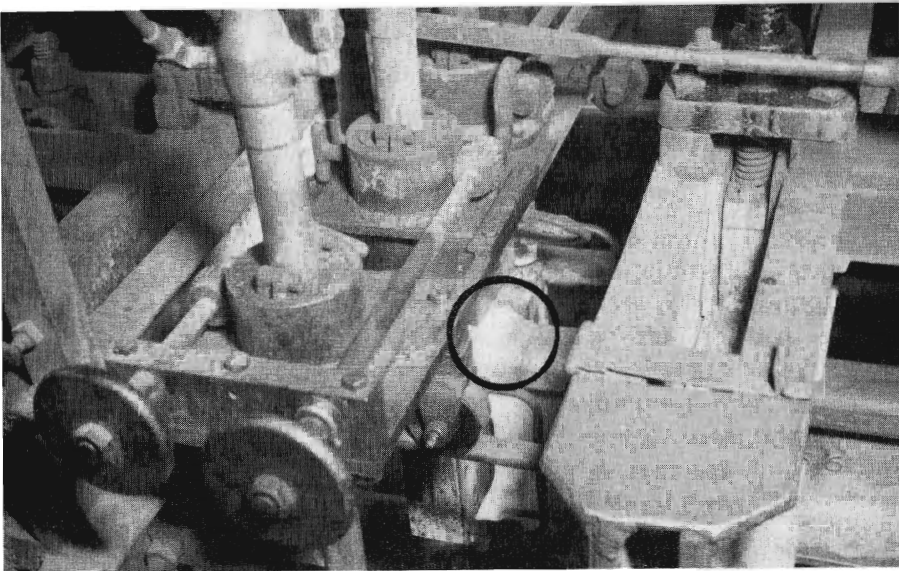
THE rails, now 78 feet in length, move along rollers to the trimming station, where the upset is partially removed by oxy-acetylene cutting torches. After trimming, the weld is placed in a normalizing machine designed to heat the general weld area to remove residual stresses caused by the welding process. The welded rail is then advanced through three stages of grinding to remove the remaining upset from the rail head, sides and base.

After close inspection by Magnaflux—a magnetic method of detecting minute flaws or cracks—and other testing methods, the long rails are loaded on cars for distribution along the railroad for track gangs who will replace the old with new rail.

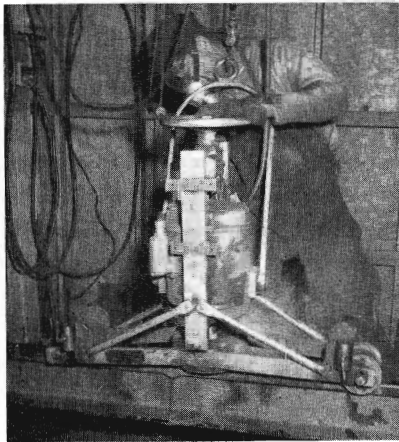
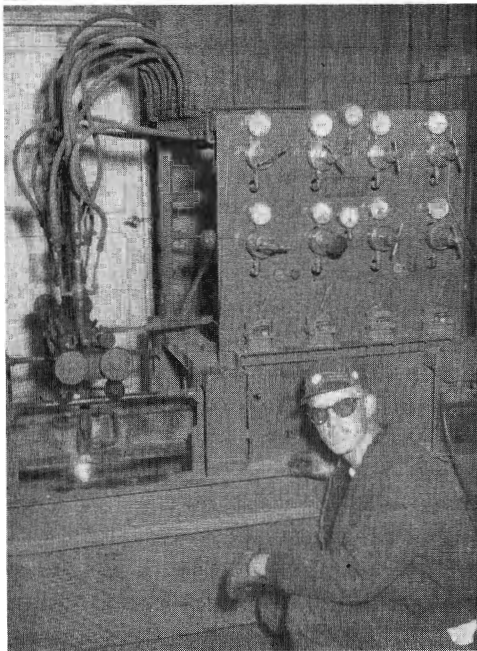
During 1956 it is planned to relay about 45 miles of track with the longer rail, which will require about a seven-month welding operation at a cost of about \$100,000. Because of the



Control panel for welding machine. Operators are L. L. Roberts and Fred T. Stockinger.



Circled is closeup of weld being made. Mounted on center carriage is group of oxy-acetylene burners which surround rail, heating two rail ends as carriage moves slowly back and forth. Picture shows weld at moment metal has become soft enough that pressure of hydraulic clamps causes metal to "upset," causing bulge.



efficiency of the operation and the cooperative efforts and increased experience of the workers, the rate of production at the rail-welding plant has climbed from an average of 50 to 55 rails a day, which is higher than the production rate obtained by any other railroad operating a similar rail-welding plant. The program was somewhat interrupted during the recent steel strike in July, as no new rail was manufactured during that period at the CF&I mill.

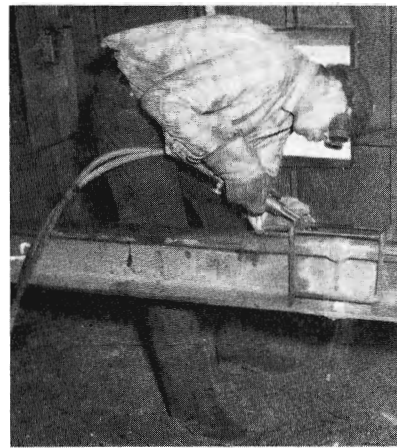
The welding process is licensed to Western Pacific by the Linde Air Products Company, a division of the

Other pictures, left to right, are Operator Robert Gentry "normalizing" weld after trimming. Weld area is heated to uniform temperature, then allowed to cool, removing stresses.

Head of rail is then ground by L. L. Reaves, to remove remaining "upset" and smooth head.

Most of "upset" metal is trimmed with hand torch by Jacob Walimake. Frame guides torch.

Rail base is next ground smooth by John Chavez.



Union Carbide and Carbon Corporation, and is known as the Oxweld Pressure - Welding Process. The method involves simple welding principles and is related to one of the earliest forms of welding, commonly known as blacksmith weld.

Rail mills have been approached regarding the rolling of 78-foot rails at their mills. However, the cost to change over the mill to handle the longer lengths, which changes would originate as far back as the pouring of the ingots, would run into millions of dollars.

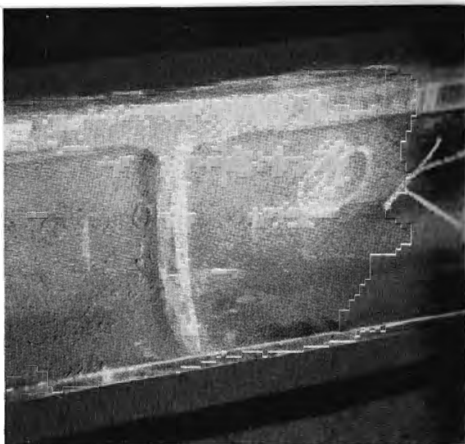
One of the reasons Western Pacific decided to weld rail into 78-foot lengths rather than into lengths as long as a quarter of a mile or more, as some





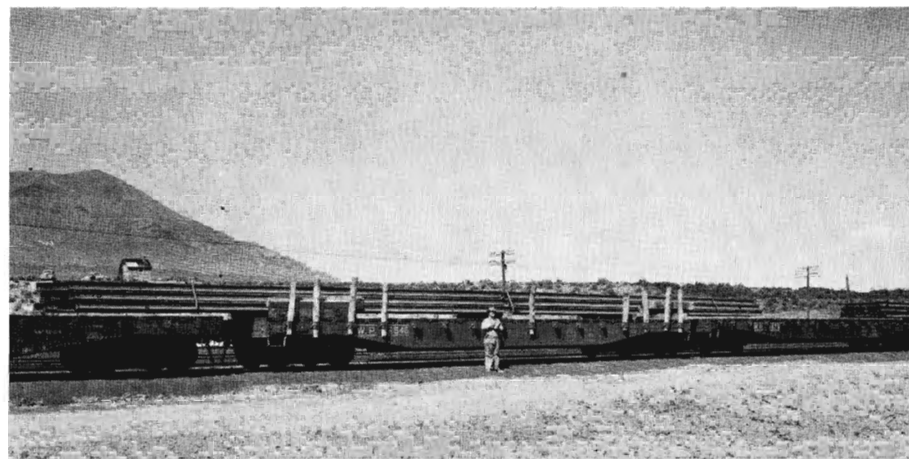
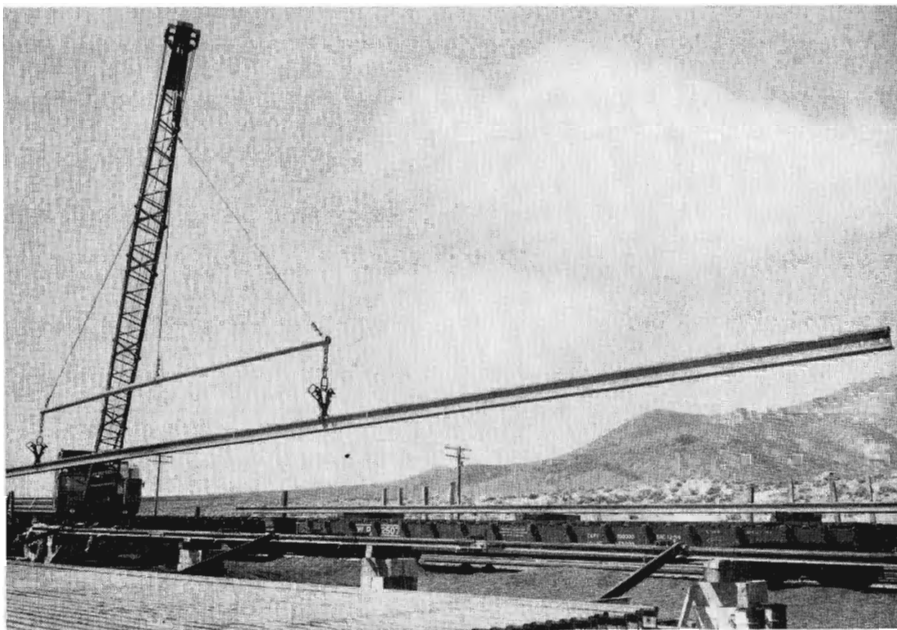
railroads are doing, is because of the handling and transportation problems, not only just after the rail has been welded, but years later when worn-out rail is ready for replacement. While the larger railroads can reuse welded rail in secondary or branch lines, Western Pacific sells most of its used rails to outside firms. To do this, WP would have to cut up the longer lengths at considerable cost and the sale value would be considerably reduced.

Western Pacific's rail-welding plant at Winnemucca employs a gang of fifteen men, ranging from welders to laborers, and functions under the general direction of Chief Engineer F. R. Woolford. A. P. Schmitt, project supervisor, is assisted at the plant by J. E. Campbell, system welding supervisor, and A. S. Charlesworth, welding foreman.

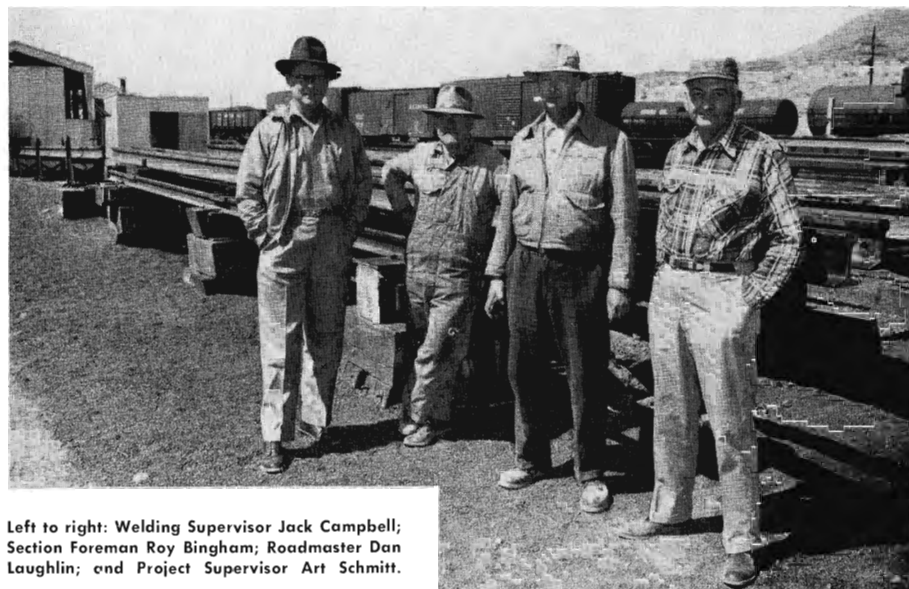


Some "upset" is allowed to remain on web of rail where it will not interfere with spikes, tie plates, or passing wheels. The "OK" means weld successfully passed Magnaflux test.

The 78-foot rails are skidded sideways into a stockpile at end of welding line. Crane equipped with 30-foot spreader bar and two rail clamps easily lifts long rails to flatcars.



Roy Bingham, section foreman, stands beside cars loaded with 78-foot rails. Because of overhang, an idler car must be used between each pair of loaded cars to negotiate all the curves.



Left to right: Welding Supervisor Jack Campbell; Section Foreman Roy Bingham; Roadmaster Dan Laughlin; and Project Supervisor Art Schmitt.

## Railroads Host to Convention Press

Long established as a railroad tradition at previous conventions of both Republican and Democratic parties, the public relations departments of San Francisco's three terminal railroads held open house for some 4,000 of the Nation's press, radio and television representatives attending the Republican Convention at San Francisco's Cow Palace.

Public relations and traffic representatives from Western Pacific, Southern Pacific and Santa Fe were on host duty in shifts at the hospitality lounge.

Dining car personnel from the three railroads staffed the lounge, through

the cooperation of the San Mateo Bakers & Culinary Workers Union, to provide refreshments and light snacks for the newsmen during free moments in their busy schedules.

Three 24-inch television sets installed in the lounge by the San Francisco TV stations made it possible for the newsmen to keep posted at all times on all convention activities taking place on the main floor of the convention site. Telephones were also provided for their convenience.

Railroads operating out of Chicago maintained a similar lounge for newsmen attending the Democratic Convention in that city.

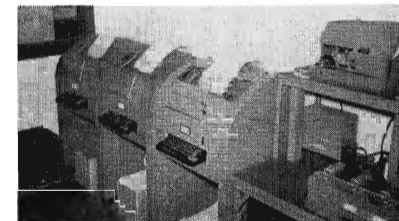
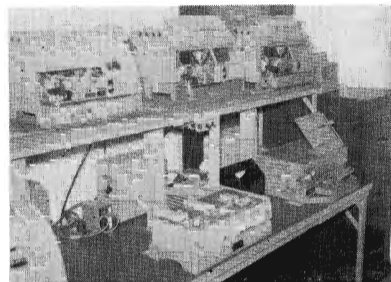
## WP's Teletype System

In 1951, in order to improve WP's over-all communication facilities, the railroad entered into an agreement with Western Union Telegraph Co. to provide Western Pacific with a nationwide teletype system. The purpose was to connect the general office at San Francisco with all general agents' offices for the specific needs of the traffic department to quickly handle operating and traffic reports, and statistics. Since that date, the system has handled more and more telegraphic traffic.

During the past year the facilities have become quite inadequate to handle the traffic offered. A study was made and it was decided that a full duplex, or circuit, would be installed between San Francisco and Chicago to permit simultaneous east and west

traffic. This was recently completed under the direction of J. C. Cotter, assistant to the superintendent of communications.

The system now consists of the duplex circuit between San Francisco and Chicago, together with the rearranged communication facilities to all other general agents' offices. The system includes the most modern teletype machines (Model 28's) which permit much faster reception, with an ultimate capacity of 75 words per minute on each machine. This precludes the necessity of physically handling message traffic to a great degree. Three-bank transmitters are now utilized for relaying all traffic Chicago and east.



Above: Typing reperforators assigned to respective circuits. On lower shelf are latest gang multiple transmitting distributor; perforator for punching messages on paper tape for transmission to any one or all circuits. Top right: Three circuits terminating at Chicago: 1) New York, Washington, Cincinnati, Pittsburgh, Detroit. 2) Omaha, St. Louis. 3) San Francisco duplex. Lower right: Mrs. Ann Weber, who handles messages at Chicago; J. C. Cotter, assistant to superintendent of communications.

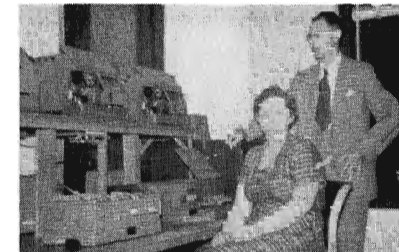
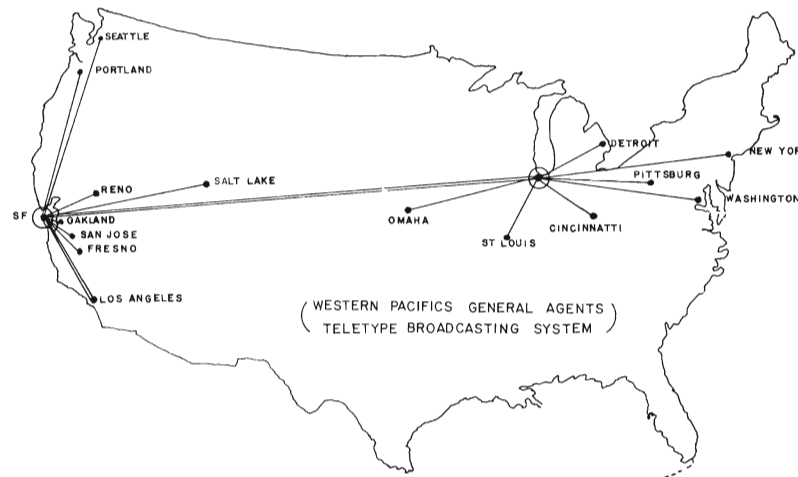


Diagram shows scope of nationwide system.



Modern executive: A man who talks golf all morning around the office, and business all afternoon around the golf course.

When people start waiting to get out of this country instead of waiting to get in, we can start worrying about our system.

## Ideas Worth \$2,500

What system of ownership and/or distribution will encourage the maintenance of an optimum fleet of modern freight cars?

What design of freight car, or combination of car and "container," will best meet the following combination of characteristics: (1) save time and money for shippers and receivers; (2) control, or eliminate, damage to lading; (3) make possible lower manufacturing costs; (4) cut cost of maintenance; (5) reduce time out of service for repairs; (6) carry a wide range of commodities; and (7) lend itself to rapid and cheap adaptation to changing needs of commerce?

The best presentation of ideas on these two important aspects of the freight car fleet is worth \$2,500 in prizes, donated by Joseph T. Small, a nationally known analyst of railroad securities, who asked *Railway Age* to administer the contest. Two first prizes of \$1,000 and two second prizes of \$250 will be awarded to the winners.

The first subject is a broad topic. Yet, because all of the elements in the picture must interlock, a relatively simple idea may win a prize. Top weight will be given by the judges to presentation of the most practicable ideas that will accomplish the aim expressed in the contest title. Weight will also be given to the clarity and persuasiveness with which the ideas are put forth. Use of charts, diagrams or other graphic devices is invited. Written presentations should not exceed 4,000 words (exclusive of tabular matter and charts); shorter lengths are preferable.

Written presentations on the second subject should not be more than 3,000 words in length and drawings should be of a character that can be mailed, flat or folded, in a 13- by 10-inch envelope. Elaborate drawings are not required, because the prizes will be awarded for the idea—not the execution. They should be clear to people without formal engineering education.

Essays should be typed, double- or triple-spaced, on one side of the paper only. The first page of all submissions should contain only the name, address and occupation of the author.

All material should be submitted to the Executive Editor, *Railway Age*, 30 Church Street, New York 7, N. Y., and must be received by him not later than September 30, 1956.

For more details, write to *Railway Age*.

### WP Names in the News

Two recent press clippings announce the appointment of two Western Pacific railroaders to important public bodies.

President Whitman was selected as one of three San Francisco executives to a 46-member transportation and communications committee appointed by the Chamber of Commerce of the United States.

R. L. Gohmert, freight claim agent, was one of several representatives to attend the California Livestock and Meat Marketing Committee's meeting at the University of California for the purpose of discussing ways to reduce livestock losses from handling, and from parasites and diseases.



## Eighth Annual Circus Train

Western Pacific once again made it possible for many Nevada children to see a circus, something a great many youngsters around the country are unable to do because of the gradual disappearance of "The Greatest Show on Earth" due to high operating costs.

Rather than bring the circus to the children, WP's "Cirkus Special" brought the children to the circus, in this instance the Pollack Brothers-Shrine Circus displayed in the open air at University of Nevada's MacKay Stadium in Reno on August 8. Sponsored by the Winnemucca Shrine Club under the direction of past potentate Judge Merwyn Brown, about a thousand children of ages six to twelve rode the train, which began at Winnemucca and made stops to pick up "moppets" at wayside points along the

line. For many of the children, it was their first train ride and their first circus.

As has been the custom in previous years, birthday cakes were presented this year to three children who were born on August 8.

Nevada's Governor Charles H. Russell accompanied his three sons on the special, two of whom are twins, and they pitched right in to help distribute soda pop, box lunches, Cracker-Jack and other "teen-age" delicacies. A few tummy aches encountered were quickly relieved by an attending doctor and nurse.

Enthusiasm experienced on the going trip converted to a lull on the return trip of the colorfully decorated 17-car special, the "art work" of teenage hands applied while the train was made up at Winnemucca.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of September, 1956:

40-YEAR PINS		
James K. Parkinson.....	Locomotive Engineer	Eastern Division
George T. Rutherford.....	Locomotive Engineer	Western Division

30-YEAR PINS		
Clifford F. Fields.....	Road Foreman of Engines	Eastern Division
John Sariana.....	Track Laborer	Western Division
John Sypher.....	Locomotive Engineer	Western Division
Clyde E. Whitman.....	Locomotive Engineer	Western Division

25-YEAR PINS		
James C. Calkins.....	Asst. Chief Dispatcher	Eastern Division
Charles M. Dustin.....	Conductor	Western Division
Leonard P. Hanley.....	Telegrapher	Western Division

20-YEAR PINS		
Robert J. Bradley.....	Car Foreman	Mechanical Dept.
Russell J. Cleland.....	General Freight Agent	San Francisco
H. P. Donnelly.....	District Special Agent	San Francisco
Lawrence Gerring.....	Clerk and MILEPOSTS Correspondent	San Francisco
Leo F. Giesser.....	Carman	Mechanical Dept.
William H. Graham.....	Agent	Warner, Utah
George Marrs.....	Locomotive Engineer	Eastern Division
Arthur F. Rose.....	Diesel Foreman	Mechanical Dept.
Kenneth R. Van Skike.....	Clerk	Western Division
Fred R. White.....	Machinist Helper	Mechanical Dept.
Edward L. Wuelfing.....	Clerk	Western Division

15-YEAR PINS		
Earl D. Balmer.....	Switchman	Western Division
William S. Bogue.....	Locomotive Engineer-Fireman	Eastern Division
Jack H. Belmont.....	Locomotive Fireman	Western Division
James E. Boynton.....	Locomotive Fireman	Western Division
Wallace Burningham.....	Conductor	Eastern Division
Arvel E. Colen, Sr.....	Switchman	Western Division
William O. Cox.....	Locomotive Fireman	Western Division
Julius C. Dorothy.....	Locomotive Fireman	Western Division
Edgar E. Ensele.....	Stock Control Clerk	Store Department
Anders Gustafson.....	Marine Captain	Western Division
George M. Henyan.....	Switchman	Western Division
Norman L. Hill.....	Machinist	Mechanical Dept.
Charles C. Hughes.....	Conductor	Eastern Division
George F. Kirk.....	Sheet Metal Worker	Mechanical Dept.
Charles B. Kirkpatrick.....	Roundhouse Foreman	Mechanical Dept.
Herman W. Lightle.....	Hostler Helper	Mechanical Dept.
Johnnie Lusar.....	Locomotive Fireman	Western Division
John Madone.....	Laborer	Mechanical Dept.
William F. McGrath.....	Asst. to Freight Traffic Mgr.	Chicago
Roy A. Monahan.....	Yardman	Eastern Division
Peter M. Murphy.....	Machinist	Mechanical Dept.
Roy Nelson.....	Carman	Mechanical Dept.
Alma D. Painter.....	Statistical Clerk	San Francisco
Bruno Parri, Jr.....	Conductor	Eastern Division
John A. Pickering.....	Clerk	San Francisco
Gordon K. Porter.....	Conductor	Western Division
Raymond W. Randall.....	Locomotive Fireman	Western Division
Thomas A. Riggs.....	Wire Chief	Eastern Division
Harvey E. Saxton.....	Locomotive Engineer	Eastern Division
Vernon E. Sprowl.....	Carman	Mechanical Dept.
Howard D. Stoner.....	Brakeman	Eastern Division

John G. Trow.....	Locomotive Fireman	Western Division
Lawrence W. Walker.....	Locomotive Engineer-Fireman	Eastern Division
Vivian O. Woodruff.....	Clerk	Western Division

10-YEAR PINS		
Robert E. Algrim.....	Paymaster	San Francisco
Michael Bapatsicos.....	Chief Clerk	San Francisco
Cyril A. Bates.....	Clerk	Western Division
Kenneth N. Carlson.....	Clerk	Sacramento Frt. Sta.
Joseph H. Conley.....	Clerk	Sacramento Frt. Sta.
Oscar Denham.....	Clerk	Eastern Division
Jasper R. Hicks.....	Store Helper	Store Department
Levie Lollis.....	Laborer	Maint. of Way Dept.
Lincoln F. Remy.....	Clerk	Western Division
Evelyn Richardson.....	Stenographer-Clerk	Western Division
Elaine P. Schmidt.....	Clerk	Signal Dept.
Frank E. Vaughn.....	Carpenter	Bridge & Build. Dept.

## Patently Absurd—But . . .

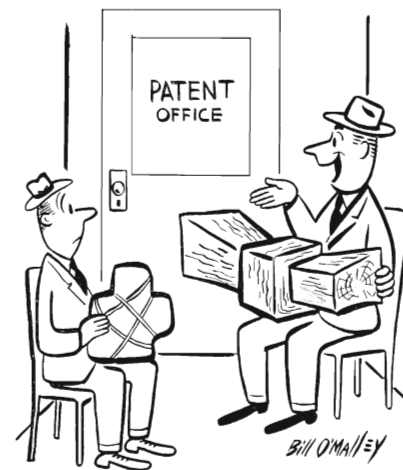
By Jack Maguire  
(Reprinted from *Railway Progress*)

Of the almost 2,750,000 patents granted by the U.S. Patent Office, thousands have been for inventions designed to make railroading easier, safer and better. Many of these ingenious brainchildren have helped to make American railroads the best in the world. Others, now recognized as products of sincere, but misdirected, genius have been sidetracked forever in Patent Office files.

Even the invention of U. S. Senator John Ruggles of Maine—which received Patent No. 1 on July 13, 1835—barely missed being assigned to the limbo of mechanical wizardry. The Senator, anxious to facilitate the operations of trains on steep grades, patented an idea for equipping locomotive wheels with gears and rails with an intermeshing track. He argued that this arrangement of gears and cogs would solve the problems of locomotive tractive power on grades. Nobody paid much attention to the idea and his invention was forgotten for more than thirty years. Then the Mount Washington Railroad utilized the Sen-

ator's gadget and built the world's first mountain-climbing railroad in New Hampshire.

Sixty years and a half million patents after Senator Ruggles, Henry Taimer of Wickes, Montana, came up with an idea designed to prevent most



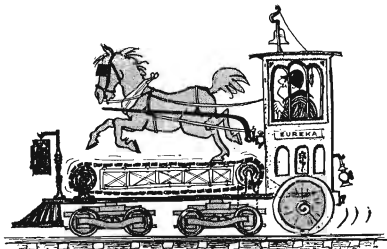
"It's a bow tie for the railroads."



railroad accidents. Mr. Taimer's invention called for the equipping of every train with the two end cars designed so that one train literally could pass over another which it might meet or overtake. Each of these end cars would be built on an incline and equipped with rails of the same gauge as the track. Each car in every train also would have rails running its length. Thus, when one train met another, it would simply ascend up the inclined car of the other, travel across the opposing train and then down onto the regular track.

If Taimer's idea failed to interest anybody, he shouldn't have felt too morose about it. Before the turn of the century, so many crackpots were trying to sell inventions to railroads that even men with plausible, tested ideas sometimes got a cool reception. In 1875, George Westinghouse, having just perfected his airbrake, offered it to Cornelius Vanderbilt, the crusty president of the New York Central and Hudson River. Vanderbilt, weary of the self-styled geniuses who were always trying to sell him inventions, turned down the offer with the reply: "I have no time to waste on fools."

In 1851, one Clement Messarano patented a locomotive which depended entirely on animals for power. His idea called for the use of a treadmill



which utilized a series of pulleys to propel the train.

Lots of railroad inventions, admittedly meritorious from the first, had to wait years for general adoption until some minor improvements could make them more practical. Today's automatic train washer, which uses electrically powered brushes and jets of water to clean a streamliner in a matter of minutes, actually was first used as long as eighty years ago. The Earl of Caithness invented a train washer in the 1870's which was not too different from today's version. Used for a time on England's Great Northern Railway, the Earl's washer utilized two large revolving brushes powered by a stationary steam engine and guided by a man stationed on either side of the train.

Safety devices always have been a special interest of would-be inventors, although some of their ideas have been anything but safe. A half century ago, Weldon B. Heyburn of Wallace, Idaho, convinced the Patent Office that he had the preventive for head-on collisions. His device, called the "Anti-telescoping Railway Train Guard," was simple and effective. It derailed the oncoming train!

As in every field, many railroad inventors have been ahead of their time. In 1891, for example, a three-sectional dome car was patented and the idea appealed to railroads from the start. The car never got beyond the drawing board, however, because it would have required substances like transparent, shatterproof plastics that were unknown in that day. Now that these plastics are in common use, the original idea has been adapted in the modern dome cars on the rails today.



## In Memoriam

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

*Charles C. Cadjew*, retired carman, July 19.

*Harry L. Case*, retired locomotive engineer, July 20.

*Sam A. Charley*, retired track laborer, May 25.

*Howard R. Conner*, Central California Traction fireman, May 8.

*James B. Dillon, Jr.*, car service inspector, July 5.

*Harrison Gibson*, transfer table operator, July 22.

*Albert E. Gorton*, retired baggage-man-clerk, June 27.

*William F. Groth*, retired brakeman, April 28.

*Mary J. Huckeby*, retired telegrapher, June 1.

*William L. Kolm*, retired rate and division clerk, June 23.

*Daniel H. Pickard*, retired telephone-telegraph inspector, June 28.

*Thomas L. Ray*, retired locomotive engineer, June 18.

*Theodore W. Schulhoff*, retired Sacramento Northern signal foreman, May 15.

*Leonardo P. Solorio*, laborer, June 18.

*John White*, retired pipefitter helper, April 9.

## WP WILL REMEMBER

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

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

*Andrew L. Anderson*, locomotive engineer, Elko.

*Hyrum Clegg*, locomotive engineer, Salt Lake City.

*Richard T. Duggan*, Central California Traction freight conductor, Stockton.

*Louis Evans*, car inspector, San Jose.

*Dennis D. Fleming*, motor car maintainer, Western Division.

*James Pappas*, section foreman, Clive, Utah.

*George A. Rixon*, Alameda Belt Line fireman, Alameda.

*John Tomljenovic*, track laborer, Western Division.

*Roy A. Williams*, machinist, Sacramento.

*Donald T. Woods*, locomotive engineer, Salt Lake City.

Spearheaded by a committee of its feminine population, led by Mrs. Joyce Amlin, wife of Fireman W. M. Amlin, Portola's Commercial Street received a face lifting. The ladies, more acquainted with powder, rouge and lipstick than with paint, a brush and a hammer, turned their backs to their mirrors and forsook their personal appearance in lieu of a better-looking main street.

The project was formulated last winter and after months of planning, merchants and property owners were approached and asked for support. Many agreed to have their own work done; others agreed to buy the paint if volunteer painters could be found.

The committee's call for volunteers was quickly answered, many of whom were Western Pacific employees. Cleanup Day, July 21, officially opened the drive. Old, unpainted buildings, long eyesores in the business section, were razed with a power shovel, carried out under the direction of Mayor Ira Baldwin, WP's supervising icing agent. Neat picket fences were erected where the buildings once stood, and



Among the WP workers were, left to right on the dozer: Engineer Cal Dorothy, Yardmaster Hank Parrish, Crew Clerk Bob Mead, Al Glenn, Switchman Mervyn Grother, Train Clerk Hap

Manit. Among the ladies in the picture above are Ruth Carskaden; Mrs. Joyce Amlin, chairman; Dorothy Donnenwirth and Hazel Baldwin, wives of Western Pacific employees at Portola.

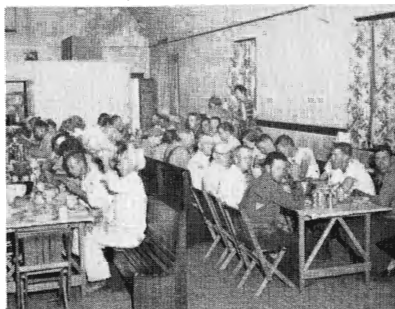
## "Operation Cleanup"

Photos by Mrs. Bertha Miller

Arlene Brown, Hank Parrish, Pat Irwin, Pauline Parrish, Lana Parrish, Barney Irwin and Mervyn Grother put up and paint a picket fence.



Luncheon in the I. O. O. F. hall. Edna Ede, wife of brakeman John Ede, headed kitchen committee, who kept the workers well fed.



Bonnie Thrailkill and Loretta Martin, daughters of WP employees, served as baby-sitters while the parents were busy painting and repairing.



the vacant properties were cleared of unsightly debris. Commercial Street was cleared of traffic while the volunteers worked, to avoid interference and possible accidents.

One week later, the painting began. Many buildings were painted for the first time in years. Paint for the entire project was supplied at a discount by W. P. Fuller & Co., and lumber for the fences was donated by the Clover Valley Lumber Co. at Loyalton and made into pickets by the shop class at Portola High School.

As an aid in the "face lifting," Western Pacific had already completely removed the old engine terminal and made a number of changes to dress up the yard. Interior improvements are about to be made at the hospital and next spring the exterior will be completely renewed. A cleanup is also being made around the depot and elsewhere in the terminal.

The work of repainting Commercial Street continues. When completed, thanks to the feminine population, there'll probably be a hot time in the old town that night.

Among volunteers painting the Feather River Hotel were Maxine Bacon, wife of Fireman Dick Bacon; Annette Berg, wife of Engineer Herb Berg.





Floral arrangements were received from many friends, a few of which are shown. Patricia O'Malley completes report as Jack Berschens aids travelers.

## Passenger Department in New Quarters

Visitors who saw Western Pacific's new ticket office, which opened at 526 Mission Street on July 30, had the highest praise for the well-lighted, attractive and spacious air-conditioned quarters. Overhead recessed lighting provides a naturalness to the beautifully draped walls, modern seating and accessory appointments which first greet the visitor upon entering through glass doors off the lobby of the general office building.

Those seeking reservations and transportation will not only be impressed by the appearance of the office, but by the very friendly and efficient service. From behind a long,

gracefully curved bleached-walnut counter, which crosses the room midway from one side to the other, the staff quickly provides information and transportation, aided by others who work behind a second matching counter projecting from a walnut-paneled partition.

The opening of the new ticket office was prompted by the termination of the lease at 299 Post Street. This move eliminated the cost of a complete and expensive renovation of the former quarters, and a tremendous increase in rental. Through arrangements with Barrett's Bridge Terminal Garage, 150 First Street, one hour free parking is

provided customers. This new location on Mission Street between First and Second streets is only a few minutes' walk from any point in downtown San Francisco.

The entire Passenger Traffic Department is now located on the ground floor adjacent to the ticket office. Adopting new modular steel furniture and partitions resulted in a saving of 525 square feet in our building, in addition to the 1,485 square feet of space released on Post Street. The Communications Department now occupies a portion of the space previously used by the Passenger Department, which provides this important segment of the railroad adequate room for long-range expansion.

The new Passenger Department quarters were designed by Jim Hickey, Passenger Traffic Manager. The fixtures and interiors were furnished by William Pollard III of Oakland. The

entire cost of this new unit was under \$40,000, which cost will more than pay for itself in savings within the next eighteen months.

The city ticket office is in charge of R. E. Gonsalves, Special Passenger Representative, and the staff includes J. L. Berschens, Bernadette McHugh, Margaret J. Miller, Patricia O'Malley and Claire H. Postel. Office hours are 8:30 a. m. to 5:30 p. m. daily, Monday through Friday. Another Western Pacific ticket office is located in the Ferry Building at the foot of Market Street, supervised by E. M. Hansen, Chief Ticket Clerk.

Prior to its occupancy at Post and Stockton streets since 1941, the railroad's uptown ticket office was located at 287 Geary Street where it moved from 654 Market Street in 1935, a location occupied from just after the close of World War I.

## 1956 United Crusade Campaign Set to Roll

Plans for United Crusade campaigns for 1956 are taking shape rapidly and it is anticipated that when community campaigns are announced, WP's campaigns in Stockton, Sacramento and the Bay Area will be well under way.

Hy O'Rullian has been named to head the employees' campaign for Sacramento and Angelo Prato will carry similar honors for Stockton. Both O'Rullian and Prato are planning to kick-off their respective campaigns on Monday, September 10. Neither O'Rullian nor Prato could name their full committees to assist them prior to driving deadlines. Both indicate, however, that they want this to be an employees' campaign with large employee representation on committees.

Harold Klein, passenger department, will be loaned by WP to assist in campaigning for industrial donations.

The campaign in the Bay Area will operate as it has before, with department chairmen running a coordinated campaign. Kick-off of the Bay Area campaign is slated for September 20.

Western Pacific employees were highly praised for the excellent participation in United Crusade in every campaign area in 1955.

1956 presents a new challenge which can be met successfully if we apply as much interest as we demonstrated last year. United Crusade is more than charity alone. The dollars which it channels to research are dollars which benefit all—needy or not.

Western Pacific's cost for loss and damage to freight hauled during the second quarter of 1956, compared with the same three months of 1955, was:

	1956	1955
April, May and June.....	\$172,917.82	\$133,257.23

This is an increase of \$39,660.59, and everyone concerned with the handling and transportation of freight traffic is urged to use every precaution in the prevention of this loss and damage to our customers' goods.

## Out to Get More Traffic

The heads of Western Pacific's hard-hitting midwestern and eastern sales force met at Nippersink, Wisconsin, during June, a repetition of a similar meeting held recently in Salt Lake City for the western sales force.

Purpose of the four-day staff meeting was to bring increased traffic to the railroad, and the meeting was an-

nounced as completely successful. No punches were pulled in discussing problems and future aims of the department, which were shared in by all in attendance. The meeting was presided over by M. W. Roper, vice-president-traffic, and C. K. Faye, freight traffic manager-sales, who are determined to get more traffic for WP.

Top row: W. F. McGrath, Chicago; P. E. White, New York; A. H. Lund and J. B. Warren, Chicago. Middle row: J. J. Kirch, Omaha; J. P. Conger, Washington; M. W. Roper; L. E. Moe, Detroit.

Bottom row: R. B. Ritchie, New York; G. H. Wenig, Chicago; J. D. Still, New York (recently resigned); J. F. McKenzie, St. Louis; C. K. Faye. W. M. Workman, Pittsburgh, took the picture.



## ELKO

Henry Wallock

We were glad to see so many Western Pacific railroaders from other locations along the railroad at our annual picnic at Lamoille Grove. We don't often get an opportunity to see and meet our other fellow employees and the picnic provided a fine opportunity. We hope everyone had a wonderful time and we'll be happy to have them return again next year.

Best wishes for an early recovery from a heart attack suffered by DALE NUGENT, freight conductor, which occurred at Wendover on July 2. We understand his condition is greatly improved although he will not be able to return to work for several months.

HARRY CASE, 81, retired engineer, died in Los Angeles recently after a long illness. Harry retired from service on December 24, 1945, after 43 years of railroading, 37 of which were with Western Pacific. He started his railroad career in 1902 with Union Pacific and on March 23, 1909, became an engineer for WP. He first worked on the construction of the line across the Great Salt Lake and Nevada and was engineer on a train doing ballasting from Elko to Gerlach. He went into freight service at Salt Lake early in 1910 and in August of that year entered passenger service. On August 11 he brought the first WP passenger train to the city of Elko. Later trans-

# Caboosing

ferred to Elko, he made many runs out of there for many years, passing through the era of the steam engine to the diesel. Ready to retire in 1942, the Company urged him to keep on the job, which he did during the years of World War II. Following his retirement he spent most of his time in Lamoille with the exception of visits with his daughter, Mrs. A. L. Alexander, of Los Angeles. Mrs. Case passed away in Elko on April 19 at the age of 80. Harry is survived also, in addition to his daughter, by a sister, Mrs. Edna Curray; a son, Frank Case; a grandson, Frank Alexander; and a granddaughter, Barbara Case.

## PORTOLA

Louise Wilks

Lineman "BARNEY" GUZENSKI was seriously injured when the power scoop shovel he was operating at his home, overturned, pinning him beneath. His right arm was badly broken and he suffered possible internal injuries. After preliminary treatment at the local hospital, "Barney" was transferred to St. Joseph's. Since trouble never seems to come singly, his seven-year-old son, Bernie, fell and broke his arm while Barney was in Portola Hospital. Both are getting along as well as can be expected.

A son for Brakeman and Mrs. RAY WRIGHT, and a granddaughter for Engineer and Mrs. JOHN SYPHER.

Phyllis Brown, daughter of Engineer





Traveler Phyllis Brown

and Mrs. J. R. BROWN, sends word of an enjoyable trip through Europe. She left June 1, the day following her graduation from Portola High School, for Montreal, Canada, where she boarded a Holland-American liner for Southampton, England. Of her first air trip, between Reno and Montreal, Phyllis says she much prefers the train. Phyllis and her companion spent a week in Ireland, then to Glasgow, Scotland, from where they boarded a train for Durham, England. The train was of the compartment type. You enter from the side and sit opposite each other. The Scottish conductor was friendly and discussed railroading with Phyllis all the way into Newcastle upon Tyne. "He reminded me of our conductor, JIM Crow, who works on the *Zephyr*," she wrote. Upon her re-

turn home in time for the Fall semester at Chico State College, Phyllis will have visited 13 countries.

## WENDOVER

Esther Witt

On July 6 fifteen track stars from Brigham Young University departed from Salt Lake City to participate in track events in Europe. Among those making the trip was Harold "Harry" Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON. Harold has been an outstanding athlete for BYU, and news accounts state that he has won numerous firsts as a sprinter. The boys will visit on this mission of goodwill and fellowship, England, Ireland, Germany and Switzerland.

A bit late but sincerely meant is our deepest sympathy for Switchman and Mrs. EUGENE T. LAVELLE upon the death of "Barney's" brother in Elmira, N.Y.

Each year soon after Blue Lake opens for fishing, Engineer NORMAN F. BROWN brings his son, Ronnie, to Wendover to vie for fishing honors. In years past Ronnie has taken the honors in number caught and size. Norm wasn't going to have a repeat this year. According to Ronnie's report, one afternoon after he had caught the largest brown bass of the season, Norm took the bait away. You might just as well give up, Norm!

The Elko car department would like it to be known that they are frequent visitors in Wendover. They believe it to be for repairing bad-order cars, and again it might be for an opportunity to chat with the day yard clerk. Regardless, we're always glad to have you with us.

Trying to catch up on all the wonderful things of life which he has



All dressed up for one of Wendover's school dances are, left to right: Patsy and Donna Shea, daughters of T&T Lineman Thomas Shea; Christi Bea Kizer, daughter of Roadmaster and Mrs. M. L. Kizer; Shirley Ann Lee, daughter of Switchman and Mrs. Dan W. Lee; Corrine Anderson, daughter of Water Service Maintainer and Mrs. Varian Anderson; Patricia and Linda Nuffer, daughters of Cashier and Mrs. Preston A. Nuffer.

missed totally for the past five years, is Ed T. Wetherington, uncle of Telegrapher ANNA BELLE ALBRECHT. "Dad" lost his sight in one eye twenty years ago and then in the other five years ago, just having enough sight to discern between daylight and dark. After much coaxing on Anna Belle's part, "Dad" decided to submit to an operation and see if sight could be restored in one eye. The operation proved a success and what a busy life he is now experiencing! Again he is able to read newspapers and see the things that have been lost to him in years gone by. How happy we all are for you, Ed.

## SACRAMENTO FREIGHT STATION

Nancy De Riso

Stenographer-Clerk EVELYN WYATT made a trip to Arcata, Calif., where she happily watched her son, Bruce, receive his B.S. degree in Fisheries at Humboldt State College. Bruce also received a two-year scholarship to Oregon State College where he will study for his master's degree.

Chief Clerk R. N. WITHROW was elected 1956-57 president of the Delta Nu Alpha National Transportation Fraternity. He also passed the I.C.C. examination in February and in May was admitted to practice before the Interstate Commerce Commission. Congratulations!

Welcome to a new employee, WILLIAM R. BONNER! We're happy to have you with us and hope you like working for Western Pacific.

Industry Clerk THOMAS VACCARO reports he caught his first striped bass on sardines. The nearly six-pound catch was hooked in the Freeport area while Tommy was on vacation.

Cashier and Mrs. FRED E. PETERS recently packed into Alpine County, and report the fishing was fine. A few nice rainbow trout were caught in and around Sierra City.

Two camels plodded along side by side in a caravan crossing the burning desert. Finally one looked around furtively and said: "I don't care what anybody says, I'm thirsty."

A gossip is someone that will chin and bear it.

## TIDEWATER SOUTHERN

Betty Rand

Congratulations to Brakeman WILLIS FIELDS and his wife upon the arrival of twins, a boy and a girl; and to Foreman LOYD FLINDERS, of Hatch, and his wife, upon the arrival of a boy. The birth all occurred on July 22, which makes eight children for the Fields and five for the Flinders!

We have a new bill clerk at Turlock, DAN GORDERUM, who replaces BILL STEWARD, recently resigned. Dan was formerly bill clerk for Southern Pacific at Modesto. We're glad to have him with us.

## SACRAMENTO STORE

Irene Burton

We were sorry to hear that OSCAR ULRICH's wife had to undergo surgery but can report that she is progressing nicely. We wish her an early recovery.

MILDRED MICKEL left for Crater Lake, Oregon, where her husband will be located on construction work. Mildred was presented with a small gift from the office force.

MARY LOU STOCKARD returned and will be helping on the 213 Requisition desk and also with the inventory. We're glad to have you back, Mary Lou.

CHARLES REID and his wife, June, came across an unusual place while vacationing at Silver Lake, Wood Lake, Twin Lake, and Red Lake, along the Carson Pass. A huge meadow, appropriately named Faith, Hope and Charity, was the nearest thing they have yet seen to Paradise, according to Charlie.

Thanks to EUGENE LAGOMARSINO and his wife, Virginia, for that lovely box of saltwater taffy—our failing—sent during their vacation at Santa Cruz.

And, too, for the delicious box of chocolates brought into the office by GEORGIA CHINDAHL during a recent visit. We're glad to see how well you are progressing, Georgia, after your recent ordeal in the hospital and hope that it will not be too long before you are back with us again.

## KEDDIE

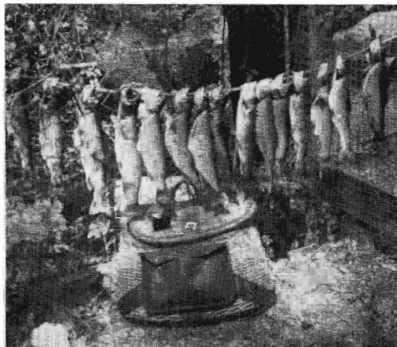
Elsie Hagen

Agent and Operator A. I. RICKENBACH has transferred from Quincy Junction to Fremont. He has located his family in San Jose and will commute to work.

Our very deepest sympathy to one of our young couples, Brakeman and Mrs. KENNETH ARCHER, who just lost their first baby at the age of four days. The little fellow was buried in Quincy Cemetery.

Good news received from Oroville is the continued return to health of Mrs. Small following surgery at Enloe Hospital in Chico. She is the wife of one of our former residents, Engineer BOB SMALL, and we hope the fine reports will continue.

This limit of rainbow trout was caught in the Feather River by Laurel J. Fisher, section foreman, Keddie, while on recent vacation.



Mrs. Herb Womack, wife of Conductor HERB WOMACK, is visiting with her son and his family in Illinois, where she is awaiting the arrival of a grandchild. Herb will go East sometime in September to bring her back home.

Mrs. Tom Griffin, wife of Brakeman TOM GRIFFIN, is in Bellaire, Texas, visiting with her daughter and family and seeing for the first time her new granddaughter, who is only a few weeks old.

Mrs. Phyllis Jones, widow of the late Engineer HARRY JONES, has sold her home in Keddie and plans to do some traveling in the near future.

Brakeman and Mrs. BLACKIE ADAMS were called to Rock Falls, Illinois, because of illness in the family.

Mrs. BOB HOLT, wife of Engineer ROBERT HOLT, has been doing relief train desk clerk's work while the clerks have been on vacation.

Just out of Navy service, most of which was overseas, Robert Hanley, son of Agent and Mrs. PETE HANLEY, was married in San Jose to Jane Bruce of that city. The newlyweds will make their home in San Jose while continuing their schooling.

## CHICAGO

Dan Dutkiewicz

We have a new employee with quite a background. Before coming to Western Pacific, "Sr" C. CYBULSKI was secretary to Warren W. Brown, when Brown was vice-president of the Monon Railroad, and again when Mr. Brown's capacity with that railroad was as its president. He resigned this latter position last October to solicit for "Voice of St. Jude," a national Catholic monthly, which afforded an opportunity for "Si" to become sales

manager of the Illinois-Indiana district. Deciding to return to railroading, on the strength of ten years' experience, "Si" joined WP, but at the same time retained his affiliation with the magazine. He is presently secretary to A. H. LUND.

We are all happy to hear that our favorite PBX operator, SHIRLEY MICHALEK, is up and around again and at this writing expected to return to work about the middle of August.

ROSE LUPE, stenographer, recently had a touch of pneumonia, but recovered rapidly and was back at work after a short absence.

## SACRAMENTO NORTHERN

Milton F. Ziehn

In the March issue of MILEPOSTS, the committee planning the Sacramento Northern retirement party this year made a plea for volunteers to assist with the activities, both before and during the party. The response, sadly, has been exactly—zero. It is anticipated that most of those who assisted last year will be on hand again. But, this is just a case of too few doing too much. It is the committee's desire to make this party a traditional event each year, but not if it becomes a burden instead of a pleasure for those who try to make it a success.

Depending upon the availability of the hall, and the conclusion of the majority of vacations, it is planned to hold the party this year during the latter part of September or early in October.

If those who are able, and would like to assist, would please advise this correspondent, who is acting as secretary, after reading this request for assistance, plans can be arranged so that no burden will be placed on any

one individual, provided that the number of volunteers will be sufficient. Your offer to lend a hand will be most welcome by all concerned with the functioning of the party and by our retired friends who look forward to the occasion.

## STOCKTON

Elaine Obenshain

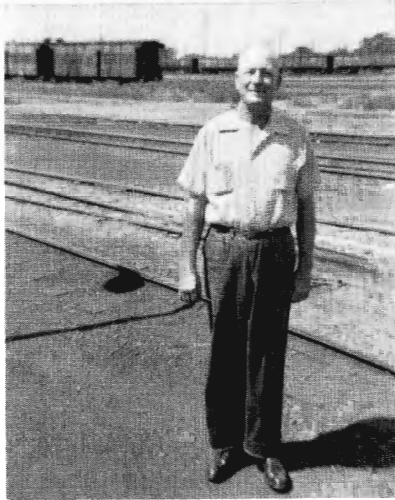
Fireman and Mrs. ROBERT C. LEMON are proud parents of a daughter, Denise Ann, born July 4. She weighed six pounds 14¾ ounces. The Lemons have another daughter, Patrice, aged 4.

Our new diesel fueling system has been installed and put in use. It consists of three 20,022-gallon tanks with two new fuel risers.

Motor Car Maintainer D. D. FLEMING, who retired last month, wishes to thank all his many friends who presented him with a wrist watch.

Patricia Anne Rowley, daughter of CHERRY ROWLEY, clerk at Stockton Freight house, was married July 7 to Policarpo S. Petridis, of Pomona. The wedding ceremony was held in the First Church of Nazarene in Stockton, followed by a reception for 200 friends and relatives in the home of the bride's mother. Patricia is a graduate of Stockton College and also attended Pasadena College, and is now an employee of the *Stockton Record*. The groom graduated from Pasadena College and after Army service plans to enter dentistry.

We were honored to have as a visitor at Stockton yard last month, Lt. Commander Clark, instructor in the Navy's transportation class at Oakland. Purpose of his visit was to gather transportation information for use in his classroom. He has also viewed several of the railroad's movie films and made a trip over the Western Division.



Switchman Amos S. Calhoon, whose retirement in May after 50 years of railroad service was mentioned in the July issue.

## SACRAMENTO SHOPS

Marcella Schultze

Friday, July 13—not a day MERLE MITTS, sheet metal worker, will forget quickly. First, he reported for work only to leave shortly thereafter with a rash of chicken-pox; and, secondly, after parking his car safely (so he thought) in front of his home, looked out a half-hour later to find it had been stolen. But the story does have a happy ending—Merle recovered from the chicken-pox; and two days later the police found his stolen car, only slightly damaged.

A big thanks again to the WP ATHLETIC CLUB for their very nice gesture in treating the organized groups of children visiting the Shops with ice cream bars. The last group of delighted children were 40 boys from the YMCA,

including my two oldest, so I know how those "treats" were enjoyed.

We were all saddened by the sudden passing of Laborer H. "JIMMY" GIBSON on July 22. Jimmy's service with the WP ran back to 1925 and for years he had been lead laborer, before the position was abolished. Jimmy had been active in many fraternal organizations throughout the years, and a very faithful church member—one of his last projects, and very near to his heart, was the raising of funds to purchase a new organ for the Oak Park Community Congregational Church.

Our deepest sympathy is extended to Machinist FRITZ ROHRER, who lost his daughter, Mrs. Matthew Wacho-

wicz, and his two young grandchildren in the tragic flash flood at Galena Creek, along the Mt. Rose Highway, south of Reno, July 20.

While on vacation, Painter and Mrs. H. A. WILTSEY report they were practically tongue-tied and all thumbs, when the head waiter at the Brown Derby seated them at a table already partially occupied because of crowded conditions. After settling themselves, they looked up to find their luncheon companions were none other than Cary Grant and Elizabeth Taylor and her two children; and, "That's when I couldn't seem to do anything right," says Mrs. Wiltsey. It was a delightful time, they both reported.

SAM GRECH, sheet metal helper apprentice, says it's going to be a long, long six months without Mrs. Grech and his two young sons, who have gone to visit her parents on the Island of Malta. Sam's grandfather, a spry 81, went along to help care for his even spryer great-grandsons.

Happy, carefree days ahead are wished for Machinist R. A. WILLIAMS, who retired July 31 after 36 years with WP. Roy recently purchased a new car and intends to begin his leisure hours by taking short trips through the state, building up to a visit back in his old hometown of Hancock, Michigan, and the copper mines. He was presented with a ¼" Black & Decker electric drill kit, complete with sander, polisher, and "the works"; plus a little of that cash that always come in handy when traveling.



When Roy Williams walked off the job on July 21 he was carrying the same lunch bucket with which he began service on October 8, 1920. Mrs. Williams was waiting for him on an American flag-bedecked front porch when he arrived. A *Sacramento Bee* photo.

## WINNEMUCCA

Ruth G. Smith

Brakeman **ELMON GRIFFITHS** returned to work after being away for 18 months because of illness.

Another absentee, Night Yard Clerk **D. G. MICHAELS**, has also returned after a six months' illness. We're happy to have you both back with us again.

A tour which covered 16 states was a highlight of Brakeman and Mrs. **THOMAS GILBRAITH'S** vacation, covered in two weeks. They first visited Tom's father, Retired Brakeman **THOMAS GILBRAITH, Sr.**, and his stepmother, at West Frankfort, Illinois. From there their tour took them through Tennessee, Alabama, Arkansas, Juarez in Old Mexico, Texas, New Mexico, and Las Vegas, Nevada.

## SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Don Hedgpeth, Carl Rath, Bill Royal, and Frank Tufo

We extend our most sincere sympathy to **GEORGE PURCHASE**, engineering lease clerk, on the recent loss of his beloved wife. George, a mere 73, just recently received his 10-year service pin, and from his youthful appearance it will be turned in for a 15- and 20-year pin on the occasion of those anniversaries.

**WALT BASTEDO**, rate and division clerk, is a group leader for Troop 101, San Francisco Explorer Scouts. Recently, Walt took a couple of days' vacation to take the Scouts on a four-day pack trip to Kit Carson Pass and reported a wonderful time. With nothing but dehydrated foods such as bacon-flavored scrambled eggs, tomatoes and rice, chili-mack, baked beans and hot chocolate, their first experience with that type of food, they claim

to be the healthiest bunch of Scouts in California.

Also interested in Scouting is **TED TRAVINS**, interline switching clerk, who got together with some of his neighbors in Palo Alto and reorganized Boy Scout Troop No. 118. Ted is committee chairman and since the troop was reorganized they won a Blue Ribbon first prize for their booth at the San Mateo Scout-O-Rama. Their theme was forestry. The troop has made several week-end camping trips to Big Basin State Park and Pinnacles National Monument.

Welcome to **AGNES EDGAR** and **MARGARET McAULIFFE**, comptometer operator and stenographer, respectively, who both came to Western Pacific after leaving SP.

**ANN RANNEY**, passenger accounting, shared the same roulette wheel in Reno with those seven college fellows who recently won \$96,000. Some of their luck rubbed off on Ann and she came away \$90 richer.

Congratulations to **SYDNEY SINDONA**, who reported the arrival of a daughter on July 20.

**MARY SOOHOLDOSKY**, auditor of revenues employee, won a consolation prize of £100 in the recent Irish Sweepstakes. She and a friend split the cost of a \$2.85 ticket and will receive about \$280 for their investment. After the major prizes are drawn, consolation prizes are also awarded, one of which brought Mary her winnings. After much correspondence and "red tape," Mary received her very impressive-looking check which she has been proudly displaying. It was her first purchase of a Sweepstakes ticket.

A near case of bursitis was recently experienced by **BILL RACINE**, chief clerk, passenger accounts bureau, fol-



The just-wedded John Sabins receive a wedding toast from the bride's parents, Mr. and Mrs. W. A. Racine.

lowing a collapse of his right arm after much check writing prior to and after the July 22 wedding of his daughter, Carol Louise, to John Underwood Sabin of San Marino. The ceremony took place in the garden of neighbors across the way from the home of the bride's parents. More than 200 guests watched Bill give away his daughter in marriage, and were later entertained at a buffet supper in the home of the Racines. Following return from a two weeks' honeymoon at Sun Valley, Idaho, the couple will make their home in Orinda. They were graduates of the University of California with the class of 1955, Carol a Gamma Phi Beta and her husband a member of Chi Phi Fraternity.

## SALT LAKE CITY

J. B. Price

We understand the Geiger counters and scintillators are in full swing in Montana, according to Conductor and Mrs. **JAMES W. DANIELS**, who prospected for uranium while vacationing with "Woody's" parents.

Conductor and Mrs. **VAL L. KIMBALL** after spending part of their vacation in

Los Angeles returned to Salt Lake City where Val won third place in the Vernal Open Golf Tournament. Glad you did better this year, Val, and we'll keep rooting for you to take top honors next time.

Retired Engineer **LEWIS W. WOODS** and Engineers **DONALD T. WOODS** and **EDWARD W. KELLER** had planned an extensive fishing trip, but at the last minute Ed had to be left behind as Mrs. Keller became ill and was confined to the hospital. Sorry you could not go, Ed, but we wish the Mrs. a speedy recovery. As for Lou and Don, we hope their luck was good enough so they can split their bounty with you, Ed!

We always thought Conductor **GUY PARRY** was a strong Milwaukee fan and now we're sure, as Guy and his Mrs. made a trip East just to take in some of the games. And we wouldn't be surprised if he also picked up his tickets for the World's Series.

We're glad to see Trainmaster **GEORGE M. LORENZ** back at his desk again after having spent a six weeks' training course at Stanford University. We missed George during his absence.



Our sincerest condolences to the family of Retired Engineer PATRICK J. MCKENNA; also to Brakeman JOHN E. MURPHY, upon their recent bereavements.

Just one year ago MILEPOSTS published an article, "Tragedy on the Desert." In it, Brakeman DEWARD C. ANDERSON admonished children, like birds, not to venture near railroad tracks. On July 3, "Dee" was conductor on the 3rd GGM and, when entering Salt Lake City, several small boys decided to hop a ride even though if for only a few blocks. All went well until one of the boys, Roy Rushton, lost his hold and fell beneath the wheels of the train which mangled both

legs, resulting later in amputation. "Dee," who has been a Scout and later a Scout Master, immediately looked for and found material to apply tourniquets and applied them while waiting for the ambulance. It averted the boy's bleeding to death. Thanks, "Dee," for proving that railroaders are not just cruel, hard-hearted men, which is further proved by the fact that WP employees have contributed quite a tidy sum for Roy and that the *Salt Lake Tribune* is taking donations for the best legs that money can buy for Roy. Contributions will be gratefully received and may be sent to Dan Valentine, Editor of the column, "Nothing Serious," in care of the newspaper.



Roadmaster J. P. Connelly, Oakland, sent in this picture of the Fruitvale section force. Left to right: Jose F. Castro, laborer, 15 years; Richard Duncan, laborer, 10 years; Burley Sims, laborer, three years; Grant E. Smith, laborer,

two years; Julian J. Hernandez, laborer, 25 years; Jose P. Rodriguez, laborer, six years; and N. G. Anderson, foreman, 25 years' service. Altogether, this group have a total of 86 years' WP service.

Definition of chaos: Four women with one luncheon check. ✓ ✓ ✓

One duck, walking with another, said: "Oh, quit trying to walk like a woman wearing slacks."

Two druggists were talking about one of their associates who had just passed away.

First druggist: "He was a great druggist."

Second druggist: "He was, but don't you think he made his potato salad too salty?"

## "The Red Light Was a Fake"

A story of the Deep Creek train robbery, as told by Percy T. Hewitt, fireman on the train

ON October 16, 1917, in the early morning, I was called to fire for Engineer Bill Veasey on the Gold Hill run of the Deep Creek Railroad.

"I believe this was Bill's last trip before getting reinstated on the Southern Pacific to work out of Ogden. However, we left Wendover at 2:45 a. m. and followed the Utah-Nevada line south for 17 miles.

"As we approached a siding called Salt Springs, where we had to cross over into the state of Nevada, we noticed a red light on the track. Upon stopping, we found a push car with a hayburner lantern on it, covered with a lady's red sweater. Not knowing what it was all about, we thought some duck hunters were having a little joke on us because we had been giving them water and coal off our engine.

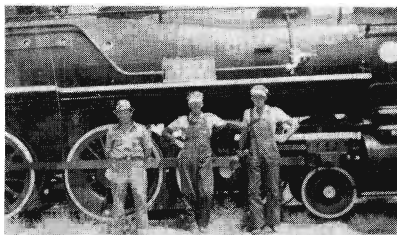
"In the meantime, the rear brakeman came up to find out why we had stopped and went to take a look at the red light. Suddenly someone shot out

the brakeman's light and called out for us to keep quiet and we wouldn't get hurt. The brakeman ducked under the tender and came out on my side, wanting to know wotinell was going on, but I didn't know the answer.

"It was then that I saw outlined against the sky, the figures of four men, two of them running toward the combination coach. A few minutes later one of the men against the engine fired a gun. The whine of the bullet was pretty close to us in the cab. However, it may have been a signal for the other two to return. One of them shouted in a feminine voice, 'Back up, and keep on backing up,' then fired three shots.

"We backed all the way into Wendover, where we found that one of the passengers had been shot in the lower part of the leg, tearing away the flesh and heel bone. The Western Pacific ran a caboose hop into Salt Lake City with the injured man.



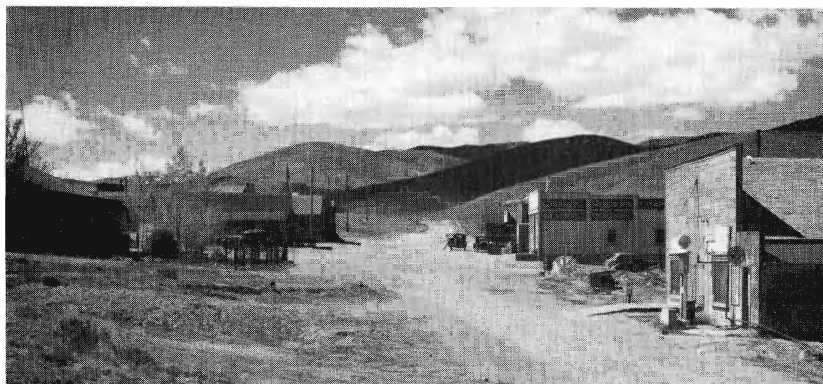


Conductor Bucky Rogers, Engineer Hewitt and son, Fireman F. R. Hewitt, ready for last run.

“ALL the passengers had been backed up into the baggage compartment. Conductor Bill Turner had some valuables in a pouch which he pushed into his pants front. While he stood there shaking, with his hands up, the package began to slip down his pants leg. When he lowered his hands to pull up the pouch, the robber fired a shot. Old Bill carried a star as a deputy sheriff, but his badge was found among the baggage and mail sacks, and we kidded him a lot about throwing away his badge.

“What the robbers were after was a payroll of several thousand dollars

Gold Hill, Tooele County, Utah, now a ghost town, once had a population of about 1,500.



which was being taken up to Gold Hill for the miners' pay day. The man who usually went for the money from a Salt Lake bank was ill, so the bandits didn't know which man carried the money. They took a first-class mail pouch, cut it open, and stole money and jewelry.

“When we got back to Wendover a posse was formed who went out to Salt Springs where they found diamond tire-tread marks in the sand. Following the trail into Ely, Nevada, they came upon the bandits lined up at a bar. They were put under arrest and later sentenced to 25 years in jail.

“It was discovered that the man who had a feminine voice had been a fireman on this run and had made several trips also as a brakeman and was familiar with what was carried in the coach. I recognized his voice, told the sheriff who I thought he was, and it was found to be correct.

“Brother Veasey was reinstated after this incident, and I ran the engine until the road was abandoned in August, 1939. The last year of operation I was made manager.”

## The Author

Percy T. Hewitt was born in Staffordshire, England, on July 24, 1881. His railroad career began in November, 1893, when, at the age of 12, he hired out as engine wiper and machinist helper on the North Stafford



Railroad. He advanced to fireman in November, 1896, and 13 years later was promoted to locomotive engineer. From 1911 until 1915 Percy worked as fireman and engineer on the narrow-gauge Queensland Government Railways in Australia. He entered service with the Deep Creek Railroad in September, 1917, and remained with that railroad until its abandonment in August, 1939. From that date until March, 1943, Hewitt was a clamshell operator for Western Pacific. He retired from active railroad service on July 24, 1946, after more than three years as diesel engineer and steam foreman for the Wendover Air Base.

Hewitt is still a very active person. He is a member and ward teacher of the Latter-Day Saints Church, and, until an injury to his back put him on the inactive list, hauled water to the State Line Hotel.

His Wendover home is surrounded by numerous shade and fruit trees as well as beautiful flowers. One daughter, Hilda Wiley, resides in Wendover. Another daughter, Molly Tucker, lives in Salt Lake City. A son, Fred R. Hewitt, lives in San Leandro. Percy also has nine grandchildren.

## The Railroad

The Deep Creek Railroad was organized in 1916. Construction was financed by Captain Duncan McVichie and associates, who included the late Charles Levy, then president of the Western Pacific, and United States Senator Reed Smoot, of Utah. Grading began on November 1 and the railroad opened for freight traffic in March, 1917, and for express and passenger service one month later. Two locomotives, one freight car, one water car and a combination passenger coach operated over the 46-mile single-track railroad. A daily schedule was maintained by the railroad during its heyday, leaving WP's Wendover station at 6:30 a. m. for the three-hour trip to the southern terminus at Gold Hill, Nevada, returning at 5:00 p. m.

Although Gold Hill was primarily a gold-producing district, copper, tungsten, arsenic and other minerals were added sources of income. But copper mining, for which the line was originally built, failed to materialize as had been expected, and the road was left without a source of supporting revenue. Western Pacific, which absorbed the railroad, recommended abandonment and the Interstate Commerce Commission authorized the plan on July 12, 1939. The last run was made on the 28th of that month.

Mason Moore was manager of the line until January, 1939, when he was succeeded by Engineer Percy Hewitt, who served until the line was discontinued. Bill Veasey was its first engineer; Bill Turner, first conductor; Fred Bernie, first fireman; and Walter Lords, station agent at Gold Hill.

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## RAILROAD LINES



Denver & Rio Grande Western to convert its 20-mile narrow-gauge Salida-Monarch branch to standard-gauge.

• • •

Wabash plans to buy 2,647 new freight cars and nine more locomotives this year.

• • •

A new type mechanical-hydraulic-drive locomotive pulls New York Central's new lightweight Xplorer train.

• • •

Dow Chemical's Penta-treated wooden posts have replaced steel for right-of-way fencing on the Baltimore & Ohio.

• • •

Baltimore & Ohio's dry-ice-cooled Piggy-Back Reefers first in Eastern service.

• • •

Cotton Belt Railway accepted delivery of 75,000th PSI box car at St. Louis to begin a Pullman-Standard caravan nationwide tour celebrating tenth anniversary of the standardized freight car and its components.

• • •

Swedish State Railways celebrate 100th anniversary.

• • •

100 TV cameras and 96 TV receivers will cut time required to make reservation and buy ticket to "sixty to ninety seconds" in Pennsylvania Railroad's "TV-ticket counter" to be opened in New York about October 1.