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John F. Lyding (L116)

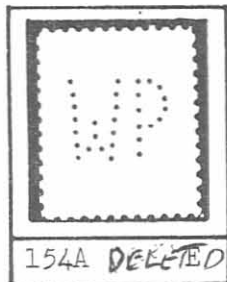


Figure 1 - W154A

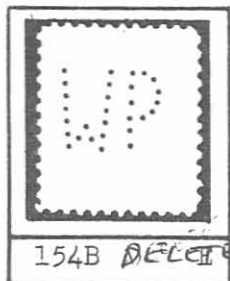


Figure 2 - W154B

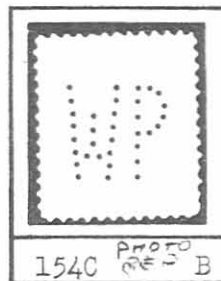


Figure 3 - W154C

*The Catalog of United States Perfins*, originally listed three patterns under the designation W154. These were sub-categorized as W-154A (figure 1), W154B (figure 2), and W154C (figure 3). A casual glance at the three original catalogue photographs, shown above, discloses that these patterns while similar have obvious differences. Pattern W154A has two holes in the center of the letter "W", W154B has only one, while W154C has three. In addition W154C is larger vertically. Patterns W154A and W154B were listed with a confirmed user of the Western Pacific Railroad. No user is listed for W154C.

The original listings have been affected by "Additions and Corrections" (A&C) pages. Joseph J.

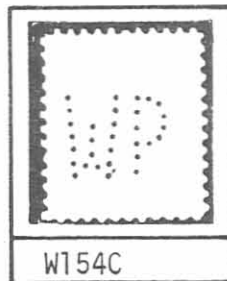


Figure 4  
Replacement Photo

Balough, Editor of the "First Update of the Catalog of US Perfins", 1982, provided a new photograph for perfin pattern W154C (Figure 4). The replacement photograph is illustrated to the left. Harry Rickard, who replaced Joe Balough as US Catalog Editor, in the "US Perfins Catalog Second Update" 1985, noted that W154A & B were "Partials of W154C."

Neither of these editors nor Douglas Cutler, Editor of the most recent A&C pages, noted that W154C was used by the Western Pacific Railroad. To summarize, of the three patterns only C154 is still listed and that pattern does not have a confirmed user listed. The pattern is listed with a height of 11mm.

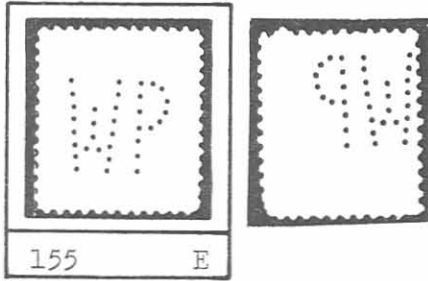


Figure 5. Figure 6.

The *Railroad Catalog*, Robert F. Gray, 1987, shows a single pattern having been used by the Western Pacific Railroad Company (Figure 5). This is RR pattern 196.5 and it corresponds to the general catalog listing for W155 (Figure 6). Both catalogs list this pattern as having a vertical height of 11½mm and Western Pacific Railroad as the confirmed user. If W154C is really 11mm and W155 is 11½mm these two patterns are not the same pattern.

associated with the listings of patterns W154 and W155. Therefore, we have provided an advance copy of this article and of Marty's cover to the US Catalog Editor, who has been requested to comment.

After going through all of the above, we decided to look into the Sacramento Northern Railroad. This railroad was billed in the 1920's as the largest interurban railway service in the United States. The Sacramento Northern line resulted from the merger of the Oakland, Antioch & Eastern and the Northern Electric Railway. The combined lines provided rail service between Oakland and Chico, California. The electrified line catered to passenger service over 185 miles of track. The line included The Key System an electrified railroad across the San Francisco - Oakland Bay Bridge. The line and its rolling stock was purchased by the Western Pacific at the end of 1923. Western Pacific continued passenger service on the line between San Francisco and Sacramento, California until August of 1940.

The convenience of automobile travel doomed this particular interurban mode of transportation not only in the San Francisco Bay area, but also in much of the United States. However, both light and heavy rail have made inroads into the transportation arena. In the San Francisco - Oakland Bay

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Figure 7-

Sacramento Northern Railway Company

The photographically cropped cover of Figure 7, was posted in San Francisco, California on November 12, 1940, bears the corner card of the Sacramento Northern Railway and the "WP" perfin attributed to the Western Pacific Railroad Company. This stamp is punched with the "WP" which originally listed in the catalog as W154B. This perked our interest and was the incentive for this article. It appears that there is a major problem

area the light rail is called Bay Area Rapid Transport (B.A.R.T.) This is an electrified service for the Bay Area which is currently being extended to Pleaston and Antioch. Sacramento and San Jose have light rail. Metro (light rail) is big in both Los Angeles and San Diego.

(Continued on back cover)

*The Perfins Bulletin*  
P.O. Box 13292  
Scottsdale, AZ  
85267-3292

Periodicals  
Postage Paid  
at Scottsdale, AZ  
and additional offices  
USPS No. 120-490

The Sacramento - San Joaquin Valley area can be reached by CAL Train and AMTRACK which are heavy rail. CAL Train Service and AMTRACK are big in Northern California. SAC-Capital Express (Sacramento-Capital) runs daily between Sacramento and San Jose. Passenger service, abet at a reduced frequency, is still available.

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