

WESTERN PACIFIC
Mileposts

NOVEMBER 1958

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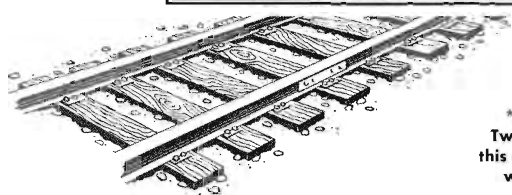
WESTERN PACIFIC Mileposts

Vol. X, No. 4

NOVEMBER, 1958

*Milepost No. 112

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. 112:
Two miles further on
this eastbound freight
will pass Thornton.

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COVER: Norma Johnson, the "unofficial Carbona Lettuce Queen," a Tracy resident, gave the first carload of lettuce a splashing sendoff. See Page 3 for story of first Carbona shipment.

The large, fine quality heads are picked in the field by Mexican nationals, and are packed 24 heads to each cardboard carton. Cartons of lettuce average about 46 pounds in weight.



First Lettuce Shipped From Carbona

THERE was a small but significant celebration just outside a packing shed near Western Pacific's Carbona station on September 26. It was an informal affair—no speeches, no prior fanfare. But it was occasion enough to justify the serving of champagne.

Significant, too, was an unforeseen occurrence that happened a year or more ago which had an indirect relation to the celebration. More about this later.

The popping of corks highlighted the champagne christening (see cover) of the first carload of lettuce ever to be shipped from the Carbona area, about three miles south of Tracy.

Host for the occasion was Jim Fudenna, a partner in the Fudenna Bros. firm. This grower and shipper will enthusiastically tell you, "I'm very optimistic about the future of this area as a produce growing center. While we shipped but two carloads today, it is expected that at the season's peak in

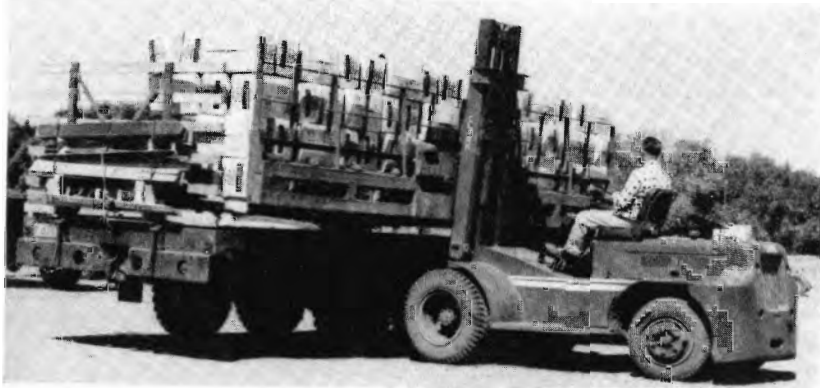


When packed, each carton of lettuce is given a light spray of water for cooling purposes.



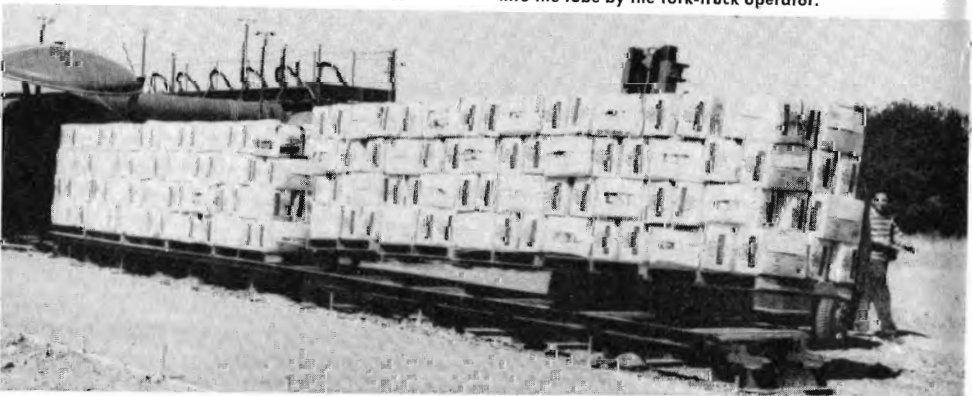
Above: After cartons have been sealed by hand staplers they are picked up by a field truck.

Below: A fork-truck lifts 160 cartons at a time from the truck for transfer to the cooling tube.



The cooling tube will hold a half carload of cartoned lettuce at a time. Two fork-truck

loads are placed on rail skids and pushed into the tube by the fork-truck operator.



late October we will ship about 20 cars a day. We plan to make shipping an annual fall and spring event here."

During the peak season, when the heads mature rapidly, picking, packing, cooling, and loading are being carried on up to midnight each day.

Jim is not new in the business. He began farming 20 acres in the Irvington area 25 years ago, and he now harvests some 5,000 acres in the joint Irvington-Carbona areas. This firm has grown cauliflower, corn, peppers, and tomatoes in the Carbona area with fine results, and celery and cabbage are anticipated as additional crops.

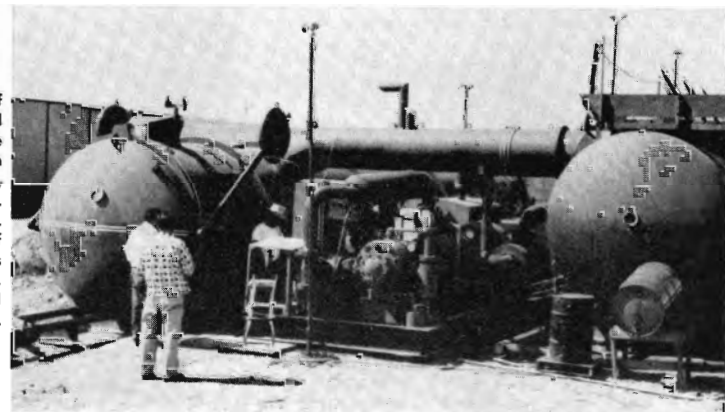
The planting for this first crop began in July, as 55 to 120 days are required for maturity, depending upon the weather. Planting is staggered to permit a longer shipping season. The lettuce is cut by Mexican nationals and then packed in the field in cardboard cartons by a machine used earlier this summer by Fudenna Bros. to field-pack sweet corn. The cartons are then brought to the packing shed and placed in a vacuum cooler.

THE cooler consists of two perfectly round reinforced steel cylinders eight feet in diameter and 40 feet long. A half carload (about 300 46-lb. cartons on pallets) is placed in one tube and approximately 3,000 lbs. of ice in the other. After the vacuum tube is sealed, a 300-h.p. motor-driven pump pulls a vacuum of 29 inches (30 is absolute) on the lettuce tube, forcing the hot air to the ice tube. When cooled, this air is pumped back into the lettuce tube, reducing temperature at the center of the lettuce heads from 65 to 34 degrees in 25 minutes. The cartons remain at field temperature because they contain no moisture.

When the cooling is completed, sealed doors at each end of the tube are opened, and the half-carload of cooled lettuce is pushed on rails from one end of the tube by a second half-carload of field lettuce entering the tube at the other end.

The chance occurrence which had much to do with Fudenna Bros. initiating lettuce growing in the Carbona area, is interesting. All WP railroaders

The cooler consists of two perfectly round steel cylinders. The lettuce is placed in the tube at the left, and about 3,000 lbs. of ice in the other. Pulling a vacuum of 29 inches, hot air is forced to the ice tube, cooled, and pumped back to lettuce tube.





From cooling tube, cartons are rolled into cooled refrigerator car on conveyor.



Traffic Representative Frank Lindee, right, assists Tom Miyaoka, traffic manager, and Don Geddes, sales manager, in traffic matter.

might keep the story in mind, for it tells how each one of us can, by telling others about our railroad and our service, help to bring more business and more job security to our railroad.

While Bert Stratton, our director of industrial development, was vacationing in Honolulu last year, he quite by chance met an acquaintance on the beach at Waikiki. It was Mr. Fudenna's attorney. Talk got around to Western Pacific and the land it has available for



Jim Fudenna, right, gives lettuce inspection as it passes on conveyor. In background is Ken Plummer, WP's supervisor of perishable shipments, who attended first-day shipments.



Discussing switching movements for handling Carbona lettuce are Ken Plummer, Les Henry, trainmaster, and E. M. Godwin, Carbona agent.

shippers. The information was passed on to Mr. Fudenna by his attorney, resulting in several conferences with our industrial relations department. Final result—Western Pacific is hauling away from Carbona the first lettuce ever grown in that area.

How We're Doing

Total operating revenues for first nine months 1958 show 9.09% decrease compared with same period 1957. However, for month of September, 1958, these revenues show 7.58% increase over September, 1957. For first time since August, 1957, freight revenues showed increase.

* * *

California Zephyr's average passenger load in September, 1958, was 79.1% of train capacity, compared with 77.7% in September, 1957.

* * *

Effective November 1, all employees represented by organizations parties to three-year period wage increase agreements signed in November, 1956, will receive basic rate pay increases equivalent to seven cents per hour. Depending upon September, 1958,

Consumer Price Index level, some cost of living adjustment may also be made effective November 1.

* * *

Sacramento Northern will serve new Sacramento industry; also, new industrial park there now under development.

Freight car purchases okay'd for SN and TS

Rex T. Kearney, president and general manager of the Sacramento Northern and Tidewater Southern railways, announced on October 9 that directors of the respective companies had approved purchase of new freight cars.

ACF Industries will deliver to the Sacramento Northern in November, ten high capacity (3,200 cubic feet), 70-ton covered hopper cars. Availability of this type car is necessary to develop additional revenues, particularly for hauling food products.

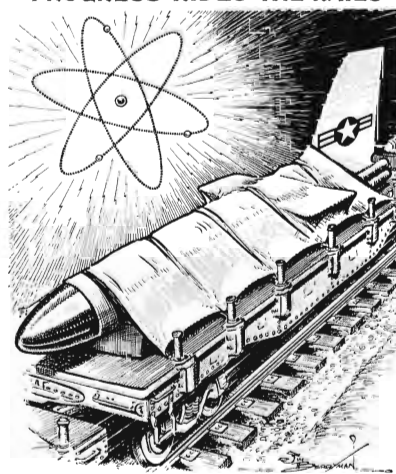
Total estimated cost of the cars is \$123,450.

Pacific Car & Foundry Co. will deliver to the Tidewater Southern, in December, fifty 50-foot insulated box cars. Ten of the cars will be equipped with the PC loading device and aluminum cross members, the remaining forty with D-F loaders.

The canned foods industry has been expanding in the area served by Tidewater Southern, and these additional cars will enable the railroad to offer better service to the accounts who request this type of car.

Total estimated cost of the cars is \$720,000.

PROGRESS RIDES THE RAILS



New legal assistant

Walter G. Treanor became a member of WP's law department on October 16. He will be assigned to Company commerce activities formerly handled by Otis J. Gibson who resigned earlier this year to accept a position with another company in the mid-West.

Treanor was born in New York City on February 19, 1922. He earned his A.B. degree as a major in political science at Principia College, Elsau, Illinois. From college he went directly into the U.S.N.R. Midshipmen's School at Northwestern University. Commissioned as an Ensign in the Naval Reserve, Treanor served as an officer aboard LST's and LSM's in both the European and Pacific theaters of war.

Returning to law studies, Walter was awarded an LL.B. degree in Washington University, St. Louis, in February, 1949. While engaged in private practice he was an attorney for the Fanchon and Marco Enterprises, well-known theatrical chain. He joined Missouri Pacific's legal staff in September, 1951, as an attorney, and was shortly thereafter named commerce attorney for that railroad.

From 1952 until 1957 he was city and prosecuting attorney for the City of St. Anne, Missouri, and held a similar position with the City of Breckenridge Hills, Missouri, for one year until his resignation on October 1, 1958.

In June, 1946, he married Betty Jo Bartlett of Evanston, Illinois. The family now includes two children, Steven, age 10, and Susan, age 7.

Mr. Treanor was active in St. Louis civic affairs, and actively participated in the Cub Scout program in that area.



E. L. "Buck" Van Dellen, general counsel, left, welcomes Walter Treanor to Western Pacific.

Title changes

The signal department announces two title changes, effective November 1. Bruce L. McNeill, Jr., formerly acting signal engineer, was appointed signal engineer, with headquarters at San Francisco.

J. R. Hillman, formerly acting signal supervisor, was appointed signal supervisor, with headquarters at Elko.

The former titles have been discontinued.

* * *

NO Excess Tickets

Edinburgh bound, a Londoner shared his train compartment with a glum looking elderly Scotsman. At the first stop his companion rushed from the train, ran down the platform, then rushed back breathless. After this occurred during several station stops, the Londoner his curiosity aroused, asked the reason.

"Well," said the Scotsman, "I just saw a specialist in London about my heart. He said it's very bad and if I am not careful I might drop dead; so I am just buying my fare from station to station."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of November, 1958:

45-YEAR PIN		
Fred J. Rohrer.....	Machinist.....	Mechanical Department
40-YEAR PIN		
Douglas S. Brown.....	Locomotive Engineer.....	Western Division
35-YEAR PINS		
Lemuel C. Cannon.....	Locomotive Engineer.....	Western Division
Archie L. Compton.....	Locomotive Engineer.....	Western Division
Phelan E. Cronan.....	Locomotive Engineer.....	Western Division
Jean P. Echegon.....	Locomotive Engineer.....	Eastern Division
Oscar H. Larson.....	Chief Clerk, Transportation Dept.....	San Francisco
Maude E. Pringle.....	Adjustment Clerk, Accounting Dept.....	San Francisco
Alma Schroeder.....	Chief Clerk, Chief Special Agent's Office.....	San Francisco
Orson C. Shepard.....	Machinist.....	Mechanical Department
30-YEAR PINS		
Richard K. Fox.....	Asst. Head Payroll Clerk.....	San Francisco
Pete Oscaimon.....	Laborer.....	Mechanical Department
Willard Walters.....	Car Foreman.....	Mechanical Department
25-YEAR PINS		
Lester L. Bowers.....	Carman.....	Mechanical Department
Laurel J. Fisher.....	Section Foreman.....	Western Division
Rex L. Warren.....	Foreman, Section & Extra Gang.....	Western Division
15-YEAR PINS		
Dorothy A. Alderman.....	Clerk, Freight Claim Dept.....	San Francisco
Oscar D. Atkinson.....	Fireman.....	Western Division
Charles E. Brackett.....	Store Laborer.....	Purchases & Stores
William M. Fedick.....	Clerk.....	Western Division
Don V. Housen.....	Fireman.....	Western Division
Charles Knarr.....	Electrician's Helper.....	Mechanical Dept.
Demetrios G. Michael.....	Yard Clerk.....	Eastern Division
Adam Morandin.....	Clerk.....	Western Division
Lela E. Owen.....	Trainmaster's Clerk.....	Eastern Division
Ramon Peralta.....	Carman Helper.....	Mechanical Dept.
Joseph W. Rogers.....	Switchman.....	Western Division
10-YEAR PINS		
Varley M. Boyce.....	Relief Signalman.....	Signal Dept.
James C. Irvin.....	Signal Maintainer.....	Signal Dept.
Louis R. Lopez.....	Section Laborer.....	Eastern Division
Harry C. Munson.....	Vice-President & General Manager.....	San Francisco
James P. Wilson.....	Section Laborer.....	Eastern Division

* Entitled to service pin in September, 1956, but was not previously reported.

Walt Disney, of cartoon-movies-and-television fame, got his start at 15, not as a cartoonist but as a "news butcher" riding trains between Kansas City and Chicago and selling newspapers, magazines, fruit, candy, and other items. Which reminds us of a farm boy back around

40 years ago who was taking his first train ride. He never had seen a banana, so he purchased one from the news butcher. Later, the "butch" inquired, "How did you like it?" "Purty good," the bumpkin told him, "except there's too much cob!"



Dear Editor:

A clipping from the San Francisco Examiner's "Editor's Mail Box" column was received from an anonymous sender. It read:

Auto Skeletons

I am heading for home in New Zealand and have just experienced the thrill of glass-domed train travel from Denver to San Francisco. But one thing amazes me—that no action is taken to prevent the marring of the beauty of the countryside by the hideous, rotting, upturned skeletons of motor cars.

Surely it would be easy to legislate for controlled disposal.

John Kerr
Aboard the
California Zephyr

* * *

Expresses Thanks

I shall wind up 45 years of service with the Western Pacific on September 26.

I am taking this means to thank the officers of the Company and all fellow employees for the many courtesies, the cooperation, and the comradeship that have been my good fortune during this long and rewarding association.

With best wishes to all of you for continued success.

H. E. "Boots" Randall
Locomotive Engineer
Elko

WP and Employees Praised

This week I had the pleasure of visiting my friends, Mrs. J. Grother and son, Mervin, of Portola.

When I told them how I had enjoyed the beautiful trip between Sacramento and Portola on the *California Zephyr*, Mervin, a switchman at Portola, suggested that I write my appreciation to MILEPOSTS.

I would like to compliment the WP and its trainmen upon the efficient way the train is handled. A special orchid to the trainmen and the *Zephyrette* for their courteous and kindly manner. It is a pleasure to travel (train) on the *Zephyr*.

Cecelia Papini
Coloma, California

* * *

More Compliments

My wife and I took the *Zephyr* leaving San Francisco September 21 to Denver, and believe all of you at Western Pacific merit sincere compliments.

We expected to enjoy the scenery, but could not have anticipated its complete grandeur nor the perfection of Vista-Dome viewing. We liked the way the train paced its speed to the views; the descriptive folder and speaker so well directed to the points of interest, and so well restrained their presentation, as well as the complete silence (absence of broadcast music) other times.

All train personnel were most un-



Horse-power—Elephant-power

Accustomed to horsepower of a diesel engine on the head end of a long freight, enginemen on this WP freight rubbed their eyes when they saw two circus elephants rescuing a trailer of ponies which had broken loose from a truck on Highway 89 and plunge down an embankment

near Crescent Mills, Plumas County, recently. John Dempsey, driver of the circus truck, said he was unaware he had lost the trailer until he traveled four miles. All the ponies survived.

—Sacramento Bee photo

Dear Editor: . . .

usually cooperative in spirit and accomplishment.

Perhaps the greatest surprise was the excellent quality of food. True "prime" beef is almost a rarity nowadays, and we have not tasted better in San Francisco's few top restaurants. And your other food, too, was consistently superior. Even the bread served was good—and good bread is not easy to find these days.

We are sure we are not alone in our appreciation of the care and planning which have gone to make this trip so pleasant. Like most people we practically never write a commendatory let-

ter, but have been impeded by our enthusiasm to do so in this instance.

"Appreciative Patrons"*

* Names omitted by request; letter retained in file.

* * *

Married 50 years

This bit of news is in regards to the recent celebration of Rocco Russo and his wife, Rosalia, who on October 11 reached the 50th milestone in their wedded life.

Rocco worked on the *Ferry Ramon* for 25 years before he retired.

The couple enjoyed the blessing of their marital vows, followed by a reception for their family and friends of 115.

S. F. Russo
Pittsburg, Calif.

Winter vacation in Mexico

The recent Hawaiian Cruise drew considerable praise from those who made the tour, and many have asked about plans for 1959.

Dates for two tours have been confirmed. The first is an 11-day cruise to Acapulco, leaving San Francisco aboard the SS *Lurline* on January 22. Arriving at Acapulco on January 27, the ship will be your hotel until sailing time on January 29. The tour arrives back in San Francisco on February 3. All-expense fares begin at \$290. Four fascinating shore excursions are optional at extra cost during the stay in Acapulco.

The second is a two-week tour to Alaska, sponsored by local Railroad Historical Societies. Beginning June 11, the tour includes rail to Seattle, air to Anchorage, rail to Fairbanks (including McKinley Park), bus to Whitehorse, a "Trail of '98" narrow-gauge train to Skagway, steamer through the "Inside Passage" to Vancouver, and rail home. Fares begin at \$575, all-expense except for food.

Three additional tours are contem-

plated, provided sufficient interest is shown. A one-week Hawaiian Economy Vacation in April. Round trip by air, a week in Waikiki, tours, and other extras. Fares from \$285.

A repeat of this year's Hawaiian Cruise during three weeks in September.

A two-week rail and river boat excursion to the Middle West and the South in October or November. The tour will include a Mississippi and Ohio River ride on the Steamer *Delta Queen*, and visits to New Orleans and Dallas.

If you are interested in one or more of these tours, write Frank Rauwolf, 526 Mission Street, San Francisco 5, for further information.

Other coming events

February 21-23—Bowling Tournament, Elko.

April 11—Annual Spring Dance, Sacramento.

Music for your Christmas

"Christmas Concert," a recording by the Western Pacific Glee Club, is for sale again this year to employees and friends of the railroad. Eleven traditional Christmas songs are offered on the two sides of the 10-inch, long-playing, unbreakable record. The Glee Club, in their choir robes, is pictured on the colorful jacket of the recording.

The 30-minute program, directed by Eugene Fulton, includes the following favorites: *Down by the Station*; *White*

Christmas; *Angels We Have Heard on High*; *Adeste Fideles*; *The First Noel*; and *O Holy Night*. Rita Connolly, transportation department, is soloist. Other songs are: *Sleep, My Jesus*, *Sleep*; *Sleeps Judea Fair*; *Jesus Thou Dear Babe*; *Silent Night*; and *Winter Wonderland*.

The Glee Club will be heard publicly again this year during Christmas week when they will entertain *California Zephyr* passengers at Oakland

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

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

Froilan Arena, section laborer, San Francisco.

Juan M. Castro, section laborer, Milpitas.

James H. Fugett, locomotive engineer, Portola.

Harry H. Fuller, locomotive engineer, Salt Lake City.

Walter V. Green, switchman, Stockton.

John A. Hamilton, yardmaster, Winnemucca.

Edward M. Hansen, chief ticket clerk, San Francisco.

Robert R. Hare, machinist, Sacramento.

Clarence L. Jenkins, Sacramento Northern locomotive engineer, Sacramento.

Bryan W. Jones, chief accountant, Sacramento.

Rudolph Krugar, extra gang laborer, Eastern Division.

Emanuel G. Laefas, patrolman, San Francisco.

Valter A. Martin, locomotive engineer, Portola.

Louis Nervig, statistical clerk, Sacramento.

James K. Parkinson, locomotive engineer, Salt Lake City.

George G. Poulos, crossing watchman, Oakland.

Tom P. Ramirez, section laborer, Stockton.

Harold E. Randall, locomotive engineer, Portola.

Mariano G. Rod, section laborer, Pronto.

Ferdinand J. Rozier, agent, Portola.

John R. Schoenfeld, car foreman, Elko.

Alfred W. P. Tonkin, motor car maintainer, Winnemucca.

Guadalupe Vargas, section laborer, Winnemucca.

Chester R. Young, shop laborer, Portola.

Christmas records . . .

station. They also have been booked for appearances at Laguna Honda Home for the Aged and Letterman's General Hospital, and other requests are being considered.

The record is economically priced at \$1.25, which covers the cost of pressing, packaging, sales tax, and mailing. Order will be filled upon receipt of your \$1.25 and the coupon shown at the bottom of the next column.

Department of Public Relations
Western Pacific Railroad Company
526 Mission Street
San Francisco 5, California

Please mail to me at the following address Christmas Concert record(s) sung by Western Pacific's Glee Club. Payment (\$1.25 each) is enclosed.
(Please print)

Name
Address
City Zone State



SACRAMENTO STORE

Irene E. Burton

Clara Faye Madan, daughter of Chief Clerk and Mrs. ALBERT A. MADAN, came the bride of Jerrold Dye in a ceremony October 4 at the Wesley Methodist Church in Sacramento. A reception followed immediately at the Press Radio Building, State Fair Grounds. After a honeymoon at Lake Tahoe, the newlyweds will live in Sacramento.



Mr. and Mrs. Jerrold Dye, newlyweds.
—Photo by Millers, Portola

Cabooosing

On his return from his vacation, MERLE M. WOLF announced that he and the former Wanda L. Underwood had been married on August 30, 1958 in Carson City, Nev.

FRANK PEDROZZA added to our unlucky record of automobile accidents recently. He has been out of work due to an accident which involved his two daughters, Sally and Mary.

BILL PRAY, former Klamath Basin singer and now with Billy Jack Will's western band, made a personal appearance in Klamath Falls recently with Pee Wee Stidham and the Butte Valley Rangers.

STOCKTON

Elaine Obenshain

About 60 people joined Mr. and Mrs. WILLIAM G. KETCHMARK in celebration of their golden wedding anniversary on September 21. The party was given by the couple's two daughters, Mrs. Edward Guertin and Mrs. Phil Taylor. Ketchmark retired five years ago from Western Pacific. He and his wife have lived in Stockton since 1927.

Newlyweds in Stockton include Fireman DONALD H. COOPER and the former Carol Nielson, married on August 30 in the First Baptist Church, Sacramento, and Switchman C. A. ROSS and his bride, who exchanged wedding vows on August 17, 1958.

Our sympathy is extended to Mrs. Beam, wife of Conductor R. M. BEAM, whose mother died recently.

Born September 4 to brakeman and Mrs. F. J. CRANDALL was their fourth child. The new baby girl, who has an older sister and two big brothers, has been named Crescentia for Mr. Crandall's mother.

Brakeman G. K. PORTER is confined to St. Joseph's Hospital. We wish him a speedy recovery.

A new concrete grain storage building is going up on the Western Pacific industrial tract on Sharp's Lane. The construction is being done by Grainco, Inc., and Marlan, Inc., will operate the facility, which will be completed about December 1.

CHICAGO

Carrell W. Wilkie

LEON PAUKSTA, rate clerk, is now serving with the U. S. Army at Ft. Slocum, N. Y. Replacing Leon is GENE HAMILTON who came to us from the Cotton Belt where he worked as a steno-rate clerk. Gene has a 2-year certificate in traffic management, obtained from the College of Advanced Traffic.

Traffic Representative JAKE EPHRAIM has been elected a director of the Clearing-Cicero Traffic Club.

Celebrating his 30th year with Western Pacific is BILL COOK, assistant to the traffic manager. Vice President M. W. ROPER presented Bill with his 30-year service pin. Recently awarded a 10-year pin was ANNE WEBER, teletype operator.

Two part-time college students are AUDREY SWIKART, file clerk, who attends Loyola University in the evenings to obtain an elementary education credential, and GENE HAMILTON, who is studying stenography at South-eastern Junior College.

SHIRLEY MICHALEK, our PBX operator, has set her wedding date for February 7, 1959. Her fiance is Pfc. Ron Nagel of Ft. Ord, Calif.

KEDDIE

Elsie Hagen

On the sick list for several months, BILL STUBBLEFIELD is now back to work and feeling fine.

Mr. and Mrs. RAY BECKLEY have moved to East St. Louis, Mo., but they'll be back in California during the summers to work their mining claim at Belden. They have sold their Keddie home to Bob Keith. Mr. Beckley retired two years ago.

Also leaving Keddie are Engineer and Mrs. M. E. GIBSON, who have bought a home on the Keddie-Quincy highway.

Johnny Shannon, son of Engineer JACK SHANNON, is still in a cast at the Industrial Hospital, recovering from an accident of two months ago.

Recent visitors here were Mr. and Mrs. ROGER COLLINS of San Jose who spent a few days with Mr. and Mrs. BLACKIE ADAMS.

The son of Roadmaster CHET BARRY, Johnny Barry, is attending school at St. Pius Seminary at Rio Dell, Calif. Agent PETE HANLEY's son, Pete Jr., is a student in Sacramento where he's very active in baseball.

ELKO

John L. Murphy

We regret very much to report the death of WILLIAM H. LUCAS on October 10. Mr. Lucas, known to his Western Pacific friends as "Shorty," had been a freight train conductor since 1942 and joined Western Pacific in 1935. He died suddenly following a heart attack

and was interred in the family plot of the Masonic cemetery here after Masonic Order services.

Survived by his wife Reva, a daughter, Mrs. Leslie McDermott, and two grandchildren, all of Elko, Mr. Lucas was born in London, England, in 1888. He came to this country in 1914 and began his railroading career in the United States with a job in Colorado for the Denver and Rio Grande.



Car Foreman J. R. Schoenfeld, who retired on August 31, isn't letting the grass grow under his feet. The mower was a gift from employees.

TIDEWATER SOUTHERN

Bob Thomson

Our sincere sympathy to the family of Escalon Agent ARTHUR G. TIBBETTS who died recently. Mr. Tibbetts had been a Tidewater Southern agent for 30 years, working at Escalon, Alba and Simms Stations. His many friends among shippers and railroaders will feel his loss.

The TS is running four trains daily to take care of the melon, tomato, grape and other perishable harvest being shipped east.

New agent at Escalon is HAROLD CASSEL, formerly bill clerk in Modesto.

GEORGE LYONS, Agent in Modesto, is back on the job after surgery and an illness of a few months.

WINNEMUCCA

Ruth G. Smith

Western Pacific's Winnemucca softball team tied for first place and then lost in the play-off, ending up in third place for the 1958 season. The team was managed by Assistant Welding Supervisor PAUL REINKING and Line-man JOHN MILTON.

Newlyweds who have established their home in Winnemucca are Fireman NEIL WRIGHT and Judith Ann Coram of Tuscon, Ariz., who were married September 9 in Tuscon.

Married on September 8 were ELMON GRIFFITHS, son of Mrs. Rachel Griffiths and the late Brakeman E. C. GRIFFITHS, and Barbara McGhee of Imlay, Nev.

A second boy was born on September 16 to Fireman and Mrs. LAWRENCE WIRTHLIN at Humboldt General Hospital.

Our sympathy to Fireman SCOTT PUTNAM whose mother, Mrs. Ella Marie Wickham, died September 23 in San Francisco following heart surgery.

George W. Rankin, father of Conductors A. M. and F. M. RANKIN of Winnemucca, died on September 26 in Salt Lake City. Among Mr. Rankin's survivors are two other WP employees, a son, Conductor C. F. RANKIN of Salt Lake City, and a grandson, Brakeman W. L. RANKIN.

With Western Pacific since 1930, AL

TONKIN, motor car maintainer, retired on September 30. Forty-five friends honored him with a party on September 27 and presented Al with an electric razor and a cash gift collected all over the WP system. He had held his present job with WP since 1937.

NEW YORK

James B. Hansen

General Agent R. B. RITCHIE has returned from Cincinnati where he visited his two sons and their families. Mr. Ritchie is also WP's new representative on the New York Traffic Club Bowling League.

Attending the annual staff meeting the first week of October in San Francisco was Eastern Traffic Manager P. E. WHITE, shown below.



We were visited last month by LEON PAUKSTA, on military leave from G. K. WENIG's office in Chicago.

* * *

Mother: "Do you know what happens to little boys who tell lies?"

Dennis: "Sure, mother. They travel on trains for half fare."

OROVILLE

Helen R. Small

Many new arrivals are being celebrated in Oroville. A son was born to Engineering Inspector and Mrs. BRUCE MCCURDY on July 31, and Relief Clerk WILLIAM SHERRILL and his wife also have a new baby boy, born July 18. On that same day, a baby girl arrived in the family of Train Desk Clerk and Mrs. JOE REED, while a daughter was born to the ROY CARLTONS, Clerk, on August 29. Brakeman and Mrs. BOB LAMKA became parents of a boy on September 9, and Switchman and Mrs. TED KANGAS are new parents of a daughter as of September 22.

Our sympathies to Store Clerk and Mrs. JOE SUDDRETH on the loss of their infant son, born September 8.

Mrs. Eva Grubbs has been seriously ill in the Community Hospital. She is the mother of Engineer BOB GRUBBS and Carman R. S. PATTISON's mother-in-law.

Wedding plans are indefinite for Betty Louise Smith, daughter of Mr. and Mrs. D. C. Smith, and Switchman KINS DAMON who recently announced their engagement.

Two recent marriages are also news here. Luana Luther, daughter of Conductor and Mrs. C. H. LUTHER, became the bride of Oscar Solarzano on September 6 in Oroville. Both are students at Sacramento State College. Now at home in Oroville are Rodney Lang, son of Retired Agent Mrs. and W. W. LANG, and the former Sara Lee Dealey, daughter of Mr. and Mrs. Fred Dealey of Oroville. They were married here on September 7.

Retired Trainman ROY HOOD died on August 31 at the age of 75, survived by his wife, Edith, three sisters and a

brother. Leaving the Western Pacific in 1948, Mr. Hood had been an Oroville resident for 15 years.

Mrs. Lucy V. Day, widow of Engineer WILLIAM H. DAY and owner and manager of the Day Apartments here since 1923, died recently.

Recovering from a recent auto accident in which he suffered a broken nose and arm is Jimmie Dale Dryden, son of Retired Conductor A. W. DRYDEN.

Well wishers were on hand September 26 when Engineer H. E. RANDALL boarded his engine at Oroville for his last trip before retiring.

T. E. CLIFTON, local chairman, Brotherhood of Railroad Carmen, and D. B. HUGGINS, retired and former general chairman, recently attended the national convention of their union in Kansas City.

Our Oroville deer hunters have had limited success so far this year. Bringing back deer to date have been NORMAN OWENS, FAY RAABE, TOM FLYNN, R. D. PHELAN and JOHN ARRUDA.

PLEAS THOMAS, machinist helper, is now at home recovering from a severe heart attack that kept him in the hospital for six weeks.

SACRAMENTO SHOPS

Marcella G. Schultze

Congratulations to Machinist and Mrs. R. F. LAWTON upon the birth of their third son September 15, and to Laborer and Mrs. L. DAVIS whose first boy arrived September 8.

We will miss Machinist Apprentice GARY L. KIMBALL who had to leave due to the illness of his mother in Salt Lake City. He has now begun training as a printer's apprentice in Salt Lake.

Our sympathies are extended to Machinist GEORGE J. WIDRIG who lost

his wife on September 28. Mrs. Widrig succumbed to a lingering illness.

After 15 years' railroad service, Machinist R. R. HARE retired to Paradise, Calif. Bob started with the SN in Chico in 1943 and then came to the Shops with the consolidation of 1951. He retired on September 30. An electric drill given by his co-workers as a retirement gift will help Bob carry out his home "fix-up" projects.

OAKLAND

Betty Hill and John Leland

BARBARA PARKER, clerk, general agent's office, and her husband have just returned from a vacation trip to Seattle in their new Austin-Healey roadster.

Retired Roadmaster J. P. CONNELLY was a welcome visitor to this office recently.

Division Engineer CHARLEY FORSETH and N. G. ANDERSON, Oakland Yard section foreman, had a successful Saturday salmon fishing recently.

We hear that CARL JOHNSON, car foreman in San Francisco, retired on October 1 and has been replaced by R. J. BRADLEY.

A September vacationer was Roadmaster D. J. LAUGHLIN, who spent a week with his family in Winnemucca. His family will live in Winnemucca until next June when school closes. The Laughlins' twin sons are high school seniors and very active in Winnemucca sports. They also have a daughter attending college in San Francisco.

P. D. BURNER, assistant general supervisor in the motor car shop, spent his vacation driving through Idaho, Oregon and down to Monterey in his new car.



The gentleman second from the left is Bryan Jones, who retired September 30 as chief accountant, mechanical department. Giving him moral support at luncheon in his honor are Dan Irwin, left, and on Bryan's left, Hy O'Rullian, Dave Sarbach, and Ray Schriefer.

MECHANICAL DEPARTMENT

Rod Rodriguez

B. W. JONES, retiring chief accountant, was honored with an informal luncheon on September 30 by officers and employees of the mechanical department, store department and superintendent's office. Mr. Jones left Western Pacific after 39 years of service, begun in 1919 as a clerk in the mechanical department. He was appointed chief accountant in 1934. He was presented with a wallet, containing a \$100 bill.

Taking over as chief accountant is W. H. MITCHELL, promoted from passenger car accountant. Stockton Roundhouse Clerk J. E. HIGHTOWER replaces Mr. Mitchell in his former position.

WENDOVER

Esther Witt

A recent bride was Kathleen Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON, who was married to Sherman N. Tingey on October 24 in the LDS Temple here. The groom is the son of Mr. and Mrs. William W. Tingey of Centerville, Utah.

The bridal couple was honored after the ceremony at a reception held in the Centerville LDS Ward recreational hall. They will live in Ely, Nev., where Mr. Tingey teaches school.

Agent LEO P. WATERS has been appointed justice of the peace in Wendover upon the resignation of Hugh K. Neilson.

Our sympathy to Mrs. Jean Umshler whose husband, Switchman WALTER UMSHLER, died suddenly while at work in the Wendover Yard.

PORTOLA

Gladys K. Largen

Ending 46 years of railroading that started on the Quincy Western, Engineer HAROLD E. "BOOTS" RANDALL brought the eastbound *California Zephyr* into Portola on September 26. Boots and his wife will travel in their house trailer and then settle down in their home here. Reared in Quincy Junction, he started railroading as a fireman on the QW in 1912 and came to WP to work in the Portola shops in 1913. He joined the firemen's union in 1913 and in 1923 became a BLE member.

Engineer J. H. FUGETT retired at

Portola on September 10 after working for Western Pacific since 1924. He was promoted to engineer in 1941 and has been a railroader since 1912 when he was hired by the Wabash. Mr. and Mrs. Fugett moved to Portola in 1951 and plan to stay here a while before moving to Reno.

Also retiring in September was Agent-Telegrapher F. J. ROZIER, who completed 21 years of service. He and his wife will move to southern California.

Machinist Helper HUGH P. HETHERINGTON retired on September 30 at Portola. Mr. Hetherington, who hired out in 1943, has no plans for his future home, but will not stay in Portola, he says.



Valter A. Martin

With 38 years of railroading behind him, 28 with WP, Engineer VALTER A. MARTIN made his last run on August 18, from Winnemucca to Portola. He was promoted to engineer on August 29, 1943. Valter and Mrs. Martin have lived in Portola since July, 1953, but are returning to Salt Lake City—764 McClelland Street—to be near their three children.



Extending retirement best wishes to Engineer Harold E. Randall at Portola are Road Foreman Bill Cope, Mrs. Randall, and Road Foreman Norm Roberts, shaking hands with "Boots."



Road Foreman Bill Cope congratulates Engineer J. H. Fugett on his retirement September 10, as Agent F. J. Rozier, who retired on September 30, awaits similar best wishes from Bill.



Secret Gold, P.H.A. 5245, was the Champion Palomino Stallion at the Plumas County Fair held in Quincy this year. Secret Gold is owned by Rudy Mlakar, perishable freight clerk, shown with his champion. Rudy also took second with his Palomino mare, and two firsts with his grade Arabians.

—Photo by Millers

SALT LAKE CITY

J. B. Price

Retired Engineer and Mrs. JAMES K. PARKINSON are vacationing in the northwest, visiting friends and relatives and enjoying the scenery. Jim retired on August 29 after 41 years of service with WP.



Like all grandfathers, retired Engineer Jim Parkinson enjoys spending some of his leisure time with his grandchildren.

Our best wishes to Brakeman WILLIAM R. SAXTON and the former Miss Karen Warner, who exchanged wedding vows on September 5. The bride is the daughter of Mr. and Mrs. James R. Warner, and the groom's parents are Brakeman and Mrs. RALPH SAXTON, all of Salt Lake City. The newlyweds are living here while Bill continues his studies at the University of Utah.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

Anne Mathes, 17-year-old Lincoln High student, was recently selected as *San Francisco News'* teen-ager of the week. Anne is president of her senior class, a member of the Forty Links, Big Sisters, Girls' Athletic Assn., the Copaines (a Tri-Y at the Golden West YMCA). Majoring in math and Spanish, Anne has an A-minus grade average, and is a semi-finalist in the National Merit Scholarship program. Just to keep busy, she leaves school at 2:15 every day to do secretarial work in an office until 6:30 p.m. She wants to study for a teaching career. Anne's mother, Mrs. AUDREY MATHES, is secretary in the law department.

Best wishes for early recoveries for PAUL MURPHY, manager, service bureau, and JIMMY CURREY, freight traffic sales and service clerk. Paul suffered a stroke in September and after being hospitalized at St. Joseph's, is now at home. Jimmy suffered a stroke on October 9 and is now hospitalized at St. Joseph's.

COLIN ELDRIDGE, transportation engineer, is now the father of five fine children. Marian on October 11 presented him with a second son, John Charles, who tipped the scales at 10 lbs. 12 oz.

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RAILROAD LINES



Chicago & North Western made Council Bluffs, Iowa, its western passenger terminal, replacing Omaha, effective September 28.

. . .

Pennsylvania and New York Central railroads announce they posted profits in August for first time this year.

. . .

An annual product for 34 years, Pennsylvania's giant-size wall calendar will not be published in 1959 as economy measure. Will continue desk- and wallet-size calendars.

. . .

General Motors' Aerotrain back in revenue service September 22 on Rock Island, that railroad's second venture with lightweight commute operations.

. . .

Brotherhood of Railroad Trainmen marked their 75th anniversary with annual convention in founding city, Oneonta, N. Y., September 23.

. . .

Erie recalled 100 employees for its first major car maintenance program in more than a year.

. . .

Newest merger possibility "in the wind" would join Seaboard Air Line and Atlantic Coast Line railroads.

. . .

Chicago, Aurora & Elgin asks dismissal of freight operations abandonment request for another try. Passenger service was dropped in July, 1957.