



Preserving "The Feather River Route"

The Train Sheet

March/April 1990

Issue No. 42



Western Pacific's last purchased locomotive, GE U23B No. 2265 is shown here on a work train at Mabie siding a few miles west of Portola in April 1976. Photo by Norm Holmes.

Inside this issue:

- Complete list of every location on the Western Pacific with its milepost and the origin of its name.
 - Kent Stephens' article - the Story of Why We Didn't Get a WP U23B for Portola.
 - Complete locomotive roster of the Portola Railroad Museum.
 - And much more!



FRRS

Feather River Rail Society

Preserving
"The Feather River
Route"

PO Box 8
Portola, California 96122

The FRRS, a tax exempt public benefit California corporation, is the historical society for the *Western Pacific Railroad* and operates the *Portola Railroad Museum* in Portola, California. The FRRS is not associated with or supported by the *Western Pacific Railroad*.

FRRS Tax id number is 68-0002774



Tourist Railway Association Inc.

Board of Directors

Brian Challender
Bruce Cooper
Norman Holmes
Jim Ley
Wayne Monger
Hank Stiles
Gordon Wolleson

Train Sheet Editor

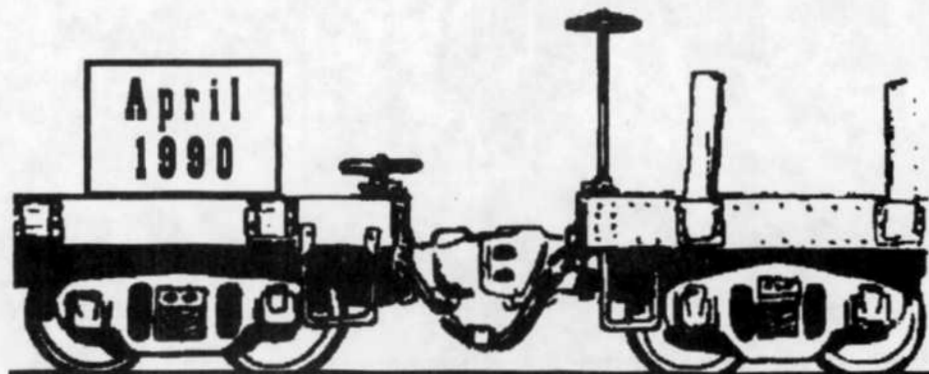
Membership Secretary

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 673-3610

Membership

| | |
|-----------|----------|
| Associate | \$15.00 |
| Active | \$25.00 |
| Family | \$30.00 |
| Life | \$300.00 |

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the quarterly publication - *The Headlight*.



From the Desk of the President

How long will the Portola Railroad Museum last? 25 - 50 - 100 years? Will our collection survive? Will we be able to operate a 100 year old diesel locomotive?

There are no 100 year old diesels, but a number of steam locomotive centenarians still are able to move under their own power.

The future fate of our museum and collection cannot be predicted. What we can do is to take care of what we have as best we can, acquire additional items that are useful and/or important and to stock spare parts as they become available. Do you suppose EMD will stock pistons for a 100 year old SW-1?

BOARD OF DIRECTORS ELECTION

Four Board positions will be open this year. The terms of Brian Challender, Jim Ley, William Stiles and Gordon Wolleson expire at the end of June. (These members may run for re-election.) Any active, family or life member is eligible to place his/her name on the ballot. A director is expected to be acquainted about the affairs of the Society, be able to attend monthly Board meetings and be willing to participate in the activities of the museum.

To place your name on the ballot, we need a letter stating your intent and a short statement, 50 words or less, as to why you want to be on the Board, no later than May 15, 1990. These statements along with the ballot will be mailed to all voting members around June 1st.

NOTICE OF ANNUAL MEETING

The annual membership meeting of the Feather River Rail Society will be held on Saturday, June 23, 1990 at 7:30 PM in the Mike Flannery Room at the Portola Railroad Museum. Ballots for the election of four members of the Board of Directors will be counted and results announced to the membership. Museum progress reports will be made and an open discussion period is scheduled to allow membership input about the affairs of our organization. The meeting will be preceded by a catered BBQ dinner starting at 6:00 PM. The cost for the dinner is \$7.50. Your attendance is welcome.

MUSEUM VIDEO

A 28 minute video tape has been produced showing equipment and operations at the Portola Railroad Museum. The tape was shot by Norm Holmes and edited by Dean Hill.

After titling, the master was sent to George Comer who made 42 copies, bought a shrink wrap outfit to seal the tapes and donated all to our Gift Shop stock. We really appreciate George's efforts on our behalf. The tape is available in our gift shop or by mail for \$15.95. If ordering by mail, please include tax and shipping if applicable.

--Norman W. Holmes

The 805A Report

by
Larry Hanlon

Last time, I promised a list of tasks and a schedule of work weekends for this issue. The list of tasks for the cosmetic restoration is 3 pages long, which is too much to print here. A copy is taped to the side of the locomotive; if you'd like your own copy write to me c/o the Museum.

The list of 805A work weekends presently looks like this: June 2,3, June 23,24, July 14,15, and August 4,5. Please get in touch with me if you'd like to help out; there are plenty of things to do. Unfortunately, I have a conflict on the May 19/20 Spring Work Weekend as I'm scheduled to present a seminar at the NMRA PCR (Pacific Coast Region) convention. There may be an 805-related job on the list for that weekend, but there are numerous other tasks around the museum which should probably take precedence.

Under the heading of additions, I should note that in last issue's summary of work I should have mentioned that Wayne Monger made the set of 805A number boards which are presently installed in the locomotive.

Recent Results

Having pulled the #4 head and liner in January and found the bad spot on the lower liner seal, we were all set to pull #5 and replace the seals on both liners. Mother Nature had a different idea. As the targeted weekend of Feb. 17 approached, so did ominous storm clouds from the Pacific. You may remember the resulting blizzard which dropped over 3 feet of snow both at Portola and as far down the Hill as Auburn.

On March 3/4, Steve Habeck, Dave McClain, Ski, and I pulled #5 head and liner, then cleaned, resealed, and reinstalled both liners and heads. Dave brought along his video camera and recorded the process. We stopped short of torquing down the head nuts and crab nuts as we lacked a sufficiently large torque wrench.

On March 25, having obtained a 250 lb-ft torque wrench, we first tightened the head nuts. Then, for the crab nuts, we used the 10X torque multiplier which Hank Stiles had previously acquired for the Museum. We brought all 4 crab nuts on #5 cylinder to the specified 1800 lb-ft, but as we completed the pass on #4 at 600 lb-ft the input shaft to the torque multiplier failed. Arrrghh!!! (Luckily, it came with a lifetime warranty, and Hank is getting it replaced). Despite the

low torque values on #4, we decided to test for water leaks anyway.

Meanwhile, Ski had been trying to loosen some of the rusted bolts which retain the filter grilles to the carbody by using the impact driver he had just acquired for that purpose. After a lot of "Knock-er Loose" and an hour of trying it was evident that we still need a better way. Next time we'll heat the retaining nuts from the inside of the carbody while using the impact driver on the bolts.

We then spotted the 805A by the water riser on #4 rail. In a few short minutes, the verdict was in---leaks from liners #4, #5, and #13. I had been told to expect leaks because this was our first attempt at this job, but I thought we could beat the odds. We didn't. At least the leaks from #4 and #5 were far smaller than before. The good news, however, is that *only* those 3 liners leak. After draining the cooling system, we set the 805A back in the shop and loosened the crab nuts on the 3 offending liners. Following a fast trip down the Hill, Dave just barely made his plane for LA, and I collapsed onto a comfortable couch.

Odie Lorimer had been in contact with me about painting issues and procedures, and has volunteered to prep the nose and then paint on the red/white wings. This will also serve as a test of our planned painting technique for the rest of the exterior. He is also planning to make up metal WP nose heralds for both 805 and 921, following the original EMD drawings.

On April 8, Jack Palmer wirebrushed, sanded, and spot-primed the worst of the rust pits on the nose. The next day, he tested various paint strippers on the grungy red paint and found the killer "Paint and Epoxy Stripper" from Jasco to be most effective. The right rear lower side panel and handrails are now freed of the red stuff and are in fine shape, and the slight discoloration left on the side panel should polish off readily.

Next Steps

- * Remove #5 head and liner; inspect for cause of leaks; reinstall.
- * Prepare exterior of nose for painting (sanding, Bondo, etc.
- * Chemically strip red paint from lower side panels.
- * Clean out dirt, rust, etc. from interior of nose and spot prime.

See you next time.....

3RD ANNUAL FREE TRIP RAFFLE

by Chris W. Skow

The Feather River Rail Society and Trains Unlimited, Tours are pleased to announce the 3rd annual free trip raffle. As most of you know, all proceeds go towards building the Portola Railroad Museum's "Visitor Center" which will house an historic display room, ticket office, library, storage area, gift shop and restrooms. The Visitor's Center will be built in the parking lot area in front of the large railroad shop. It will be built to closely resemble an old Western Pacific depot.

Trains Unlimited, Tours is proud again to be able to take part in this worthwhile project. The winner of the drawing in 1990 will receive two free roundtrip tickets on the Reno Air Race Express, departing Oakland September 22, 1990 for Reno, Nevada and returning September 24, 1990. The open observation car "Virginia City" and ex-Santa Fe dome car "Plaza Santa Fe" will be coupled to the rear of Amtrak's California Zephyr between Oakland and Reno roundtrip. Enjoy luxurious first class rail travel in your own private cars. This tour will give the winner the opportunity to visit the Portola Railroad Museum on September 23, 1990 if they like.

We congratulate Mitch Knight of Capitola, California, who won the 1989 raffle for two free roundtrip spaces on Trains Unlimited, Tour to Chile in November 1989.

Mitch was so grateful for winning this trip that he has sent us a donation of \$200. Mitch sums up his trip to Chile like this, "This was a marvelous and well run trip in every detail. Many charter trains from steam, electric and diesel."

This year's drawing will take place at the

museum's annual "Railfan Day" that will take place in Portola on September 15, 1990. The winning ticket will be drawn in the evening during the slide and movie show.

Trains Unlimited, Tours would like to make an offer to all Feather River Rail Society members. If they book direct with Trains Unlimited and show proof of membership they will receive a 10% discount on any tour that is operated by them in 1990. This would mean tour operated in United States, South America and Canada. If you have not received their 36 page color brochures, please give them a call at (800) 359-4870.

You might recall that a 15% early bird discount is being offered to persons that book at least 100 days before departure of trip. Again if you show proof of Feather River Rail Society membership, this discount will be extended to within two weeks before departure.

Drawing raffle tickets: \$3 each or 5 for \$10.

SELL! SELL! SELL!

 **WP LIVES**

ANOTHER ONE!

Former Southern Pacific ALCO RS-32 No. 4004 arrived in Portola. This makes the 23rd diesel locomotive addition to our collection.

A brief history of the unit and how we acquired it follows:

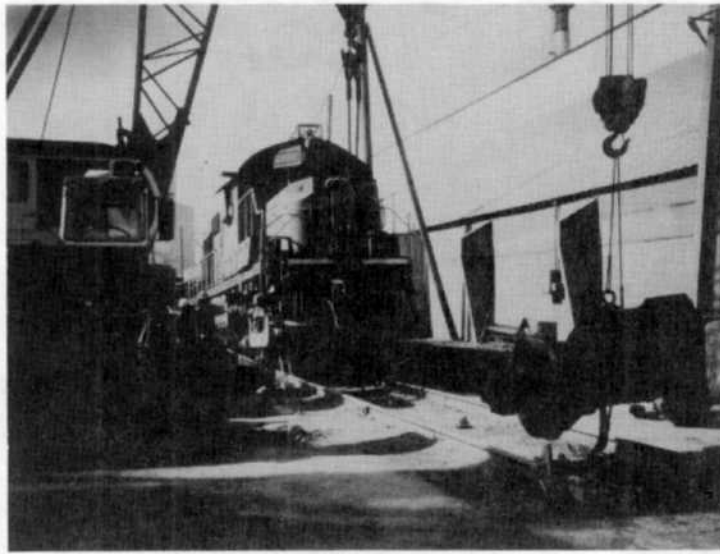
American Locomotive Company introduced the 12 cylinder 251 engine for application in their line of road switchers in 1956. Competition from EMD's turbo-charged GP-20 and trouble with the 244 engine were the main reasons for this new model. The 251B V-12 was first placed in a new model called RS-11 rated at 1800 hp.

Sales were good with 327 units sold before production ended in 1961. The engine was upgraded to 2000 hp (251C) and a new unit, RS-32, placed on the market. Only 35 of the RS-32's were sold, however, 25 to New York Central and 10 to Southern Pacific. The RS-32 differed from the RS-11's appearance mainly in carbody modifications due to a new air filtration system.

Southern Pacific's RS-32's were delivered in 1962 for service on Coast Merchandise trains between San Francisco and Los Angeles. They were originally numbered 7300-7309, but were renumbered 4000-4009 in the 1965 general renumbering. In 1964 they were demoted from fast freight service by EMD GP-35's and assigned to the Western and San Joaquin Divisions for local freight duties. By 1966 several RS-32's were assigned to Peninsula local freights and were occasionally used to rescue a failed Fairbanks-Morse unit on a commute train. The RS-32's were the only units at that time that could come close to keeping the schedules maintained by the 2400 hp Trainmasters.

In March 1975, the RS-32's were reclassified from road freight units to switchers, but retained their same numbers. By this time the 10 units were scattered to far points on the SP system, one was working in Ogden yard and two were in Texas.

The first two to be retired were 4006 and 4008. They were sold to Proler Steel in Houston in May, 1978. 4000 and 4003 were sold to Fundidora in 1978, 4001, 4002, 4003, 4004, 4005 and 4009 were sold to Chrome Crankshaft in 1979. CC sold or



leased the units with our 4004 being sold to J. R. Simplot in Pocatello, Idaho in November, 1981.

Simplot was using a pair of government surplus GE 65 ton center cab locos to switch their plant. The 2000 hp Alco was a big improvement for their switching work. Its coat of red paint caused it to be nicknamed "Big Red." The unit worked around the clock for the next seven years except for a two week period in 1986 when it was shipped to UP's Salt Lake City shops for a complete overhaul and repaint.

A replacement unit came in the fall of 1988 when a former BN EMD SW-9 (#120) was purchased from Salt Lake Garfield & Western. The wheels on 4004 had been worn down to the point that replacement was necessary. This coupled to the fact that Alco parts were getting harder to find resulted in the decision to replace the locomotive.

Only two other SP RS-32's are known to exist at this time: 4002 re # 211 on the East Tennessee Railway and 4009 re # 4005 at Newhall, CA for Short Line Enterprises. Two former NYC RS-32's are left from the 25, one running on the East Tennessee Ry. and one on the Arkansas & Missouri Railroad.

Early in 1989, we learned the SP RS-32 that was sold to Simplot in Pocatello had been replaced and was retired. Simplot was contacted and we were told Motive Power Services of Spokane had obtained a one year option to purchase the unit for \$15,000. That option expired in November, 1989 without MPS exercising their option. We again contacted Simplot regarding a donation. A phone call was received in February indicating Simplot's willingness to donate the unit to our Society.

The primary reason for 4004's retirement was a set of worn out wheels. The locomotive could not be moved out of the plant unless it had 8 new wheels. D. K. Henry at Chrome Crankshaft was contacted and a good set of used wheels and axles were bought and shipped to Pocatello.

On March 17th and 18th, 1990, Dean

Hill and Norm Holmes drove the 700 miles to Pocatello to make the wheel change. A crane was ordered for Monday and work began to unbolt the journal box retainers, brake rigging and traction motor leads. Member Rick Merle from nearby Blackfoot and Keith Jordan, a retired UP mechanical supervisor from Pocatello, Dean and Norm put in two days of difficult, dirty work making the wheel change. Due to its seven year stay at Simplot's plant (one of their products is Sulfuric Acid) all the bolts were badly rusted. A cutting torch was indispensable.

After everything was cut loose, the 140 ton crane lifted one end of the 4004 four feet in the air and the old two-wheel sets and traction motors were pulled out from under the unit. It was decided to ship the unit without traction motors because of the time needed to remount the motors and to avoid any possibility of motor bearing failure enroute. The new wheel sets were then rolled under the unit and it was lowered onto the axles. The same procedure was followed on the other end. This work took the better part of two days. Union Pacific sent an inspection team Wednesday and only two minor defects were found. We had completed an airtest, raised both couplers, replaced a brakehead and two missing brake shoes and did other minor work including welding closed the rusted battery box doors. The brass bell was removed and brought home! The old wheel sets and traction motors were loaded on a truck and shipped to Portola. Bruce Cooper, Hank Stiles and Gordon Wollesen unloaded them on Thursday - all 48,000 pounds.

The Simplot plant employees, particularly Kay Campbell were very cooperative in making available a welder, crane service and what ever supplies we needed. They also gave us all their spare parts that they could not use on their other locomotive. Included was a new radiator, brake shoes, brake heads, air cylinders, a new rebuilt water pump and a large box of engine and electrical parts. Most of the heavy parts were loaded in the unit's nose. Two boxes of parts came to Portola in Norm's pickup.

Union Pacific again graciously furnished free transportation from Pocatello to Portola.

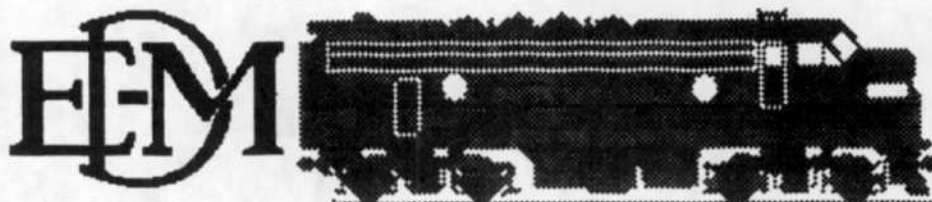
Tom Moungovan expressed interest in taking on the project to restore the locomotive to operating condition. Anyone that would like to help should contact Tom at (707) 823-1664

Even though the unit was donated, costs were incurred. Donations to this fund would be appreciated.



PORTOLA RAILROAD MUSEUM

LOCOMOTIVE ROSTER 4-1-90



| Current Road Marking | Current Road Number | Manufacturer | Model | Builder's Number | Date Built | Date FRRS Acquired | Horsepower | History of the Unit |
|----------------------|---------------------|--------------|--------|------------------|------------|--------------------|------------|--|
| FR&W | 1 | PLY | ML-8 | 4504 | -43 | 1-90 | 250hp | x WCTU 1, xxUSA QMC (gasoline) |
| KCC | 2 | ALCO | RS-3 | 78371 | 11-50 | 8-85 | 1600hp | x American Smelting |
| KCC | 3 | ALCO | RS-3 | 78372 | 11-50 | 10-85 | 1600hp | x American Smelting |
| FRSL | 8 | BLW | 2-6-2 | 31060 | 11-07 | 6-84 | | x Clover Valley Lbr. 8 (steam) |
| FR&W | 80 | GE | 80T | 15671 | 8-42 | 7-88 | 500hp | x USA 7376 |
| FR&W | 81 | GE | 80T | 31853 | -53 | 7-88 | 500hp | x USA 1694 |
| USS | 12 | GE | 80T | 30800 | 7-50 | 10-86 | 470hp | x Columbia Steel 12 |
| KCC | 104 | ALCO | RS-2 | 77888 | 1-50 | 11-85 | 1500hp | (Nevada Mines, Ely) x KCC 908 |
| WP | 501 | EMC | SW-1 | 906 | 8-39 | 2-88 | 600hp | x Corn Products 1, xx SN 401 |
| WP | 506 | ALCO | S-1 | 69687 | 5-42 | 8-88 | 660hp | x ST&E 506 |
| WP | 512 | ALCO | S-1 | 69514 | 11-41 | 11-88 | 660hp | x USA 7372 |
| LI | 604 | ALCO | FA-2 | 81086 | 6-56 | 7-87 | 1600hp | x L&N 314 |
| WP | 608 | EMC | NW-2u | 1000 | 5-40 | 12-84 | 1200hp | x UP 1001 |
| WP | 707 | EMD | GP-7 | 17031 | 10-52 | 2-87 | 1500hp | |
| WP | 708 | EMD | GP-7 | 17056 | 10-52 | 11-84 | 1500hp | |
| KMC | 778 | GE | 125T | 33348 | 4-58 | 10-85 | | x Chino mines 104 (electric) |
| WP | 805A | EMD | FP-7A | 9004 | 1-50 | 7-87 | 1500hp | x L&NW 49 |
| UP | 849 | EMD | GP-30 | 27558 | 9-62 | 7-86 | 2250hp | |
| WP | 921D | EMD | F7-A | 8979 | 1-50 | 7-83 | 1500hp | |
| WP | 2001 | EMD | GP-20 | 25623 | 12-59 | 7-85 | 2000hp | |
| WP | 3051 | GE | U30B | 36451 | 9-67 | 1-85 | 3000hp | |
| SP | 4004 | ALCO | RS-32 | 84029 | 3-62 | 4-90 | 2000hp | x SP 7304 |
| MILW | 5057 | GE | U25B | 35640 | 6-65 | 8-87 | 2500hp | |
| UP | 6946 | EMD | DDA40X | 35520 | 9-71 | 8-84 | 6600hp | |
| ARR | P-7 | EMD | E9-B | 20510 | 10-55 | 2-89 | | Steam Generator car, x AMT 468, 1919, 669 xx UP 970B |

SPRING FUN WEEKEND

**Saturday and Sunday, May 19
and 20, 1990**

The snow has melted, temperature is rising, and once again it's time to switch gears for another season. This year looks like we will have more visitors and activities than ever before. So, we need your help to clean-up, relocate and help get everything ready for our visitors. As in the past, we are having our annual work weekend allowing us to clean-up, to throw out the junk, and to dust off the equipment.

This year we have an energetic group organizing the festivities: Gary Cousin on the Base Drum, Doug Jensen playing the Piano, and Hank Stiles on the Tuba. The effort will be a two-day affair with exquisite food flown in specially for you hardy helpers. A free

OPEN HOUSE

A Time to Get to Know You.

In the past you may have asked yourself what you can do or how you can get involved with the activities at Portola. Well, here's your chance. On the weekend of June 23 and 24, 1990, Gary Cousin will be giving a cook's tour of our operations at the museum.

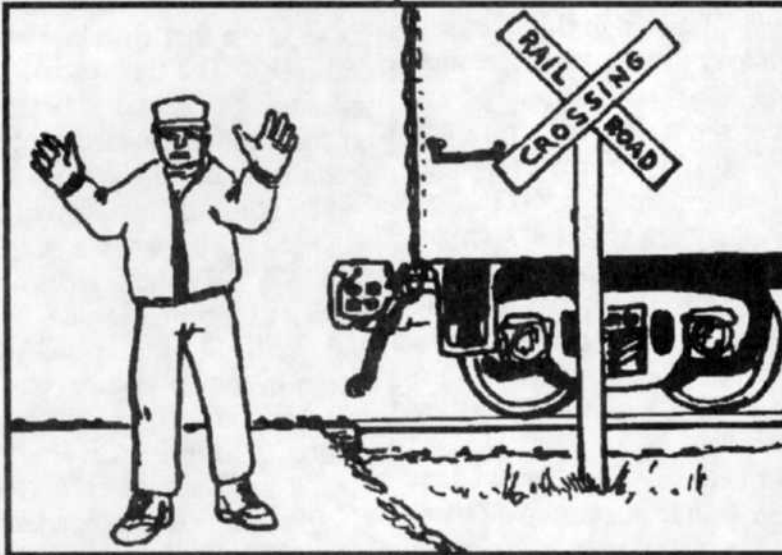
You will have the opportunity to meet Norman Holmes, Founder and President; Bruce Cooper of our VERY successful Rent-a-Locomotive program; and many others. Sue Cooper of Cafe Caboose will

lunch and dinner Saturday, breakfast and lunch on Sunday will be served to all workers.

On the work agenda for the 2 days will be: track inspection, switch maintenance, discarding of useless equipment and scrap, general cleanup of inside and outside of the building, and relocating of rail and ties. Please note: There will NOT be any locomotive restoration work on these 2 days.

Come prepared with work clothes, gloves and a sense of adventure. Caboose and our 30 bunk troop sleeper car are available for overnight sleeping. The shower car will also be hooked up for use. We

have lots to do, so come on up for the fun! Any questions, please call the Base Drum Player at (916) 221-6611. See you at the museum.



be providing a lunch on Saturday for your dining pleasure.

With all seriousness, the Feather River Rail Society is made up of people who desire to see the Western Pacific Live. Because of those desires and dreams, we have a museum with an impressive collection. In order to keep things moving and progressing, we need new commitments. If you come up, remember that you are welcomed, and your interests and ideas are valued.

Please take the time to respond to: Gary Cousin, 855 Mission Sierra Ct., Redding, California 96003. (916) 221-6611. See you at the Museum.

 **WP LIVES**

Western Pacific's U23B's

-and the Story of Why We Didn't Get a WP U23B for Portola

by Kent Stephens

During the spring of 1971 Western Pacific's management was finalizing plans for a new order of EMD units that would enable WP to retire most of its remaining F's and FP7 units. A letter of intent was sent to EMD in May 1971 for fifteen GP38's to be delivered during fourth quarter of 1972. The new GP38's not only would eliminate most of the remaining covered wagons but also would replace some larger hood units then in branchline assignments, releasing them for mainline service. Several GP38's would also work the planned hump yard at Oroville. The hump yard, however, was never built. Banks are willing to lend money to railroads to finance locomotives and cars with trust certificates - a default leaves them with equipment that can be sold. Yards can't be financed with trust certificates and have to be built with money generated internally by railroads. Inflation in this Vietnam era was setting in, and WP never found the necessary funds to build the hump yard.

The GP38's also did not come about. The railroad's top management suddenly decided to buy GE's rather than EMD's and cancelled the letter of intent to EMD in November 1971. The fifteen GP38's were replaced with an order to General Electric for an equal number of U23B's for delivery during the second quarter of 1972. A possible reason for this change may have been a check with Santa Fe about their 6800 class of U23B's. Santa Fe had been the first western carrier to buy U23B's in 1970 and they were happy with their performance.

WP's fifteen green U23B's (#2251-2265) arrived on schedule during May and June 1972 and a number of tired F units went in on trade for the new power. The "baby boats" supposedly were purchased in part to replace the covered wagons on the High Line, but they worked a wide range of assignments. An indication of this range of planned assignments, including the proposed hump yard, is that they were equipped with dual cab controls. WP had also specified EMD (Blomberg) trucks for the units.

We are very fortunate at Portola Railroad Museum that WP's top management changed their mind about the GP38's and bought the U23B's instead. One of the trade-ins was #805-A, traded to GE for credit toward #2260. If WP management had evaluated U23B's but decided to stay with the letter of intent to EMD for GP38's, and assuming that #805-A would have been traded for a GP38, we would not have #805-A. GE has been willing to sell any trade-ins until the last several years when they were holding them for the planned Super 7 rebuilding program. EMD, however, will not sell trade-ins and has an exclusive contract with Pielot Brothers to scrap all trade-ins. No. 805-A would have been scrapped in Pielot's yard near EMD instead of surviving on GE's scrap line for several years

until being sold with WP #921-C and a number of SP F7A's to the owners of WAG (Wellsville, Addison & Galton) and Louisiana & North West for service on the two short lines. (Actually two GP7's from an eastern carrier did survive EMD trade-in a few years ago to return to service. Providence & Worcester managed to get EMD to "sweeten the deal" on a single unit GP38 delivery with purchase of two GP7's that had been traded-in. The two Geeps are among the very few EMD trade-ins that escaped torching at Pielot's yard. Among the notable units torched at Pielot in the early 1970's was most of Santa Fe's fleet of Alco PA's. Illinois Railway Museum tried to save a three unit A-B-A set without success. EMD, of course, now has a lease fleet of hood units.)

The U23B's not only worked the High Line, but also could be found in lash-ups with other power on mainline trains. They also worked on locals and could be found occasionally in a switching assignment. One was tried on the Tidewater Southern not long after their delivery. The Tidewater's line had not been upgraded as it has since been for the unit grain trains of recent years, and the largest power up to that time had been the Tidewater's pair of Alco RS-1's. The trial use of the U23B didn't go well - the unfortunate "baby boat" nearly ripped open its fuel tank on some high-crowned grade crossings that hadn't bothered the Alco RS-1's at all.

Thirteen of the original fifteen U23B's made it to the merger (#2256 wrecked on the UP at Devils Slide, Utah, Nov. 17, 1979 and bought by UP as parts; #2259 wrecked by WP at Death, Nevada, Sept. 12, 1981.) In the August 1987 issue, THE CTC BOARD carried a report and tabulation in the UP column on "Western Pacific Power Disposition" since the merger. In this report it was commented that WP's GE fleet had not fared as well as the road's EMD's - most of the EMD's had survived. The U30B's had been stripped and sold for scrap, although in mid-1987, the last few hulks remained at Omaha pending sale for scrap. Only one WP U30B has survived #3051 safe at Portola.

The remaining thirteen U23B's had spent their time in storage after the merger. The Aug. 1987 report in THE CTC BOARD stated the U23B's "...are currently stored unserviceable at North Little Rock waiting for their lease to expire on Sept. 1, 1987. After expiration, it is expected that the units will be returned to lessor (First Security Bank of Utah) who will in turn sell them for scrap."

When I read this portion of the report, two points struck me about the U23B's - first, the units would probably go to scrap; second, the lessor was a bank in Utah, not some eastern financial institution. Utah is former WP territory, and possibly some bank official might be sympathetic to saving one of the "baby boats" by donation to Portola. It certainly seemed worth a try, and it fitted in with our collection policy.

I discussed it with Norm, who sounded it out with board members, then I received the go ahead to approach the bank without committing FRRS to anything. After

[Page 2 of: Kent Stephens' WP U23B's]
checking POLK'S BANK DIRECTORY (First Security is a big bank!), the phone calls started, the first one to First Security's Loan Department. After I explained my request, I was transferred to the Commercial Loan Department. Then a discussion with a surprised secretary: "Locomotives? Well, I don't know anything about that. We wouldn't have lent money to buy something like that." I then explained to her that it was indeed First Security that financed WP's U23B's in 1972 and it would have been a large transaction - over a million dollars. The still doubtful secretary proved to be very helpful though, taking my name and number, and promising to check. Later in the day she called, elated with her success, saying that I needed to talk to the head of the bank's Leasing Department, and gave me his name and number.

In the phone call to the head of the Leasing Department, I learned that "...Yes, we leased those diesel locomotives to the Western Pacific..." and the outcome wasn't quite as predicted by the author of the column in THE CTC BOARD. The bank had discussed the units with the Union Pacific and reached an understanding with UP officials that the railroad would buy the units at the end of the lease, rather than turning them over to the bank.

I advised Norm of the outcome; he subsequently contacted UP for a donation of one unit. The suggested unit was #2260, rather than #2251, due to a unique situation at our museum. As mentioned earlier, in GE records the trade-in to GE for #2260 was #805-A! Now, wouldn't it be unusual for our museum to have both units? But it was not to be. After a time, UP replied that the unit wasn't available for donation, as all U23B's had been scheduled for trade-in to General Electric on new power.

Again with Norm's OK, I went on the trail of getting #2260. I called General Electric Transportation at Erie, and after a transfer I was talking to right person. As I explained what we were interested in, the response on the other end went like the following: "...Yes, the WP units are here...No, they are not going for scrap, they are being held for a possible rebuild program...Yes, a donation could be possible if we decide not to do the rebuild program and start selling the trade-ins for scrap again... Please write to us, so we will have your letter in our file..."

Norm did write to GE... but we won't be getting a WP U23B. One of the big stories of 1988/1989 in railroad motive power is General Electric's rebuild program, creating rebuilt "Super 7" series diesels from trade-ins. The program started in August 1988 with one of WP U23B's as the prototype unit.

The rebuilt "Super 7-B23" models have very little resemblance to a U23B. General Electric has been evaluating their "Super 7" concept for several years for its potential on the lease or sale market, aimed at Class 1 railroads, regionals and short lines. The Super 7 line is designed to utilize a combination of Dash 7 and 8 technology on the platform of a traded-in older model GE unit. Components are either rebuilt or upgraded to offer a conservative, lower

priced unit. The car body, cab, cooling system and dynamic braking of a Dash 8 series is combined with the best components of the Dash 7 line to result in the equivalent of a 1986-built C36-7. A Super 7 unit has a computer package, but not at the level of the high-tech microprocessor that is in the Dash 8 line. The Super 7's are essentially new units.

GE was so certain of the market potential of the Super 7 that they started several years ago to accumulate trade-ins at the Erie plant for possible conversion instead of selling the old units for scrap. The 13 former WP U23B's became part of GE's stockpile following the trade-in from UP. By early 1989 nearly 100 units were stored at GE. Nine railroads were represented in lines of stored U23, U30, and U33 series B's and C's.

WP #2263 was selected from the storage tracks during August 1988 to be the prototype unit for the Super 7 Program. Some months later it emerged from the Erie plant as GE #2000. The gray "Super-7-B23" bore little resemblance to the former green U23B. One of the most striking external changes in the car body was the radiator overhang, similar to the configuration of the U33 model.

The prototype program continued with additional units, but GE contracted with an outside rebuilder for the work. A contract was signed with Morrison-Knudsen to rebuild WP #2251 and #2257 into Super 7-B23 demonstrators #2001-2002, plus the first three six-motor Super 7-C30's #3000-3002. The latter were conversions from Union Pacific U30C #2956 and Southern U33C's #3811-3812.

By April 1989 #2000 was being tested in road service, with #2001-2002 following in May. Reportedly the demonstrators were well received. Initial testing of #2000 was on the Buffalo & Rochester RR, a recent regional railroad. B&R crews, who operate secondhand Geeps, raved about #2000, saying it was so different from the Geeps, that it was "rocket science." GECX #2001-2002 initially demonstrated on the Monongahela Ry., a Pennsylvania short line, again with success.

In early May 1989, the first production Super 7-B23's were being built at GE's recently acquired plant in Montreal, formerly the Montreal/Bombardier/Montreal Locomotive Works. The initial production was planned to be 10 units. Again it was the ex-WP U23B's that were being rebuilt - #2252, 2254, 2255 and 2258 were the first four sent to Montreal. Shortly afterward GE sold the first group of remanufactured Super 7 units. Eleven Super 7-B23's, all ex-WP, were sold to the Monongahela Railroad, leaving only two ex WP units still owned by GE. A photo of #2001-2002 powering a Monongahela coal train was in November 1989 issue of THE CTC BOARD.

— Information sources for this article: WESTERN PACIFIC DIESEL YEARS, by Joe Strapac; THE CTC BOARD, UP news column, August 1987; "Diesels for hire" by Greg McDonnell, TRAINS, October 1989, for the GE Super 7 information; and THE CTC BOARD, Nov. 1989.

Feather River Shortline Update

By Betty Boynton

April is the official month for taking engine 8 out of the "mothballs" and preparing her for the summer running schedule. This year the operating weekends are:

May 12-13, 1990
June 9-10, 1990
July 14-15, 1990
and Railroad Days:
August 25-26, 1990

We strongly recommend that visitors call in advance (916-283-0334) to confirm the schedule, especially anyone travelling a long distance.

On April 11, 1990, Jim Boynton, John Marvin and I dusted off the equipment and the men prepared Engine 8 for the boiler hydrostatic test. As soon as additional equipment is obtained, this important work will be done. The wash-out plugs were replaced and a complete pit check was made under the engine. I started the painting of the engine's smokebox which will be completed next workday. Jim and John took an evaluation of the projects to be done so all will be set for May 12-13, 1990.

Even though weather prevented us from doing much work "on location" on Portola this winter, detailed work was done here in Quincy. This enabled us to go right to work when we got the opportunity. In replacing the oil pipe between the hydrostatic lubricator and the air compressor, the non-standard fitting at each end of the old pipe had to be cut off. Expert welder Mark Kratz of Quincy donated his services and brazed the fittings on to the new oil pipe. (It has now been put back in its proper place.) Several worn-out valves will also be replaced.

The plans and materials for the completion of the woodwork and windows on the fireman's side of the engine cab are now in the shop of Iver Gregory. We hope to have them ready for installation shortly. They will be stained and painted here in Quincy to save work time in Portola.

Our "main men" in the cab, Engineer Jim Boynton and senior fireman John Marvin, are looking forward to our efficient "trainees" who travel up during the summer for running time on #8. We hope to greet many steam lovers this summer. STEAM FOREVER!

CALENDAR CHANGES

Please note the following changes on your museum calendar:

- Season Opening is May 26-27-28, 1990. Activities will include diesel train rides, and all other museum activities. There will also be a Legion breakfast served at the Museum on Sunday, May 27, 1990 starting bright and early. Everyone is welcome.
- There will be a Rotary breakfast at the museum on June 10, 1990. This breakfast is open to F.R.R.S. members and the general public as well; and it begins at 7:00AM. This was changed from August 5.
- Diesel instead of steam train rides on August 11-12, 1990.

VISITORS

Union Pacific United Employee Club (formerly Union Pacific Old Timers) General Committee visited the Portola Railroad Museum March 31, 1990. The Portola club put on a dinner at the Calpine Lodge Friday night and brought the visitors to the museum on Saturday. We awoke WP 921D from its winter nap, coupled up the Santa Fe diner and the

F.R.R.S.

New

Union Pacific Business car to make a train to show off the museum in style. Nina Christensen and Nancy Dickinson

made crab sandwiches and a salad to be served aboard the train. Everyone had a chance to operate the 921 and received an "Engineer's" certificate.

Our motive in doing this, besides just being nice guys, was to promote our museum as a side trip for the club members attending the annual convention being held this year in Sparks, Nevada September 29-30, 1990. Hank Stiles and Gordon Wollesen were in charge of the train operation.

MORE NEWS NOTES

•We will have a table at the Great Pacific Railroadiana Show and Sale in Sacramento June 24, 1990.

•About a dozen people showed up at the museum on April 8 and 14, 1990 for the operating rules examination and crew training. Everyone passed the exam and we now have about a dozen new student train crew members.

AROUND THE MUSEUM

•With the return of warm weather, the diesel house water has been turned on. Gordon Wollesen replaced a broken main water valve so that we now again have operating rest rooms. Melting snow was a severe problem again this year with water running into the building from ice buildup along side the north wall. We sure could use a civil engineer's advice as to how to solve this perennial problem.

•They say housework is never done, the same is true for our diesel house. After a winter of non-attention, the floor needed a thorough cleaning. Hap Manit hooked up a fire hose and gave the building a good wash down. Gary Cousin, Dean Hill and Norm Holmes rearranged the seats and displays.

•On March 31 and April 1, Gary Cousin, Dave Anderson, Erv Hartung and Jim Ley started to put our wheel rack in order. Trucks, wheel sets and other items have accumulated in hap-hazard order. There is still more work to do, but it's a start.

•Bruce Cooper, Hank Stiles and Gordon Wollesen reworked the truck bolster on vista-flat WP 0318. The truck center casting was so worn, a quarter inch steel ring had to be formed to take up the free space.

•Norm and Barbara Holmes spent two days at a Southern Pacific auction in Roseville and Sacramento. A steel work bench, a box containing chain, cable and wrenches, three Duff-Norton 35 ton jacks, a file cabinet, seven steel boxes, six jack stands and an old two wheel cart were bought for a total of \$250. They rented a U-Haul trailer and brought everything back to Portola. The heavy steel table was worth the trip.

•Ken Roller has completed two more 4x8 foot paintings to hang in our meeting room. The latest paintings are of a WP 4-6-6-4 Challenger and a UP 4-8-8-4 Big Boy. Ken's work has transformed our meeting room into an art gallery. Ken also works hard on many other projects at the museum such as cleaning out newly acquired rolling stock, and being our resident "Gandy-Dancer" -- a tough job that nobody else seems to want to

do. We are very fortunate to have a man with his talent and ambition in our organization. Thanks, Ken.

•The September and October, 1989 issue of Main Line Modeler contains a nice article with plans for Western Pacific's articulated 2-8-8-2 steam engines. There is almost enough detail to build a 1:1 model!



General Committee of the Union Pacific United Employee Club pose with Portola Chapter #38 officers alongside UP Business car 105 on their March 31 visit to the Portola Railroad Museum.



Four feet, eight and one-half inch Nancy Dickinson, president of Union Pacific United Employee Club Auxiliary has no trouble standing in the door of WP 921D. She operated the locomotive and received her engineer's certificate.

WHAT'S IN A NAME? "Romance Along the Line of the W. P."

credit to Vic Neves

SAN FRANCISCO Name originally given in honor of St. Francis of Assisi to the Gulf Farallones by Sebastian Rodriguez Cermeno, Portuguese navigator, in 1595. A Dutch cartographer, having heard of Sir Francis Drake, used the name "Babis (Bay) de Sir Francisco Drake," which was subsequently applied to what is known as Drake's Bay. Both Cermeno and Drake missed the great landlocked harbor which was named San Francisco Bay in the latter part of the 18th Century.

ALAMEDA, Calif. This city, which adjoins Oakland on the south, derives its name from the secondary meaning of the Spanish word "alameda" which comes from alamo, a poplar or cottonwood tree. Literally, the word "alameda" signifies a grove or avenue of cottonwoods, but in its later and usually accepted sense it signifies "a public walk or promenade under trees."

BERKELEY, Calif. Oakland's sister city adjoining on the north and site of the University of California, was named for George Berkeley, Bishop of Cloyne, who wrote the poem in which appears the line: "Westward the course of empire takes its way"

A member of the committee assigned to select a site for the University of California, quoted the stanza, whereupon another member of the committee said: "Why not name the site Berkeley?"

Outstanding on the campus of the University of California is the campanile, a slender tower which rises to the height of 302 ft. and which was the gift of Mrs. Jane K. Sather. The twelve bells in the campanile were made in England. On the largest bell is the inscription composed by Professor Isaac Flag, which reads:

"we ring, we chime, we toll.
Lend ye the silent part.
Some answer in the heart,
Some echo in the soul."

OAKLAND, Calif. (M.P. 6.6) This metropolis of the East Bay region occupies part of the first grant of land in Alameda County (August 16, 1820) — the Rancho San Antonio — to Don Luis Maria Peralta. Its early Spanish name was "Las Encinas," meaning The Oaks, so bestowed because a large number of oaks grew on this site.

KOHLER, Calif. (M.P. 11.3) For the owner of a plant served by a spur from this point.

ESTUDILLO, Calif. (M.P. 16.5) For Don Jose Joaquin Estudillo to whom a land grant was made in 1842.

SORENSEN, Calif. (M.P. 22.1) For Hans Sorenson, who had a ranch here. **ALVARADO JUNCTION, Calif. (M.P. 25.2)** Alvarado was named for Gen. Juan Bautista Alvarado who was Mexican Governor of California 1836-1842. Originally called New Haven.

DECOTO, Calif. (M.P. 26.6) As to the origin of this name, this writer quotes from a letter written by Hon. Ezra W. Decoto, former member of the California Railroad Commission and later

engaged in the practice of law in Oakland, California. Mr. Decoto says:

"My father, Ezra Decoto, came to California from Canada in 1854; he farmed in Alameda for a few years and went back to Canada to stay. He spent one winter in northeast Canada at his home, came to the conclusion that there was no place in the world to live except in Alameda County. He gathered together quite a Canadian colony and returned to Alameda County in 1860.

"He and his two brothers, Adolphus Decoto and John Decoto, bought from Mr. Clark who had originally bought from the Vallejos, about 1,000 acres of land. When the Southern Pacific Company built its line through Alameda County, it passed directly through the Decoto farm. My father gave the Southern Pacific the right-of-way and when it established its station, it called the town Decoto."

The California Home for widows and orphans of members of the order of F. & A.M. is located in the foothills back of Decoto.

PABRICO, Calif. (M.P. 27.5) Coined from Pacific Brick Co.

EBERLY, Calif. (M.P. 28.9) Named for W. V. Eberly, former manager of the California Nursery Co.

NILES, Calif. (M.P. 29.7) Originally known as Vallejo Mills, from flour mills erected by Gen. Mariano Guadalupe Vallejo on Alameda Creek. In 1869 the town was named Niles for Judge Addison C. Niles of the S.P. From Niles Junction (W.P. 30.5) the W.P. operates a branch line (23.8 mi.) to San Jose. **Niles Tunnel (M.P. 32.1)**, which is Tunnel No. 1 and is 4,277 ft. long, pierces a spur of the Coast Range.

SUNOL, Calif. (M.P. 36.0) For Don Antonio M. Sunol of the French Navy to whom Gen. John C. Fremont makes references in his "Memoirs."

HACIENDA, Calif. (M.P. 39.5) Sp. for an agricultural estate in the country. A "rancho" is primarily devoted to cattle raising. Near Hacienda was the former home of Mrs. Phoebe Apperson Hearst, mother of William Randolph Hearst, newspaper publisher.

PLEASANTON, Calif. (M.P. 41.5) For Gen. Pleasanton, cavalry officer who served under Gen. John C. Fremont. Pleasanton race-track, laid out in the early '70's, was known to lovers of the "sport of kings" the world over on account of its association with E. J. ("Lucky") Baldwin and other noted horsemen. Lou Dillon, Jim Logan and other famous horses were raised here. Pleasanton was originally called Alisal, Sp. for cottonwood.

LIVERMORE, Calif. (M.P. 47.6) For Robert Livermore, first settler of English speaking parentage. "Rider's California" says that he was the first man, after the mission padres, to engage here in grape, fruit and grain culture.

TREVARNO, Calif. (M.P. 49.0) This is a Welsh word meaning "Head of the Valley," being the name of the George Bickford home in Cornell, Wales, a name connected with the safety fuse industry for many years. As heretofore stated in these columns, there is a story behind every place name, and in this instance the writer passes on this tale told by Mr. Thomas W. Norris, president of the Coast Manufacturing and Supply Company, manufacturers of safety fuse, which runs as follows:

At Tuckingmill, in Wales, there lived in 1830 a leather merchant, William Bickford. He had long seen and deplored the terrible frequency of accidents in the mines of that locality and this led him to ponder on how these evils might be prevented. At first he thought of enclosing the charge of gunpowder in a parchment bag or cartridge but this did not prove feasible, and in addition, the cost made the proposition impracticable.

"Romance Along the Line of the W. P."

The real remedy was revealed to Mr. Bickford one day when he visited a friend at Tuckingmill who was a ropemaker. Mr. Bickford visited him in his rope-walk and walked up and down with him as, with some hemp around his waist, his friend spun the yarn for the making of rope. The idea flashed across Mr. Bickford's mind that if a funnel filled with gunpowder could be so arranged as to pour a stream of gunpowder into the yarn as it spun, and if subsequently it could be accurately fastened and varnished, it would be just the means he was looking for to convey fire to the charge and that with comparative safety.

This was the origin of the Bickford fuse. There is no doubt that Mr. Bickford was at first prompted by humanitarian motives but it was natural that later on he should conceive the idea of making it a marketable commodity and a commercial enterprise. But by that time Mr. Bickford was already advanced in years and in failing health so he was prevented from taking an active part in the practical organization required in building up a manufacturing business.

Mr. Bickford had an only son, a schoolmaster at Hayle. A George Smith, builder in Camborne, had married Mr. Bickford's daughter a few years prior to his invention and upon this son and son-in-law devolved the task of organizing the manufacture of safety fuse on practical business lines. Very early, these two gentlemen obtained the services of Thomas Davey, another Tuckingmill man, who rendered valuable assistance with the engineering problems, and was chiefly responsible for the erection of the plant for the earliest production of safety fuse.

And so, years later, Trevarno became one of California's place-names, to preserve the memory of the beginning of safety fuse in faraway Wales.

GOECKEN, Calif. (M.P. 53.9) For H. B. Goecken, early settler.
ALTAMONT, Calif. (M.P. 56.5) Highest point in the Altamont Pass, between Livermore Valley and San Joaquin Valley. Name coined from two Sp. words. Means high hill.
REDMOND CUT, Calif. (M.P. 59.3) For a family residing nearby when this cut was made. Owing to the unusual depth of this cut (120 ft.) it was given a specific name.
MIDWAY, Calif. (M.P. 63.0) Probably so named because it was the half-way point on the old road between Altamont and Carbona.
VALPICO, Calif. (M.P. 68.3) Coined Valley Pipe Line Co.
CARBONA, Calif. (M.P. 71.8) Originally called South Tesla Jct. There were coal mines at Tesla, 12 mi. north. Carbona is Sp. for coal.
RHODES, Calif. (M.P. 75.6) For an old settler.
FITZ, Calif. (M.P. 76.8) For a rancher of early days whose surname was Fitzsimmons and whose ranch was on the Banta-Grayson road.
ORTEGA, Calif. (M.P. 90.3) For Capt. Jose Francisco Ortega, first commandant of the Santa Barbara presidio.
STOCKTON, Calif. (M.P. 93.8). This city, the largest in the San Joaquin Valley, occupies territory once possessed by Indians called the Yuchicumenes. Stockton was named by Capt. Charles N. Weber, its founder (1847) in honor of his friend Commodore Robert Field Stockton, commander of the U. S. Frigate "Congress," also commander of field forces while California was being wrested from Mexico. Stockton is the central gateway to the Southern Mines' district of the Mother Lode, famed in the literary world for Mark Twain's "The Jumping Frog of Calaveras" and Bret Harte's "Heathen Chinee," as told by Truthful James of Table Mountain.
CALAVERAS RIVER, Calif. (M.P. 98.47) - W. P. Crossing) Calaveras is Spanish for "skulls." Lieut. Gabriel Moraga, who led the first expedition up the Sacramento River and also up the San Joaquin River found many skulls along the Calaveras River,

relics of battles fought between Indians for control of salmon fishing in the San Joaquin River and its tributaries.
HARTE, Calif. (M.P. 100.5) For Francis Bret Harte, author of "The Outcasts of Poker Flat," "The Luck of Roaring Camp," "The Society upon the Stanislaus," etc.
TERMINOUS JUNCTION, Calif. (M.P. 105.3) A branch line is operated from here to Terminous (7.5 mi.) which is on Little Potato Slough near its junction with the south fork of the Mokelumne River (M.P. 116.9). Terminous was so named by John Dougherty who had a saloon at this place about 45 years ago, because it was at the terminus of the highroad at that time.
ALSCO, Calif. (M.P. 106.9) Coined from Alameda Sugar Refining Company.
VILLINGER, Calif. (M.P. 107.8) For a pioneer family which settled in this territory in 1849.
LAS VINAS, Calif. (M.P. 109.5) Sp. meaning "The Vines," i.e., grapes. Formerly called Brack.
MOKELUMNE RIVER, Calif. (W.P. Crossing at M.P. 116.09) Corruption of "Wakalumitoh," Miwok Indian name.
CONSUMNES RIVER, Calif. (W. P. crossing at M.P. 116.3) Said to be derived from Kossummi, Indian for salmon. Another explanation is that the ending "umne" or "amni" means people, hence Cosumne, signifying the people of the village Coso.
GLANNVALE, Calif. (M.P. 118.6) Named for Peter Glann's ranch.
BRADFORD JUNCTION, Calif. (M.P. 119.0) Named for the Bradford Winery (reached by a spur from the main line) which in turn was named for John B. Bradford, early Sacramento County resident.
ALBERT, Calif. (M.P. 127.2) For Albert Elliott, old-time rancher and stockman.
RUNYON, Calif. (M.P. 128.7) Names for Damon Runyon, the noted sports writer. Formerly called Sims for an old settler.
AMERICAN RIVER, Calif. (W.P. crossing at M.P. at 129.79) It was at Coloma, El Dorado County, on the south fork of this river, that James Wilson Marshall discovered flakes of gold on January 24, 1848, thus precipitating the gold rush to California. The American River flows into the Sacramento River a short distance above Sacramento.
DEL PASO, Calif. (M.P. 143.8) The Rancho del Paso, Sp. for Ranch of the Pass or Highway, was on the great highway traveled by pioneers.
STRAUCH, Calif. (M.P. 148.4) For Charles Strauch, a pioneer settler in this district.
COUNSMAN, Calif. (M.P. 150.6) For Michael Counsman, pioneer settler.
PLEASANT GROVE, Calif. (M.P. 156.1) For a beautiful grove of oak trees nearby. In the days of '49 it was called Gouge Eye because a miner had an eye eliminated in a brawl.
TROWBRIDGE, Calif. (M.P. 161.6) Named for George T. Trowbridge, prominent citizen and colonizer.
BEAR RIVER, Calif. (Crossed by the W.P. at M.P. 166.25) English for the Spanish: Rio del Oso, i.e., River of the Bear.
ARBOGA, Calif. (M.P. 172.5) Named for a city of Sweden, north of Stockholm. The name is said to mean "fine land." Rice fields, attracting flocks of waterfowl, come into view here.
CLEVELAND, Calif. (M.P. 176.2) Named for Newton Cleaveland of the Yuba Goldfields Consolidated (dredging operations).
MARYSVILLE, Calif. (M.P. 178.8) There is a human interest story in the history of the origin of the name of Marysville, county seat of Yuba County, and one of the twin cities of "The Peach Bowl of the World," the other being Yuba City. The story applies the time-honored injunction: "Cherchez la Femme." The best source for this information, is Mr. L. A. P. Eichler who writes the column headed "The Rambler" on the editorial page of

"Romance Along the Line of the W. P."

the Marysville Appeal-Democrat. Now we quote Mr. Eichler in part:

"Three sisters and their brother, William G. Murphy, who were among the survivors of the Donner Party tragedy at Donner Lake in 1846 became pioneers of Marysville, locating here immediately after their harrowing experiences in the high Sierra. The three Murphy girls became wives of three founders of the city, before it was known a city was to be built. Their brother became a prominent attorney here, remaining for his lifetime.

"Mary Murphy became Mrs. Charles Covillaud on Christmas Day, 1848, and for her the city was named on January 18, 1850, the day the first city government was formed. Before that the place had been the ranch of Theodore Cordua and was called "New Mecklenburg" by Captain John A. Sutter. Later the ranch was acquired by Michael C. Nye, and was known for a while as "Nye's Ranch." Mrs. Nye was a sister of Mrs. Covillaud. The other sister was the wife of William Foster, who was associated in the establishment of the town.

"Discovery of gold on the Yuba River at the mouth of Timbuctoo Creek just above Park's Bar, in June, 1848, the date recorded in the diary of Jonas Spect, the discoverer, being June 2, brought the Gold Rush to this part of the state and made Marysville a center of great activity as the head of navigation for miners bound to and from the mines.

"Mary Covillaud, according to the reports that have come down from those days, was a friend to many of these miners, mostly young men, far from home, who were transients in the new camp. She ministered to the sick, bolstered the courage of the down-hearted and assisted the stranded to a new start. "This was a man's country. The women had not yet started to accompany their men across the plains or around the Horn in any great numbers. The Murphy sisters had been members of a party made up of families that had come west in search of farms, the gold discovery being still a matter for the future. Those adventurers had come to a wilderness, expecting a long period of gradual settlement and development.

"The Gold Rush brought crowds suddenly -- and all men. It developed upon a few women already here to be the good angels of mercy at the settlements where the men congregated. "Mary Murphy Covillaud was especially honored and respected for her good works, so it was with spontaneous enthusiasm that when at a meeting the evening of January, 1850, to celebrate the inauguration of the new city government, the suggestion that the town be named for her was adopted. The vote was unanimous, and formerly selected name, "Yubaville" was quickly discarded. The name "Circumdora" (surrounded by gold) was given scant consideration."

TAMBO, Calif. (M.P. 186) A South American Spanish word signifying an inn or wayside stopping place.

HONCUT SLOUGH, Calif. (W. P. crossing M.P. 190.72) Name derived from a tribe of Maidu Indians who formerly dwelt near the mouth of Honcut Creek.

CRAIG, Calif. (M.P. 193.0) Named for Charles F. Craig, who was assistant to the general manager, W.P. Formerly called Marston for Edgar L. Marston, New York banker.

OROVILLE, Calif. (M.P. 205.1) County seat of Butte County and western gateway to the picturesque albeit rugged Feather River Canyon. The name is formed from "oro," Spanish for gold and "ville," French for town or city, and was so bestowed because Oroville was in the heart of the gold country of '49. Originally it was called Ophir City for the rich, gold land of Southern Arabia, to which numerous references are made in the Bible, but when the city was incorporated it developed that there was a post office by the same name in another county hence the change to Oroville.

It was at nearby Bidwell Bar that gold was discovered on Independence Day of 1848 by Gen. John Bidwell, thus precipitating the gold rush to the Feather River country. When the golden spike, connecting the rails of the W. P. extension from Keddie north to Bieber with the Great Northern's extension south from Klamath Falls, Ore., was driven at Bieber on November 10, 1931, by Mr. Arthur Curtiss James, the golden history of Oroville and its tributary territory was recapitulated in that historic spike.

This spike had been presented by Mayor Baldwin of Oroville, on behalf of the Oroville Rotary Club, to Mr. Harry M. Adams, then president of the Western Pacific. It was Mr. Dan L. Beebe, editor and publisher of the Oroville Mercury-Register, who conceived the idea of having the last spike presented by the Rotary Club of Oroville. This spike was endowed with a veritable pedigree inasmuch as its gold was taken from five different sources, all intimately connected with Oroville territory and representing five different phases of gold mining.

Butte County, organized February 18, 1850, was named for the Sutter Buttes prominent landmark and physiographic feature, and well worth a separate story. The word "butte" is French and signifies a conspicuous steep hill or isolated small mountain. QUARTZ, Calif. (M.P. 209.3) A quartz ledge (outcrop) across the Feather River is clearly in view at this point.

LAND, Calif. (M.P. 212.1) For A. H. Land of the California Pine Mills Company which had logging operations near this point.

FEATHER RIVER, Calif. (First crossing of its Middle Fork, M.P. 213.3) In 1820, when Don Luis A. Arguello, Spanish explorer, discovered this river, third longest in the Golden State, he found quantities of wild pigeon feathers floating on its surface and therefore named it Rio de las Plumas or River of the Feathers. Another explanation, but fanciful only, is that this beautiful river was so named because of the feathery spray of its cascading waters. Plumas County derived its name from that of the river.

BERRY CREEK, Calif. (M.P. 224.1) Early settlers found quantities of wild blackberries growing along the banks of this stream.

McLEAN, Calif. (M.P. 230.1) For Walter S. McLean, owner of the Crown Ore Mills.

ISAIAH, Calif. (M.P. 230.5) Name given by R. E. Roberts who was postmaster here.

DAVID, Calif. (M.P. 231.4) Named for David C. Charlebois, at one time a W.P. roadmaster

CALIME, Calif. (M.P. 234.1) Coined from California Lime Company.

PULGA, Calif. (M.P. 239.1) Spanish for flea. The late Mrs. Nellie Van de Grift Sanchez, in her absorbing book on "Spanish and Indian Place Names of California," quoted a passage from Father Engelhardt's "History of the California Missions" wherein the historian tells of the trials and tribulations which the Indians had on account of the pulex serraticeps. When the fleas became too numerous, the Indians, according to Father Engelhardt, "adopted the very simple method of setting fire to the hut and erecting another."

Pulga, which is in the Feather River Canyon, was called Big Bar in early days on account of the bar in the river. Near this point was one of the larger gold strikes in the Feather River County.

Indians were quite numerous at one time in the Feather River Canyon and not a few of the names along the line of the W. P. are of Indian origin.

Pulga, or Big Bar, was once the site of a large Indian camp where the redskins held their feasts and pow-wows. On one occasion Indians killed a white family at Conoow, which is a short distance southwest of Pulga, whereupon the whites organized and killed all the Indians they came across in the vicinity of Big Bar.

"Romance Along the Line of the W. P."

At Pulga the Feather River Highway bridge crosses the canyon above the bridge of the W. P.

MAYARO, Calif. (M.P. 240.9) Said to be an Indian word meaning "peaceful," this being a sobriquet of an Indian chief of that disposition. The original name, according to one source, was Comma, meaning "strangler" and the legend is that an Indian, having traveled far and being over-warm, gulped down a quantity of cold water in Camp Crook and nearly strangled to death.

CRESTA, Calif. (M.P. 243.5) Sp. for top or crest.

TOBIN, Calif. (M.P. 253.1) Named for the family of Richard M. Tobin, president of the Hibernia Savings and Loan Society, San Francisco.

CAMP RODGERS, Calif. (M.P. 255.3) For Mrs. M. P. Rodgers who homesteaded a place here. This was one of the resorts in the Feather River Canyon for a number of years.

SMITH'S POINT, Calif. (M.P. 264.5) For an early resident who had a stock ranch, also placer claims in this vicinity.

VIRGILIA, Calif. (M.P. 270.2) Named for Miss Virgilia Bogue, daughter of Virgil Gay Bogue who was chief engineer of the W. P. during the construction period. Miss Bogue was queen of the Portola Festival staged by San Francisco in 1909.

PAXTON, Calif. (M.P. 277.3) For Elmer E. Paxton, one of the builders of the Indian Valley Railroad, which formerly operated from here to the copper mine at Engels (21.6) via Crescent Mills. Paxton was formerly called Soda Bar because of the soda springs there.

KEDDIE, Calif. (M.P. 280.9) For Arthur Walter Keddie, who did the pioneer surveying which was the basis of the final surveys for the location of the line of the W. P., and who is known in the Feather River Country as "The Father of the Western Pacific." Born in Scotland in 1842, he went to Canada and in 1863 headed for San Francisco via Cape Horn. Soon he was at work in the Feather River Canyon at his chosen profession. It was truly a "wild and wooly West" at that time, as revealed in letters, treasured by his daughter, Mrs. Helen Keddie Palmer of Portola, written to Maggie Barnes Whitty in Canada. To her, his wife-to-be, he took pains to explain the meaning of "two bits," "grub" and "pack," words not in eastern vocabularies.

LAST SPIKE in the construction of the main line of the W. P. was driven at M.P. 280.51 on the bridge over Spanish Creek, near Keddie, Feather River Canyon, California, by Leonardo Di Tomasso on November 1, 1909. The name of this unsung hero of the railroads' early days, like that of Pheidippides who ran the first marathon, was lost to history until recovered from the files of one of the predecessors of the "Feather River Bulletin" of Quincy, California. When Di Tomasso swung the spike maul that drove home the last spike, he was in a construction gang commanded by Major Arthur Thomas.

Three contracts were let for the construction of the main line. The first, for the building of the line between Salt Lake City and Oroville, California, was let to the Utah Construction Company, headed by W. H. Wattis, who many years later became the first president of Six Companies, Inc., which built Boulder Dam. Contract for the section between Oroville and Oakland was let to the E. B. and A. L. Stone Company. Construction work in San Francisco was done by H. A. Whitely.

The Western Pacific was incorporated under the laws of California on March 6, 1903, surveys were made in 1904, construction was begun in 1905, the last spike driven on November 1, 1909, through freight operation began at that time, and the first passenger train, a special, arrived in Oakland from Salt Lake City on August 22, 1910.

SPRING GARDEN TUNNEL, Calif. (M.P. 297.18) In driving this tunnel at an elevation of 3,965 ft., construction engineers fought

for several months against obstacles presented by boulders and sand of an ancient river bed, also by an underground stream. The length of this tunnel (No. 35) is 7,343.7 feet.

WILLIAMS LOOP, Calif. (M.P. 294.38) For J. F. Williams, construction engineer in charge. Here in a mountain meadow, the W.P. track describes a complete circle nine-tenths of a mile in circumference to maintain the ruling grade of one percent compensated. The diameter of the loop is approximately 1,500 feet.

SLOAT, Calif. (M.P. 301.6) For Commodore John Drake Sloat who raised the Stars and Stripes in Monterey on July 7, 1846, thus marking the end of Mexican rule in California.

CROMBERG, Calif. (M.P. 303.3) Name derived from Krimberg which was a name associated with the Langhorst family.

TWO RIVERS, Calif. (M.P. 305.4) At this point Jamison Creek, a noted fishing stream, flows into the middle fork of the Feather River.

PENMAN, Calif. (M.P. 307.0) For the George Penman family.

BLAIRSDEN, Calif. (M.P. 310.4) Named for the country home of James A. Blair, of Blair & Co., prominent in the early financing of the W. P. Blairsdens are in Mohawk Valley. Mohawk is an Indian word, imported from the east and signifies "eater of live meat."

CLIO, Calif. (M.P. 313.9) At this station in the Feather River Canyon, the traveler from the lands afar is greeted by the Greek muse of history. The name of the station was not, however, directly drawn from mythological sources. The story as told by Jessie M. King of Clio is in substance as follows: About the year 1874, a post office was established at the ranch home of Mrs. Rebecca King, pioneer resident of Mohawk Valley, the ranch being a convenient stopping place for stage drivers operating between Truckee and Johnsville, location of the famous Plumas-Eureka mine. The post office was named Wash for a pioneer bachelor who lived to be more than 102 years old.

In 1902, the Sierra Valley Narrow Gauge Railroad extended its line to Mohawk Valley and a Mr. Fred opened a store at the terminal. Mrs. King due to advancing years, had turned over post office duties to her son, Fred, and for the convenience of the public he moved the post office to the store. By 1905, construction work on the Western Pacific, which runs through this point had begun, the lumber industry was expanding and likewise the mail business. Realizing the confusion he had experienced over the use of the name "Wash" on letters, Mr. King sought to have the name changed.

He submitted list after list to the Postmaster General's office in Washington, but each name was turned down. The correspondence became voluminous and the postmaster was at his wit's end to cut the Gordian knot of red tape.

But one morning, and it was winter, Mr. King chanced to glance down at a new heating stove which had been purchased from the Schwabacher Company of Sacramento. Its name was Clio. Its brevity struck Mr. King and he immediately submitted the name to the post office department in Washington, D. C. Approval was promptly granted. At that time, Clio was said to be the only post office of that name in the U.S.A. Now, seven other states - Alabama, Iowa, Kentucky, Louisiana, Michigan, South Carolina and West Virginia have Clio's within their demesnes.

DELLEKER, Calif. (M.P. 320.0) For W. H. Delleker, lumberman.

PORTOLA, Calif. (M.P. 321.4) Named for Gaspar de Portola who discovered San Francisco Bay and who was California's first Spanish governor.

FERICO, Calif. (M.P. 325.0) Coined from Feather River Lumber Co.

CALPINE JUNCTION, Calif. (M.P. 326.4) For Calpine, originally known as McAlpine. Calpine is coined from California Pine Box and Lumber Co.

"Romance Along the Line of the W. P."

BECKWOURTH, Calif. (M.P. 327.0) For James P. Beckwourth, Indian scout and guide who discovered the pass between Chilcoot (M.P. 339.6) and Reno Junction (M.P. 341.7) during the "days of gold," when the rush to California was at its height. Beckwourth established a trading post on the emigrant trail at this point. He also is noted for his rescue of Ina Coolbrith, subsequently California's first poet-laureate, and the members of her family, who had lost their way. Mount Ina Coolbrith, Sierra County, is directly south of Beckwourth.

HINDOO, Calif. (M.P. 332.4) So called because some Hindoos were employed in the construction of the railroad in this area (1905-1909)

SCOTTS, Calif. (M.P. 346.0) Named for Abe Scott, who owned a ranch at this point.

RED ROCK, Calif. (M.P. 352.5) For the rock formations nearby.

CONSTANTIA, Nev. (M.P. 355.5) Named by H. A. Butters, owner of Fish Springs and lands in vicinity, for Constantia, Italy, because when he and his wife were abroad, they were reminded thereby of their Nevada home.

HERLONG, Calif. (M.P. 371.8) This place has an interesting name history, illustrating the fact that names do not always remain fixed from generation to generation but are subject to change by the Fates -- perhaps as a result of the request of a wife of a railroad president, or perhaps due to the tidal impact of a global war.

Originally known, perhaps, as Liegan, although the archives supply no explanatory data, this place was also in former days a station on the old N-C-O (the Nevada-California-Oregon narrow gauge railroad which operated between Reno, Nevada and Lakeview, Oregon), and which eventually was dismembered, one section being abandoned, another becoming part of the broad-gauge Reno Branch of the W. P., and a third section being part of the Alturas line of the S.P.

For a period, this point was called Rayl; then it became Hackstaff; and when the Sierra Ordnance Depot was established at this point, the name was changed, at the instance of the War Department, to Herlong in honor of the first ordnance officer to lose his life in World War II. Authority for this statement is contained in a letter written by Lieut. Col. E. A. Cryne, commanding the Sierra Ordnance Depot, to Mr. G. I. Martin, W.P. General Agent, Reno, Nevada, which reads in part as follows:

"Capt. Henry W. Herlong (0-19229), Ordnance Department, was born in Florida, August 27, 1911. He was graduated from the U. S. Military Academy at West Point in 1933, at which time he was commissioned a second lieutenant. In September, 1936, he was transferred from infantry to field artillery and was detailed to the Ordnance Department on December 27, 1939.

"After pursuing a four months' course in aviation ordnance at Aberdeen Proving Ground, Md., early in 1940, Capt. Herlong was assigned as a student to the 51st Ordnance Proving Ground at Langley Field, Va., where he remained until October, 1940. At this time he was transferred to Savannah, Ga., for duty with the 5th Air Base Group.

"While stationed at Savannah, Captain Herlong was killed in line of duty in an airplane accident at La Grange, Ga., June 22, 1941."

It is of historical interest that in 1917 -- during World War I -- an extensive report was made to the War Department as to the availability of this place as a site for a military establishment -- the report having been made by Mr. Stanley G. Rayl, now of the Standard Electric Signal Company, Oakland, California.

Prior to 1914, Mr. Rayl held considerable acreage in Lassen County and about this time plans were formulated and underway for the development of a town site at what is now Herlong, with extensive improvements in which Mr. Rayl was to play a leading

part, along with the railroads concerned. At that time a petition was circulated to name the post office Rayl and that name was so established.

Then another event took place -- some time afterward -- which brought about the change in name to that of Hackstaff. The story, as related by Mr. Rayl, is that on one occasion, when Mr. Charles Moran, president of the N-C-O, was making an inspection trip along the line, he was accompanied by Mrs. Moran who had come west from New York. Their private car was held at Rayl while mail, express and passengers were being transferred from the N-C-O to the W. P.

Mrs. Moran had had an uncle by the name of Hackstaff and she expressed the desire that the name of Reyl be changed so as to honor the memory of her uncle and so that letters written to relatives could be postmarked Hackstaff. The request, made to the general manager of the N-C-O, who was in the party, was granted, so the name of Hackstaff came into being -- a name which has held its place in railroad nomenclature for many years, i.e., until the recent change to Herlong which now goes down in history with World War II.

CALNEVA, Calif. (M.P. 377.6) Coined from the first syllables of California and Nevada. Cf. Calvada, Calxico, Mexicali, Nevuta, etc.

FLANIGAN, Nev. (M.P. 384.0) Named for P.L. Flanigan, prominent Nevadan. The W.P. crosses the Fernley-Lassen Branch of the S.P. at M.P. 384.2

SAND PASS, Nev. (M.P. 393.5) So called because it was on the trail between Reno, Nevada and Oregon. Sand Pass is on the western edge of Smoke Creek Desert which derives its name from a haze which rises from the creek. The deserts have a lure that is unique. Here it is appropriate to quote what Charles L. Norcross of Nevada has written:

"One who has lives for any length of time in sight of the ocean or of the lofty mountains will ever afterwards find something wanting in a landscape without one or the other. It is the lure of their immensity and grandeur which he misses, and the alternating moods which the face of Nature presents with every hour of the day and night.

"The morning breaks with a glory unknown to the level plains; the sun in setting paints the most wonderful of oriflammes in the sky. Peaks, crags and mountain create an everchanging panorama, a perpetual unfolding mystery:

"And men and women grow quickly to love the influence of these far stretches of desert bounded by the hills wherein is the charm of absolute freedom and thee spell of eternal peace."

REYNARD, Nev. (M.P. 416.1) The proper name of the fox in the medieval epic, "Reynard the Fox." It is said that foxes formerly were numerous in this region.

PHIL, Nev. (M.P. 430.6) Named by Virgil Gay Bogue for Philip L. Wyche, son of Thomas J. Wyche, construction engineer on the eastern division and later chief engineer. Philip L. Wyche is now assistant to the vice president.

GERLACH, Nev. (M.P. 438.0) The town was settled in 1906 and named for the Gerlach Land and Cattle Company on the nearby Gerlach and Waltz Ranch. A U.S. Post Office was established on October 27, 1909.

CHOLONA, Nev. (M.P. 461.5) Probably of Spanish derivation, but corrupt in form. Said to mean "dried meat."

SULPHUR, Nev. (M.P. 474.7) From the sulphur mines on the west flank of the Kamma Mountains to the south. Kamma is probably derived from "qammo," Indian for jack rabbit.

FLOKA, Nev. (M.P. 479.7) Name coined from the initial syllables of Florence and Katherine, daughters of Charles M. Levey, W. P. President 1916-1927.

"Romance Along the Line of the W. P."

JUNGO, Nev. (M.P. 496.8) Derivation uncertain. One explanation has it that it is a Piute word meaning "pig." Another is that it is an Indian word meaning "flats." Almost due south is Haystack Mountain, a conical-shaped butte which raises from a basin 50 square miles in area and almost as level as a deal table. The Austin Mine lies to the north of Jungo.

VENADO, Nev. (M.P.) 503.4) Spanish, meaning "venison."

PRONTO, Nev. (M.P. 514.2) Spanish, meaning "quickly." The story is that in railroad construction some one was told to get on the spot "muy de pronto" and the name struck. Formerly called Dutchman's Wells because emigrants obtained good water there.

RAGLAN, Nev. (M.P. 519.4) For Lord Fitzroy James Henry Somerset Raglan, British field marshal, who lost an arm while serving under the Duke of Wellington at the Battle of Waterloo.

KRUM, Nev. (M.P. 525.6) Said to be named for a settler who came from Iowa.

WINNEMUCCA, Nev. (M.P. 532.2) Named for a noted Piute chief, Po-i-to, known in later years as "Old Winnemucca," who commanded the redskins at the Battle of Pyramid Lake. Winnemucca is said to signify the "bread-giver" or "the charitable man." A characteristic of the Indian language is the use of generic forms to express general or fundamental ideas. In "Winnemucca" we have the counterpart of the English word "lord" which is derived from the Anglo-Saxon "hlaford" or "hlafweard" which means "loaf (bread) keeper" or "loaf-guard." Whether Anglo-Saxon or Indian, he who acquires bread and shares it with others is the lord and master, and guardian of his followers.

There is a whimsical story to the effect that Winnemucca is derived from "one-mocassin" "wonna-mocca" because an Indian chief chose to roam about, shod on one foot only. But that again is one of these fanciful, albeit popular explanations which one encounters when running down the origin of names.

Truckee, who was John C. Fremont's Indian guide, had a daughter who was one of the three wives of old Winnemucca and she was the mother of the Indian princess Sarah Winnemucca, who became chief of her tribe. One authority states that Old Winnemucca was also the father of a beautiful maiden named Toc-me-to-ne, meaning "Daughter of the Wild Mint," that is to say, the sagebrush, which is Nevada's chosen state flower.

Young Winnemucca, whose name was Nu-ma-ga, was a "peace-chief" and lived on Pyramid Lake Indian Reservation. Winnemucca Mountain (Alt. 6,600 ft.) is northwest of Winnemucca, county seat of Humboldt County.

HUMBOLDT RIVER, Nev. (First W. P. crossing, M.P. 533.17; last W. P. crossing, M.P. 697.05) Like the classic Maeander of Asia Minor, the Humboldt, Nevada's longest river, has many windings and the W. P. crosses it 26 times between Winnemucca and Deeth.

It was called Ogden River by some writers of the early days for Peter Skene Ogden (for whom Ogden, Utah is named) of Hudson's Bay Co. Sam P. Davis in his "History of Nevada" says that Ogden named this stream "Mary River" for the Indian spouse of one of his exploring party. But the name that the river bears today was bestowed by John C. Fremont, the "Pathfinder" in honor of Friedrich Henry Alexander, Baron Von Humboldt, noted German naturalist and traveller of the 19th century.

The Humboldt rises in Elko County from the southern slope of the same divide from which the Owyhee (corruption of Hawaii) bears off to the northwest to mingle its waters with the Snake River, and eventually the Columbia River and the Pacific Ocean. But the Humboldt, taking a generally southwest direction, flows for 350 miles to lose itself in the sands of Humboldt Sink because the water sometimes evaporates faster than the river can supply it. It is 1,000 miles from the source of the Humboldt's longest

tributary to Humboldt Sink. In this distance the waters have worn their way down from an elevation of 6,000 feet to 4,000 feet.

Among the Humboldt's tributaries are the Mary's River, the North Fork, Maggie and Susie Creeks, and the Little Humboldt -- all from the north; and the South Fork (at Hunter), Reese River (Battle Mountain) and Pine Creek (Palisade), these flowing in from the south.

The valley of the Humboldt is flanked by lofty mountain ranges, including the Ruby or East Humboldt Range, highest and most rugged mountain mass in interior Nevada. Some of the drainage of this river comes from elevations of 11,000 feet in this range. The long east and west pass, which the W. P. traverses, narrows west of Carlin into Palisade Canyon where river and railroads are hemmed in by sheer cliffs of lava, formed by volcanic eruptions at several distinct pre-historic periods. Farther west, fossil remains of the mastodon and the camel have been found high up in the former banks of this river.

The Humboldt was the chief source of supply of pre-historic Lake Lahontan which extended from Golconda, Nev., to a level near Doyle, Calif., and which had a maximum depth of 880 feet.

Of this physiographical feature of Nevada's northern plateau, which was traced by the Argonaut emigrant trail, Professor Josiah Royce of Yale University has written:

"As one travels by the central route farther west, one reaches the valley of the Humboldt River, that kindly stream whose westerly trend made the early overland migration possible."

WESO, Nev. (M.P. 535.9) and **ALAZON**, Nev. (M.P. 713.6) Weso is a word coined from the first syllables of Western and Southern. As to Alazon, all that extended correspondence has elicited is that the word may be that of an Indian chief, although it sounds Spanish.

Weso, which is a short distance east of Winnemucca, and Alazon, which is a short distance west of Wells, Nev., mark the terminal points of the "paired track" operation of the Western Pacific and the Southern Pacific. Between Weso and Alazon, a distance of approximately 182 miles, eastbound trains of the S.P. use the W. P. track, and between Alazon and Weso, westbound trains of the W. P. use the S.P. rails. Thus, this gives each railroad, in effect, a double track. In this section, the tracks of the railroads run, for the most part, quite close. Battle Mountain on the S.P. and North Battle Mountain, on the W.P., are the stations farthest apart, the distance being about 5 miles.

BLISS, Nev. (M.P. 540.5) For the G.D. and R.O. Bliss Co., engaged in cattle and sheep ranching. Formerly called Ganado, Sp. for cattle or herd.

GOLCONDA, Nev. (M.P. 548.7) Golconda was the capital of the Kingdom of Nizam, India, famous for diamonds, whence the metaphorical use of the name to signify a mine of great wealth. A smelter and concentration mill were formerly operated here to treat copper ores from the Adelaide Mine in the Gold Run district. Justice E. A. Ducker of the Supreme Court of Nevada states that in the 1890's there was a branch line of railroad extending from Golconda to the mine, about ten miles to the south. The railroad was owned by the Adelaide Mining Company.

RED HOUSE, Nev. (M.P. 562.0) For a ranch house one-quarter mile west which was owned by the Clover Valley Cattle Co.

LANDER COUNTY, Nev. (W. P. crosses line at M.P. 580.7) Named for Col. F. W. Lander, U.S.A., who surveyed a wagon road across the Great Basin and who led an expedition against the Indians in the Black Rock Desert country.

RUSSELL, Nev. (M.P. 582.5) For the Russell Land & Cattle Co. George V. Russell, prominent cattleman, came from Ireland to California via Cape Horn in 1852. In 1860 he went to Nevada driving a pack train from Placerville (Hangtown) to Virginia City.

"Romance Along the Line of the W. P."

RENNOX, Nev. (M.P. 590.5) Said to be named for an old settler.
DUNPHY, Nev. (M.P. 610.0) Named for William Dunphy who owned and operated a great ranch in this vicinity.

BEOWAWE, Nev. (M.P. 619.0) An Indian word, variously explained: (1) The U. S. Geological Survey says it means "Gateway" because it opens into a valley; (2) another explanation is that it signifies "Bubbling Water," reference being to a little geyser nearby; (3) still another explanation is that it means "Gravelly Ford," reference being to the Humboldt River not far distant. Local parlance has it (4) that Beowawe means "Big Squaw."

MAGGIE CREEK, Nev. (M.P. 645.2) and SUSIE CREEK, Nev. (M.P. 645.6) Tributaries of the Humboldt River, flowing from the north. Names are mementos of emigrant days. According to a very old guide book, Maggie Creek was named for "a beautiful Scotch girl."

TONKA, Nev. (M.P. 650.2) Perhaps a corruption of tonga, Sp. for ledge or stratum. There is, however, a tonka bean used in flavoring tobacco and in adulterating vanilla.

HUNTER, Nev. (M.P. 656.6) For John Hunter, prominent Nevadan and cattle-man.

ELKO, Nev. (M.P. 665.4) There are several traditions as to the origin of the name of Elko. A common explanation is that it was named for elk that roamed the surrounding hills, yet old timers say that, within their memory, there never were elk in these hills. Sam P. Davis, in his history of Nevada, says that the name is due to Charles Crocker, one of the builders of Central Pacific. Crocker, it is said, was fond of animals and carried a list in his pocket notebook. And so, when asked what name should be given to this point, consulted his list and finding that "elk" was the next in line, thereupon coined the word "Elko."

A third tradition has it that Elko is an Indian word signifying "beautiful." The legend, as related by Professor Lester W. Mills of Elko, who has made extensive historical researches in that area, is in substance as follows:

In 1850 a train of six emigrant wagons, trekking west along the Humboldt River, stopped below the Hot Springs near Elko, where an Indian lad lay starved and dying beside the trail. It was evening and camp was made. The emigrants tenderly cared for the Indian boy and placed him in the same bed upon which lay a golden-haired white boy who was dangerously ill. On the third day of camp a small band of Indians approached, led by their chief who proved to be the father of the Indian lad and who said that his son had been stolen by the Paiutes a week before. When the chief was made to understand how the emigrants had cared for his son, he gravely took his pipe, filled it, and after a few puffs, passed it to the white men as a sign of peace -- a peace which this band of Indians never forgot.

On the following day the white boy died. That night the Indians gathered around the grave and chanted their death songs until morning. "Elko! Elko!" cried the chief again and again. At sunrise, when the emigrant train moved on westward, the Indians escorted it until the high Sierra was reached, whereupon they returned to their tribal lands.

Five years later, when the father of the golden-haired white boy returned, he found that the grave had been marked with many curiously carved stones. Then it was that he learned that Elko was the Indian word for beautiful.

HALLECK, Nev. (M.P. 688.1) For old Fort Halleck, 12 mi. south, which was named for Gen. Henry W. Halleck of Civil War note. The Fort was Established in 1867 to protect railroad builders and emigrants from the Indians. Over 10,900 acres comprised the military reservation, largest in eastern Nevada. Log and adobe

barracks were built to accommodate 200 officers and men, a large force in those days. Ruins of the old fort are still to be seen.

DEETH, Nev. (M.P. 699.5) One of the oldest names in Nevada and said to be that of an old trapper.

WELLS, Nev. (M.P. 717.2) The name is derived from deep, inconspicuous pools, a short distance west of Wells, objective of emigrants in covered wagon days.

RUBY, Nev. (M.P. 728.2) For Ruby Valley and the Ruby Mountains (East Humboldt Range), highest and most rugged mountain mass in interior Nevada. Old settlers tell of the finding of "rubies" (probably red garnet) in gravels of streams flowing from these mountains.

TOBAR, Nev. (M.P. 733.4) Adapting Shakespeare's phrase, here hangs a tale, as related by Attorney Milton B. Badt, of Elko, Nev., who, at the instance of the writer, checked up on the origin of this name. Authenticity rests in the statements of ranchers in Clover Valley when the town was formed. This is the story:

When the Western Pacific Railroad was being constructed along in the first decade of this century, a construction camp was maintained at the present site of the town of Tobar. At the point where the road from Clover Valley entered the construction camp there was a sign pointing to what was called the Rag Saloon. It was a temporary structure, made of canvas.

The rude sign read "To Bar." The spacing between the word "To" and the word "Bar" was not well defined and so the sign was read as "Tobar." The camp, and later the town, came to be known by this name.

VENTOSA, Nev. (M.P. 738.6) Of Spanish derivation, meaning "windy."

HOGAN, Nev. (M.P. 752.7) Named for Joseph F. Hogan, W. P. vice president in charge of traffic from June 15, 1929 until his death on August 29, 1938. This town which is on the east slope of Spruce Mt. was formerly called Jasper for Jasper Farrell, a mining man who left his impress on this region. Change of name was made to avoid confusion in telephoning train orders as Shafter (M.P. 765.9) is on the same division.

FLOWER LAKE TUNNEL, Nev. (M.P. 753.6) Named for Flowery Lake, east of Hogan. Constructed through solid rock in the Pequop Mts., this tunnel which is No. 43 is 5,657 ft. long. Within this tunnel is the highest elevation on the line of the W. P. - 5,907 ft.

SHAFTER, Nev. (M.P. 765.9) Named for Gen. William R. Shafter who captured Santiago, Cuba, in the Spanish-American War. Shafter is in Steptoe Valley, one of the longest valleys in the West, which was named for Col. Edward J. Steptoe, Indian fighter.

ARNOLD'S LOOP, Nev. (M.P. 772.7) Named for E. S. Arnold, W. P. engineer who built it. Constructed to maintain ruling grade of one per cent, compensated, and is at the crossing of the Toano Mountains. For most of the way the distance across the loop is less than 2,000 ft. and one-half mile from the head of the loop the distance across, i.e., between the tracks, is less than 250 ft. It may be compared to a hairpin with both prongs bent.

CLIFSIDE, Nev. (M.P. 780.8) Named for A. E. Clift, one-time operating vice-president of the Illinois Central, by Harry J. Beem, former W. P. division superintendent, later general manager, Nevada Northern, Ely, Nev.

PILOT, Nev. (M.P. 788.6) Named for Pilot Peak (Alt. 10,900 ft.) at the southern extremity of Pilot or Ombe Range. From Pilot a splendid view is to be had of this symmetrical peak which rises distinctly above the surrounding terrain and which is intermittently in view of the passenger for 80 miles of his journey. Indians built signal fires on its summit and used it as a lookout. To emigrants it was a most welcome landmark, showing they were on the right trail to the western Eldorado.

"Romance Along the Line of the W. P."

Pilot marks approximately the extreme high western shoreline of prehistoric Lake Bonneville (named for Gen. L. E. Bonneville, U. S. Army Engineer) which at one time, long before the advent of *Homo sapiens*, was 145 mi. wide and 346 mi. long with a maximum depth of 1,053 ft. Between Pilot and Salt Lake City, the W. P. traverses territory once covered by the waters of this ancient lake. Changes in elevation are slight and there is one level tangent stretch 40 miles long. Great Salt Lake is a "remnant" of Lake Bonneville.

TOOELE COUNTY, Utah (W. P. crosses the Nevada-Utah line at M.P. 805.58, a short distance from Wendover.) The county was originally named Tule, which is Spanish for "rush" because water-flats grew where fresh water flowed into Great Salt Lake. The name, misspelled at first, was never corrected. It is now pronounced Too-EL-e, with a musical intonation.

UTAH STATE LINE (M.P. 805.58) Utah, admitted to the Union January 4, 1896, was named by early trappers for the Ute Indians. The word Ute is said to be derived from "Noits," the Indians' name for themselves. It signifies home or location on the mountain top. Piute (also spelled Paiute and Pah-ute) is said to mean "water-ute," the idea being that the Piutes are dwellers in the river-bottoms.

In other words, having in mind Sir Walter Scott's "Lady of the Lake," one may say that the Utes are the highlanders and the Piutes are the lowlanders. Some authorities say, however, that Piute means "True-Ute."

WENDOVER, Utah (M.P. 806.3) The name of this point, now site of the Army Air Base, was derived by Thomas J. Wyche, then construction engineer on the eastern division, from the old Anglo-Saxon verb "windan" which means to go or to wind, because this place is at the foot of the grade which winds over the Toano Mountains, direct to the west. Wendover is at the base of Granite Range. Mt. Sinai, which resembles the Biblical mountain of Mosaic note, is seen to the northeast. The Deer Creek Railroad formerly was operated southerly from Wendover to the Garrison Monster Mine and Gold Hill (distance 44.6 miles from Wendover), which was one of the stations of the Pony Express in 1860-1861.

SALDURO, Utah (M.P. 815.2) This name is a combination of two Spanish words and means "hard salt," the reference being to the Bonneville Salt Flats which consist of smooth, hard salt, 98 per cent pure and from one to five feet in depth, deposited by prehistoric Lake Bonneville. Beginning near Salduro the track of the W. P. is laid for eight miles on the shining crystals of those unique beds which are about thirty miles long, ten to fifteen miles wide and 200 square miles in area.

The prehistoric lake, of which Great Salt Lake, the Dying Sea of America, is the largest remnant, was named for Capt. L. E. Bonneville, U.S.A. officer and explorer. At one time Lake Bonneville had a maximum depth of 1,053 feet and was 145 miles wide and 346 miles long. Were the lake existent today, the statue of the Angel Moroni which surmounts the Mormon Temple in Salt Lake City, would be 800 feet below the surface. Lake Bonneville extended from the base of the Wasatch Mountains to Pilot Peak and the Toano Mountains, west of Wendover. Its ancient shorelines, high above the railroads, are distinctly visible at various points.

Kit Carson was the first white man to cross the salt flats (1845), being followed by Lieut. John C. Fremont a few days later. In 1846, using Pilot Peak as its guiding landmark, the Donner Party lost fatal time on the Cut-off across the barren terrain. Remains of their abandoned emigrant wagons still discolor the salt. In 1896, W. D. Rishel of Salt Lake City rode across the salt flats on a bicycle and in 1914, Teddy Tezlaff, driving his "Blitzen Benz" at the

rate of 142.46 miles per hour, hung up a new world's record -- the first on this scene.

The Bonneville Salt Flats were re-discovered, so to speak, in 1932 by D. A. ("Ab") Jenkins of Utah. Under the fostering sponsorship of the Salt Lake City Chamber of Commerce, he established a 24-hour record at an average of 112.91 miles per hour. In 1937, driving his "Mormon Meteor" on circular 10 and 12.5 mile tracks, he drove 100 miles at an average of 175.11 miles per hour. He also made a 24-hour run, guided by kerosene flares at night, at 157.27.

In 1935, Sir Malcolm Campbell, driving his "Bluebird," thundered over a measured mile on a 13.4 mile straightaway course at a speed of 301.12 miles per hour, topping by 24.3 miles his best mark at Daytona, Fla. In 1937, Capt. George E. T. Eyston rocketed his "Thunderbird" past the A.A.A. electric timing eye at 311.42 miles per hour. And in 1939, John Cobb raised the record to 368.85 miles per hour!

ARINOSA, Utah (M.P. 825.2) A corruption of the Spanish word "arena" which means sand. Hence, Arinosa means sandy.

BARRO, Utah (M.P. 835.1) The word is Spanish for clay or mud. When the W.P. was constructed, this terrain was flat and muddy so a solid plank floor was constructed as part of the roadway. The Desert Range lies to the northeast of Barro.

KNOLLS, Utah (M.P. 845.4) Named for the California Knolls, name of the adjacent hills. Under right atmospheric conditions, these sand knolls have a fanciful resemblance to a village of Indian tepees. Wildcat Mountain is 20 miles to the south.

ARAGONITE, Utah (M.P. 861.5) Formerly called Marble. Aragonite is orthorhombic calcium carbonate.

LOW, Utah (M.P. 866.1) For the low pass in the Grass Mts. which are between Lakeside Mts. on the north and Cedar Range on the south.

DELLE, Utah (M.P. 878.4) First named Dell by Bennie McBride, an old prospector who started a mining shaft in the Stansbury Mts. to the northeast. Delle is at the foot of the grade descending from Low Pass into the valley of Great Salt Lake.

TIMPIE, Utah (M.P. 885.7) Piute Indian for "rocky mountain point." East of Timpie and at the north end of Onequah Range is a rock quarry where a mountain side was literally blown up at one blast to obtain material for the 10 mile solid rock railroad fill across the southern arm of Great Salt Lake. Iosepa Indian Reservation, named for Joseph F. Smith of the Church of Jesus Christ of Latter-Day Saints, who was one of its first missionaries to Hawaii, is about 25 mi. south of Timpie. Iosepa is in Skull valley, so named because at a point named Lone Rock in the northern part of this valley a large number of skulls were found -- relics of a battle in which a band of Indians made their last stand.

ELLERBECK, Utah (M.P. 892.9) For Dr. W. L. Ellerbeck of Salt Lake City, who discovered lime deposits at Flux and Dolomite.

BURMESTER, Utah (M.P. 896.7) Named for Frank T. Burmester who homesteaded on the present site of this town before the W. P. was constructed. Formerly called Grantsville.

SPRAY, Utah (M.P. 902.4) In early W. P. days, waves from Great Salt Lake, the dying sea of America, whose shore line has been receding, dashed against the railroad's road bed. Occasionally, cars of passing trains would be sprayed with salt water leaving incrustations on their sides.

LAGO, Utah (M.P. 907.8) Sp. for lake. Reference is to Great Salt Lake.

OQUIRRH RANGE, Utah (M.P. 910.0) Name probably derived from oagar, Indian for yellow. Also name of an Indian chief. Far above the track, ancient shore lines of prehistoric Lake Bonneville, whose waves once beat against the higher contours of this range, are still remarkably distinct.

"Romance Along the Line of the W. P."

BLACK ROCK, Utah (M.P. 910.06) This is an outstanding landmark, on the eastern division of the W. P. Black Rock rises abruptly from Great Salt Lake, the "dying sea of America." To the north, and not far distant may be seen Antelope Island, one of the nine islands of the lake which was made a refuge for a herd of buffalo a number of years ago.

FOX, Utah (M.P. 913.8) For Jesse W. Fox of Salt Lake City. He was a railroad surveyor and also a general surveyor.

RENO BRANCH

The Reno Branch extends from Reno Junction (M.P. 341.7) on the Main Line, to Reno, Nev., 33.1 miles.

PLUMAS, Named for the Plumas River, also Plumas County.

PEAVINE, Named for Peavine Mountain, which in turn was so-called by prospectors because of wild peas which grew on the slopes of the mountain.

COPPERFIELD, For copper deposits near this point.

ANDERSON, For Henry A. Anderson who owned a large sheep ranch at this point.

MARTIN, (Lemmon Valley Air Base) Named for G.I. Martin, Western Pacific general agent with headquarters at Reno. The telegrapher's wire call for this station is two letters: "G.I."

PANTHER, Named for the Black Panther Mining Company, which had properties near this point.

RENO, Named in 1868 for Jesse Lee Reno, West Point graduate who fought under Gen. Scott at Vera Cruz, Mex., and who was killed while leading his men at the Battle of South Mountain, in the Civil War. Perhaps the naming was due to John R. Scupham, chief clerk in the company, in which Charles Crocker, one of the "Big Four" was interested. Also said that the name was conferred by Dudley Haskell who auctioned off the first lots in Reno. Others say that the name is due to Darius Ogden Mills, noted banker, friend of Gen. Reno.

In the days before the advent of the Central Pacific, (now S.P.) Reno was called Lake's Crossing -- reference being to the Truckee River.

BIEBER LINE

GREENVILLE, Calif. (M.P. 14.7) "The first house in Greenville," wrote the late A. R. Bidwell of Greenville to this author, "was built by a man named Green (initials not available) along about 1852, soon after the founding of Taylorsville by Job. T. Taylor. Green had a wife and two small children, the youngest, a boy, born while crossing the plains and named "Wonks" for an Indian chief who befriended them. Mrs. Green, the first white woman among the miners then in that vicinity, found serving meals to the miners to be very profitable and in a short time her log cabin became known as "Green's Hotel."

COHALA, Calif. (M.P. 17.5) First named Mohala, Yocut or Maidu Indian for squaw. Changed to Cohala because of confusion with Moccasin (M.P. 6.2) in transmitting train orders.

LASSEN VIEW, Calif. (M.P. 32.4) Reference is to Lassen Peak, named for Peter Lassen, the Copenhagen blacksmith who blazed Lassen Trail. Thus his name has been given to a mountain, a county, a national forest, and a station on the W. P.

WESTWOOD, Calif. (M.P. 39.4) The Red River Lumber Co. had operations in the eastern woods of Minnesota where the Red River of the North was used to float logs to Winnipeg. So when the company began operations in Northern California it named its headquarters Westwood.

MASON, Calif. (M.P. 43.5) For Col. E. W. Mason, vice-president and general manager of the W. P. Connection made here with the S.P. for Susanville, Lassen County seat, named for the

daughter of Isaac N. Roop, well-known in early Nevada and California history.

ROBBERS CREEK, Calif. (M.P. 44.1) Fairfield in his Pioneer History of Lassen County says this creek was named for highwaymen who in September, 1866, held up James Doyle of Susanville. Doyle, with eight yoke of oxen, was freighting supplies from Oroville. The next morning the highwaymen robbed the Chico-Idaho stage.

NORVELL, Calif. (M.P. 52.51) According to R. M. Norvell of Norvell and Hunter Co., Red Bluff, both Lake Norvell and Norvell Flat were named for John Wood Norvell, pioneer sheepman of this region, who moved his sheep from the valley to summer range in the early 1870's. Norvell died in Red Bluff in 1906 at the age of 79. The original family came from Scotland to Williamsburg, VA., about 1620.

LODGEPOLE, Calif. (M.P. 62.9) For the small, soft-grain pine, which grows tall and slender, and which is suitable for lodges and cabins.

JELLICO, Calif. (M.P. 84.2) Name probably derived from that of a Mr. Jelly or Jelley who had a camp here.

LITTLE VALLEY, Calif. (M.P. 94.8) Little brother to Big Valley, on the north side of the divide. Here is the ranch owned by Ned Bognuda whose daughter, Lillie, was a noted participant in rodeos of the West. This slender cowgirl drove the sheep to Fall River. She rode a horse named "Lucky" and was a crack shot with her Winchester.

PIT RIVER, Calif. (M.P. 109.5) Western Pacific bridge, which has twelve 75 ft. deck plate girder spans, is here. The Pit River Indians so called because, to trap deer, bear, also hostiles, conical pits were dug and covered with brush. When animals or Indians fell-through, they were impaled on sharp stakes driven in the bottom. Indian name for the river said to be Wadzuma.

BIEBER, Calif. (M.P. 111.8) Named for Nathan Bieber, pioneer of Big Valley, and founder of Bieber, who came here about 1877. His son, A. C. Bieber, is the editor of Big Valley Gazette. Mrs. Nathan Bieber was a guest of honor when the Golden Spike was driven on November 10, 1931, by Arthur Curtiss James, to complete the connection between the Northern California Extension of the Western Pacific and the California Extension of the Great Northern Railway, thus forming a 200-mile connecting link between the two railroad systems.

SAN JOSE BRANCH

(Here are some names on the San Jose Branch of the W. P. which extends from Niles Junction (M.P. 30.5) on the main Line to San Jose, 23 miles. M.P. numbers are distances from Niles Junction.)

IRVINGTON, Calif. (M.P. 3.3) Formerly called Washington Corners. Mr. Gideon Davis, quoted by Sir Knave in the Oakland Tribune, says this name was unsatisfactory and that the change to Irvington was made by accident. He had written to a relative in Irvington, Indiana, but in addressing the letter gave California as the state. The letter, returned, suggested use of Irvington, which was adopted and which, he says, "was satisfactory to all."

MILPITAS, Calif. (M.P. 10.9) Perhaps diminutive form of Milpa, Sp. for corn patches; hence meaning little corn patches.

BERRYESSA, Calif. (M.P. 14.1) Name of an early Spanish family, of which Jose Reyes Berryessa was a prominent Santa Clara County citizen and recipient of a land grant.

SAN JOSE, Calif. (M.P. 23.0) Spanish for St. Joseph. Situated in the "Valley of Heart's Delight," San Jose was first called El Pueblo de San Jose de Alvarado. Nearby is Mt. Hamilton, named for the Rev. Laurentine Hamilton of Oakland. On this mountain is the famous Lick Observatory of the University of California, founded by James Lick, distinguished early San Franciscan.

"Romance Along the Line of the W. P."

James Lick's tomb is under one of the pillars of the great telescope which has a stellar record in astronomical circles.

YUBA CITY, Calif. (On the Sacramento Northern Rwy., M.P. 137.27 - 9/10 mile west of Marysville (WP M.P. 178.8) Yuba City, county seat of Sutter County, and Marysville, county seat of Yuba County, are the twin capitals of "The Peach Bowl of the World." Some say the name Yuba derives from Uba or Uva (Sp. for grape) because an exploring party in 1824 found wild grapes growing on the banks of the Yuba River. But this writer regards as authoritative the statement made to him in a letter by the late Dr. C. Hart Merriam, research associate, Smithsonian Institution, Washington, D. C., which reads in part:

"Respecting the source of the name 'Yuba' would say it has nothing to do with grapes, but is the definite and unquestionable name of a rancheria and band -- often called tribe -- of Midoo (Maidu) Indians on the south side of Yuba River just above its junction with Feather River. As long ago as 1846 Sutter mentioned the Yuba tribe and in 1847 E. A. Gatten gave the Yuba tribe in his census of the Indian population for Sutter. In the same year of 1847, Heinrich Lienhard again published the name in his journal, Californian. Again in 1850, it was used by Adam Johnson for the same Indian tribe or band at the junction of Feather and Yuba Rivers, then numbering about 180 persons. "The fallacy of the assertion that Uba or Yuba was an Indian name for grape is clearly proved by the fact that it does not so occur in any Indian language. On the other hand, the name of the wild grape in several of the Sacramento Valley Midoo tribes is as follows: Wild grape was called Moo-teh by the Nissenan and Nis-sim Pawenan; the grapevine, toom-bok and Tollos by the same tribe. Other names used by other Midoo tribes are: Peem-bah by the Notomusse; Pemil-lin-du by the Tahnkum and Kummowin; and Pe-we by the Mitchopodo. All of these names have been obtained by me personally."

TIDEWATER SOUTHERN

(Mile Post numbers are distances south from Stockton, Calif.)

STOCKTON, Calif. (See previous description)

MANTECA - (M.P. 10.3) A Spanish word meaning butter or lard. Properly speaking, however, the Spanish word for butter is mantequilla. Dairying is one of the leading industries here.

ATLANTA - (M.P. 12.5) There are two stories as to the origin of this name, according to the Stockton Record. One is that Lee Wilson named it for Atlanta, GA, his home city. The other is that William Dempsy, first postmaster, who had run away, when a boy, from New York to Atlanta, GA, and had been befriended there, remembered its hospitality and so gave its name to this California town.

SIMMS - (M.P. 14.2) For Harry L. Simms, who now resides in Stockton with his wife, the former Bertha J. Ball. (They celebrated their golden wedding anniversary in 1940.) Mrs. Simms was born in 1869 on the Hall ranch, which she later inherited and which became known as the Simms ranch.

VAN ALLEN - (M.P. 16.5) The point illustrates the difficulty sometimes encountered in running down the origin of old names. Van Allen is derived perhaps from the name of a school district and ranch of that name. Mr. John Murphy of Stockton, who was nearly 100 years old, and lived in Atlanta for many years, says Van Allen is not the name of a person known in that area, but just a name given the place.

ALBA - (M.P. 17.0) Named by the Petri Wine Company for a famous grape producing section of Italy.

ESCALON - (M.P. 19.8) Spanish for stepping stone or step of a stair. James W. Jones, son of John Wheeler Jones, pioneer, gave the place this name because he had found the name in a copy of Overland Monthly in the Stockton Public Library.

STANISLAUS RIVER (Tidewater Southern crossing at M.P. 23.2) Named by the explorer, Gabriel Moraga, 1806, for the Indian chief Estanislao who was baptized and educated at Mission San Jose but who turned renegade and was defeated in battle by forces under General Mariano G. Vallejo. One of the popular poems of Bret Harte was the "Society upon the Stanislaus."

McHENRY - (M.P. 25.6) This point is near the old Bald Eagle Ranch, developed by Orimar McHenry, rancher, banker and civic leader of Stanislaus County, who bequeathed funds for the establishment of the McHenry Memorial Public Library of Modesto.

MODESTO - (M.P. 31.6) County seat of Stanislaus County, center of a rich agricultural area and headquarters of the Modesto Irrigation District. The story goes that when it was proposed to name this community for William Chapman Ralston, noted California financier, Ralston, present at the meeting, declined the honor, whereupon a caballero said: "El Senor es muy modesto," that is, "The gentleman is very modest." Ralston, so this writer is informed by a Modesto newspaperman, said, "That's a good name. Let's call it Modesto."

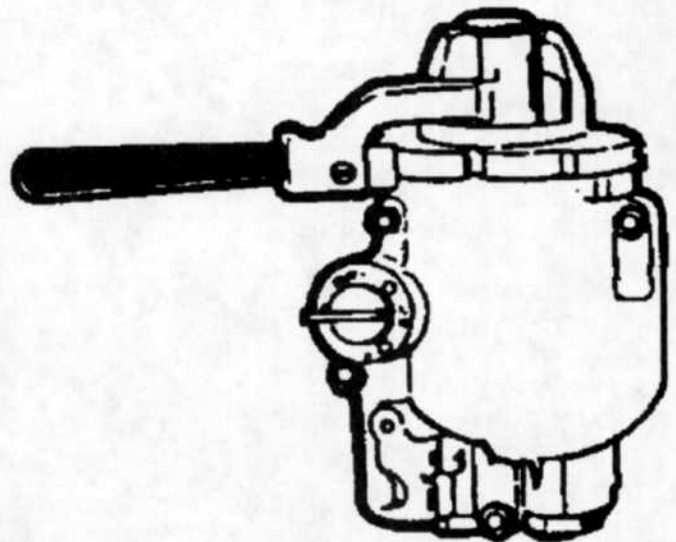
It is said that Modesto was the first city in the U.S.A. to include in its charter a provision for a municipal air field.

TUOLUMNE RIVER - (Tidewater southern crossing at M.P. 32.0) Named for an Indian tribe known as the people of the stone houses or caves. Padre Pedro Munoz of the Moraga expedition wrote of a village called Tautamne, where the Indians lived in sotanos, i.e., cellars or caves. The Indians pronounced the word Tu-ah-lum-ne.

The famous Don Pedro Dam in the Tuolumne River was named for Don Pedro Bar, a very prosperous mining town of the "Days of Old, Days of Gold." According to Charlotte Cecil of Modesto, Don Pedro Bar was named for a Chilean who was among the first to mine the pockets along the Tuolumne River and, so the legend runs, had seven burros loaded with gold when he left. Don Pedro Bar is now covered by the deep waters of Don Pedro Reservoir.

TURLOCK - (M.P. 47.9) Center of the Turlock Irrigation District, marking a great transformation from the early days when H. W. Lander, mail carrier and brother of C. P. Lander, first postmaster, gave this name to Turlock because he had read in Harper's Weekly an article describing a small lake in Ireland, called Tur-lough, meaning dry lake.

HILMAR - (M.P. 49.8) Named by N. J. Hultberg, early realtor, prominent in the development of this community, for his son, Hilmar Hultberg.



FEATHER RIVER RAIL SOCIETY
CONSOLIDATED STATEMENT AS OF DECEMBER 31, 1989
RECEIPTS AND DISBURSEMENTS

| | GIFT SHOP | OPERATIONS | TOTAL |
|---|-----------|------------|---------|
| RECEIPTS | | | |
| OPERATIONS | | 8,962 | 8,962 |
| DUES | | 14,033 | 14,033 |
| DONATIONS | | 27,759 | 27,759 |
| GIFT SHOP SALES | 52,450 | | 52,450 |
| MISCELLANEOUS | | (136) | (136) |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL RECEIPTS | 52,450 | 50,618 | 103,068 |
| DISBURSEMENTS | | | |
| COST OF GOODS SOLD | 34,241 | | 34,241 |
| CONTRACT SERVICES | | | |
| ADMINISTRATIVE EXPENSE | 856 | 7,875 | 8,731 |
| OPERATING EXPENSE | 3,730 | 4,041 | 7,771 |
| EQUIPMENT MAINTENANCE | | 5,220 | 5,220 |
| BUILDINGS & GROUNDS | | 7,443 | 7,443 |
| UTILITIES AND TELEPHONE | 397 | 3,114 | 3,511 |
| PUBLICATIONS | | 2,169 | 2,169 |
| ADVERTISING AND PROMOTION | 932 | 1,638 | 2,570 |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL DISBURSEMENTS | 40,156 | 31,500 | 71,656 |
| <hr style="border-top: 3px double black;"/> | | | |
| NET RETAINED CASH | 12,294 | 19,118 | 31,412 |

+++++

BALANCE SHEETS

| | | | |
|---|--------|---------|-----------|
| ASSETS | | | |
| CURRENT ASSETS | | | |
| OPERATING CASH | 1,969 | 14,976 | 16,945 |
| LIFE MEMBERSHIP INVESTMENTS | | 10,669 | 10,669 |
| GIFT SHOP INVENTORY | 31,078 | | 31,078 |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL CURRENT ASSETS | 33,047 | 25,645 | 58,692 |
| FIXED ASSETS | | | |
| TOOLS & EQUIPMENT | 412 | 15,736 | 16,148 |
| RADIO EQUIPMENT | | 1,507 | 1,507 |
| MOTIVE POWER | | 625,250 | 625,250 |
| ROLLING STOCK | | 328,403 | 328,403 |
| LAND IMPROVEMENTS | | 100 | 100 |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL FIXED ASSETS | 412 | 970,996 | 971,408 |
| <hr style="border-top: 3px double black;"/> | | | |
| TOTAL ASSETS | 33,459 | 996,641 | 1,030,100 |
| LIABILITIES | | | |
| SALES TAX PAYABLE | 518 | | 518 |
| LOAN | | 1,784 | 1,784 |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL LIABILITIES | 518 | 1,784 | 2,302 |
| MEMBERS EQUITY | | | |
| LIFE MEMBERS RESERVE | | 10,012 | 10,012 |
| MEMBERS EQUITY | 32,941 | 984,845 | 1,017,786 |
| <hr style="border-top: 1px dashed black;"/> | | | |
| TOTAL MEMBERS EQUITY | 32,941 | 994,857 | 1,027,798 |
| <hr style="border-top: 3px double black;"/> | | | |
| TOTAL EQUITY AND LIABILITIES | 33,459 | 996,641 | 1,030,100 |

+++++

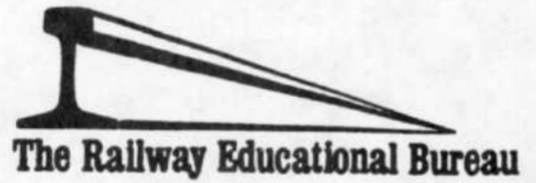


Western Pacific
Railroad Company
"THE FEATHER RIVER ROUTE"



FAST AND DEPENDABLE
FREIGHT AND PASSENGER
SERVICE

ROUTE OF THE CALIFORNIA ZEPHYRS *San Francisco • Chicago • New York*

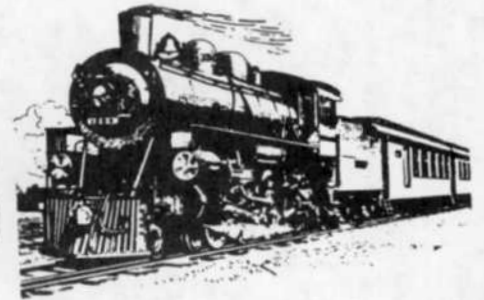


a *TURN*
for the WORSE?

NOT With Proper
Foot and Ankle
Protection!

Sturdy Construction

Loco
Lingo





Address Correction Requested.....Dated Material Please do not Delay

THE TRAIN SHEET
FEATHER RIVER RAIL SOCIETY
P.O. BOX EIGHT
PORTOLA, CALIFORNIA 96122

Non-Profit Org.
U.S. POSTAGE
PAID
Portola, CA
Permit No. 32



SK. 87