

WESTERN PACIFIC

MARCH 1983
Historic Issue

Mileposts



Mileposts Last Issue

The MILEPOSTS issue you now hold is the last to be published under that banner. By this time each of you will have received at least one issue of Union Pacific INFO magazine and I know that you will agree that Manager-Employee Communications Jim Beck and staff do an excellent job. In fact, a new publication is being designed to properly reflect the needs of all employees in the merged system.

Before we leave MILEPOSTS to the historians, a few words are in order. In all, MILEPOSTS published 255 issues since 1949. The first Editor of

course was Lee "Flash" Sherwood who started MILEPOSTS in 1949 and served until his retirement in 1974. In numbers, Lee was responsible for the first 234 issues. Lee will be remembered always as "Mr. Mileposts." Paul Gordenev of our Accounting Department took over from Lee in 1974 and served as Editor for several years until MILEPOSTS was switched to a different format. Late in 1980, the Personnel Department, under the able stewardship of its Director Tom Green, received the mission to revive the MILEPOSTS and to return it in most ways to the status it held during the tenure of Lee Sherwood.



Lee Sherwood
MILEPOSTS EDITOR
1949-1974
Photo by Ted Benson

I have indeed been fortunate to serve as your Editor these past two years and hope that what you now hold will serve as a keepsake in place of all the issues you wished you had saved but didn't. First, we have reprinted the original history of the First Fifty Years of Western Pacific exactly as written by Gil Kneiss and printed in the March 1953 issue of MILEPOSTS. Second, Dick Bridges has been commissioned to write the Last Thirty Years of Western Pacific's history which appears under the title "Eighty Candles on the Final Cake." When you read it, I'm certain you will agree that it has been prepared with the same care Gil Kneiss used back in 1953.

Happy Reading!

A. P. Schuetz
Editor

... thus did Prometheus steal the red fire from under the nose of Zeus.

IN THIS ISSUE

REGULAR FEATURES:

| | |
|-------------------------|----|
| Caboosing | 52 |
| Service Awards | 56 |
| They Have Retired | 60 |
| In Memoriam | 61 |
| Letters Received | 62 |
| Milepost 255 | 63 |

MILEPOSTS LAST ISSUE

| | |
|-----------------|---|
| Editorial | 2 |
|-----------------|---|

FIFTY CANDLES FOR WESTERN PACIFIC

| | |
|---|---|
| A reprint of the history written for <i>Mileposts</i> March 1953 by G. H. Kneiss .. | 4 |
|---|---|

EIGHTY CANDLES ON THE FINAL CAKE

| | |
|--|----|
| Being the history of Western Pacific between 1953 and 1983 | 42 |
|--|----|

YESTERDAY ... TODAY ... TOMORROW

| | |
|--|------------|
| A photographic salute to our promising future | Rear Cover |
|--|------------|

ON THE COVER



Seldom, if ever, has a train met a more enthusiastic welcome than Oakland put on for the first through Western Pacific passenger train on August 22, 1910.

Fifty Candles for Western Pacific

by G. H. Kneiss

Tuesday, March 3, 1903, was just another rainy day to most San Franciscans. There wasn't much excitement. Carrie Nation, armed with axe and Bible, smashed some bottled goods and glassware in a Montgomery Street saloon and was hustled off to jail. To jail likewise went Miss Flo Russell, a young lady whose crime lay in exposing an ankle and bit of petticoat while lifting her skirts high enough to clear the muddy pavement, and to jail in Marin County, across the Bay, went one George Gow, who illegally failed to bring his automobile to a dead stop when a horse-drawn vehicle approached within 300 feet.

Over in Corea (as it then was spelled), San Franciscans learned from their newspapers, fighting went on along the Yalu River between the Russians and the Japanese, and at Harvard Professor Hollis, chairman of the Athletic Committee, said that football aroused only the worst impulses and should be abolished. Up in Sacramento Governor Pardee signed a bill making the Golden Poppy the state flower of California.

No, not too much excitement, but even so readers of the San Francisco *Chronicle* next day reached page 14 before they learned that eleven men had sat down around a table in the Safe Deposit Building on California Street and organized a new transcontinental railroad to be named the Western Pacific.

It was to run from the city of San Francisco eastward through the canyons of the Feather River and Beckwourth Pass and on to Salt Lake City. By branch lines it was also to serve San Jose, Alameda, Berkeley, Richmond, Fresno, Chico and

Prattville. Walter J. Bartnett, San Francisco, lawyer and promoter, had subscribed to 14,900 of the 15,000 shares of capital stock but behind him, speculation went, were probably the Goulds, the Vanderbilts, Jim Hill or David Moffat.

Perhaps the reason that the *Chronicle* put its writeup back on page 14 along with the truss ads and the electric belts was that the story was not exactly new. Men had talked about a railroad through the Feather River Canyon for a long time, particularly one named Arthur W. Keddie.

KEDDIE'S DREAM

Keddie had come to California in the early sixties — a young Scottish lad, trained as a surveyor. By that time the

gold diggers that had briefly overrun the Feather River country following Bidwell's celebrated discovery on July 4, 1848, had departed with their pokes and sixshooters. Barkeeps and dance hall gals had followed them. The many-pronged turbulent river which Arguello had named Rio de las Plumas because of countless floating feathers from moulting wild pigeons, flowed in solitude through its deep gorges.

One of the first professional jobs that came Keddie's way after he had hung out his shingle at Quincy, county seat of Plumas County, was that of exploring the North Fork of the Feather for

and the dream of having part in building it.

The young surveyor managed to interest several important men in his idea: Asbury Harpending of diamond hoax fame, Civil War General William Rosecrans, Creed Hammond and others. Some of them were sincerely interested in railroad building. Harpending, for one, was convinced that the Central Pacific had chosen a most inferior route over the mountains and would be easy competition. As the Quincy *Union* put it: "The Central Pacific have long since understood they must content themselves with the summer trade of



Reconnaissance party on the Butte & Plumas Railway Company. "Snowball" is carrying a desk and bedding for two men.



the newly-organized Oroville and Beckwourth Pass Wagon Road Company. Beckwourth Pass, for unknown ages a great Indian thoroughfare, had been discovered to civilization by Jim Beckwourth, a mulatto scout, in 1850. A Sierra crossing more than 2,000 feet below the elevation of Donner Pass, it had become popular for covered wagon trains.

Keddie made his canyon reconnaissance in the dead of winter but the snows he encountered were surprisingly light. Furthermore, he found a route with grades too easy to waste on a wagon road. Back to Quincy he went with a thrill and a dream in his heart — the thrill of having discovered what he felt sure would prove to be the best route for a transcontinental railway

Virginia City and Carson. The Feather River Railroad will be the road across the continent. But others of the associates were looking only at the speculative possibilities when coupled with their own political influence.

The Oroville and Virginia City Railroad Company was formed in April, 1867. Capital stock sales were authorized up to five million dollars, but a negligible amount was sold. Whereupon some of Keddie's new associates railroaded a most amazing bill through the California Legislature and induced Governor Haight to sign it.

This new law was entitled "An Act Authorizing the Board of Supervisors of Plumas County to take and Subscribe to the Capital Stock of the Oroville and Virginia City Railroad Com-

pany " Actually, it not only authorized them, it specified that said Supervisors could be fined, removed from office, and sued for damages if they didn't do so! This may have been good politics but it was deplorable public relations Enthusiasm for the railroad in Plumas County cooled while indignation boiled and the Supervisors resigned en masse. A legal battle finally repealed the obnoxious statute.

General Rosecrans tried to induce the Union Pacific to take over the O & V C project as its California connection and thus by-pass the Central Pacific with its already critical snow problems. His old comrade in arms, General G. M. Dodge, actually left his U. P. construction camp and came out to consider the offer. He liked what he saw but the Central Pacific end-of-track was miles into the Nevada sagebrush by then and, although the Union Pacific was authorized by Congress to build to the California line, it had to stop wherever it met the C. P.

Keddie started construction on the O. & V. C. near Oroville in the spring of '69. A gang of thirty Chinamen was put to grading between Thompson Flat and Morris Ravine. Shortly afterward Congress was asked to help with a land grant of 641,200 acres. But the whole thing blew up. The builders of the Central Pacific were adept at "pressure" and they put plenty of it on Harpending to ditch the scheme. And one of them, C. P. Huntington, laughed Keddie out of his office with the remark "no man will ever be fool enough to build a railroad through the Feather River Canyon."

Arthur Keddie had to put his dream in mothballs but he did not forget it. The seventies and the eighties passed. The close of the latter decade found the Union Pacific, less than entirely happy with its western connection, again considering its own line to San Francisco. Out in the field was Virgil G. Bogue, U. P. chief engineer, running trial surveys over the Sierra. One was down the Pit River, one through Susanville and along Deer Creek, several through Beckwourth Pass and down

the Feather. Bogue rather favored the Deer Creek route despite some 80 miles of 4 per cent grade, but Jay Gould gained control of the Union Pacific about that time, and the plans for a San Francisco extension were abandoned

THE SAN FRANCISCO & GREAT SALT LAKE

This was bad news to California shippers and merchants who had hoped for some relief from the Central Pacific monopoly which skillfully adjusted rates to the maximum figures which would allow its customers to remain in business. A group of them got together and determined to build the Union Pacific connection themselves. They incorporated the San Francisco and Great Salt Lake Railroad Company and hired Bogue's assistant, W. H. Kennedy. If he could locate a practicable route, one which was not too expensive, they felt it should be possible to find Eastern capitalists who would finance the undertaking.

Kennedy was, of course, familiar with the surveys made by Union Pacific but believed he might find an even better line. In Quincy he called at the County Surveyor's office for a map of Plumas Country; the County Surveyor was Arthur Keddie, and the two men found a lot to talk about. Keddie told the engineer of the low pass he had found near Spring Garden Ranch between the Middle Fork of the Feather and Spanish Creek, a tributary of the North Fork. As the Middle Fork Canyon became impossibly steep below this point and the North Fork was almost as bad above it, this low divide offered a means of utilizing the best parts of both canyons.

Crossing the Sierra summit at Beckwourth Pass, thence descending the upper reaches of the Middle Fork and cutting over to the North Fork at Spring Garden, as Keddie had suggested, to reach the Sacramento Valley at Oroville, Kennedy completed his survey late in 1892. It was a good line, with a ruling grade of 1 1/3 per cent, and as he filed his maps in the various county court



Left, above, shows a steam shovel working in the cut just east of Oroville.



Right, above, is the "merry-go-round" used in constructing large fills in operation at Milepost 59.

Below, "Improved Harris Track-Layer" putting down rail near Hartwell (now Quincy Junction).



houses, they established under the existing laws, a five-year option on the route in the name of the San Francisco and Great Salt Lake Railroad Company

With these rights and Kennedy's estimate of \$35 million to build the railroad, the San Franciscans journeyed to New York City, the lair of capital. But everywhere the S.F. & G.S.L. promoters called, they found Collis P. Huntington had been before them. Why spend \$35 million to compete with him, the wily old man had asked each likely angel, he'd be glad to let them have the Central Pacific, monopoly and all, for a good deal less and be glad to get it off his hands. No one called his bluff and the San Francisco and Great Salt Lake Railroad Company joined the other punctured bubbles.

HARRIMAN VS. GOULD

When Jay Gould had acquired control of the Denver and Rio Grande properties, he had seriously considered extending them to the Pacific Coast. The Union Pacific, however, control of which he no longer owned, had induced him not to. Both systems interchanged their westbound traffic with the Central Pacific at Ogden and in return the latter divided its eastbound loads equitably between them.

But when E. H. Harriman and his supporters, after acquiring the Union Pacific, picked up control of the Southern Pacific System after C. P. Huntington died in 1900, they closed the Overland Gateway to the rival Rio Grande. George Gould, Jay's eldest son, had succeeded to the 11,000-mile rail empire by then. It was his ambition to have his own rails from coast to coast. They already stretched

from Buffalo to Ogden, he had definite plans to reach Baltimore, and he had hoped to acquire the Central Pacific him-

self. Now, bottled up in Utah by Harriman, he decided to build a new road to San Francisco.

Virgil Bogue had become George Gould's consulting engineer and recall-

ing his surveys for the Union Pacific in the '80's, recommended Beckwourth Pass and the Feather River route. Remembering also an unhappy experience he had once had in locating another road, only to find the whole route plastered with mining claims of dubious mineral value but through which rights of way must be negotiated, he advised Gould to form a "mining company" first. Accordingly the North California Mining Company was organized and soon nearly 600 placer claims were staked out, blanketing the entire proposed route across the mountains.

Gould turned the job over to the Denver and Rio Grande and its president, E. T. Jeffery, sent a field party under H. H. Yard west to locate the line. It was all top secret. The transit men and stake artists were forbidden even to let their wives know where they were. Letters could only be exchanged through the Denver office of the railroad. Two California corporations, the Butte and Plumas Railway and the Indian Valley Railway, were set up to be the figureheads.

It was, however, more than a bit difficult to keep anything concerned with a railroad through the Feather River Canyon secret from Arthur Keddie. That was a subject he kept up with. Furthermore, he had another railroad scheme on the fire himself. He had formed an alliance with one Walter J. Barnett who, with his associates, had built a short line, the Alameda and San Joaquin Railroad only a few years before from Stockton southwest to the Tesla coal mines. The mines had not come up to expectations and Barnett, who was an exceedingly high powered promoter, had conceived the ambitious plan of extending his 36-mile railroad east to Salt Lake City and west to San Francisco and then selling it to the Goulds.

Barnett and Keddie incorporated the Stockton and Beckwith (sic) Pass Railroad on December 1, 1902. Location was amazingly fast and simple. For Keddie merely put some stooge "survey parties" out in the canyon and as

they haphazardly staked out each ten miles of "line," he made a copy of the corresponding map Kennedy had filed in 1892 and, by registering these in the county seats, won an incontestable five-year franchise.

Walter Barnett then journeyed to New York with Keddie's franchise in his pocket, convinced George Gould that it could not be ignored. Barnett and Gould signed an agreement on February 6, 1903, which provided for the formation of a new company to take over the various corporations which each had previously organized and to build and equip the railroad. Less than a month later and pursuant to this pact, the meeting in the Safe Deposit Building was called to order.

THE WESTERN PACIFIC IS BORN

The Western Pacific Railway Company was thus organized on March 3, 1903. Articles of Incorporation were filed with the County Clerk the same day. But when Barnett's clerk appeared next day at the Secretary of State's office in Sacramento, the first of many roadblocks thrown up by the Southern Pacific became apparent. For the pioneer railroad between Sacramento and Oakland, completed way back in 1869, had also been named Western Pacific and the S.P., which had taken it over, still claimed all rights to the name. Barnett threatened mandamus proceedings and the S.P. withdrew its objections. The Western Pacific Railway Company was thereupon incorporated, on March 6, 1903.

George Gould still remained completely out of the picture and denied all connection with the project. Although he financed the new surveying parties that were immediately sent out to make the final location, he was forced, in the interests of this secrecy, to keep the Rio Grande engineers in the field as well. The absurd result was two hostile groups struggling to outwit each other and often on the point of exchanging pot shots, though both were actually on the same payroll.

Virgil Bogue was finally dispatched by Gould to choose the best of the

routes surveyed. One night, as he sat in his field tent pondering the old Kennedy line with its grade of 1 1/3 per cent which the Western Pacific engineers had accepted from Keddie, he noted from the profiles that between Oroville and Beckwourth Pass there was only a difference in elevation of 50 feet per mile. This suggested to him the idea of a uniform one per cent grade.

Rapid investigation proved this feasible, and without climbing too high above the river. Elated, Bogue wired E. T. Jeffery and with equal enthusiasm the D&RG president answered that if a one per cent grade railroad between San Francisco and Utah could be located, money to build it was available regardless of the cost.

Shortly thereafter General G. M. Dodge wrote to one of Bogue's associates as follows:

"I am glad to see that you are out there on the Western Pacific. That line is almost exactly the line I run (sic) south of Salt Lake, thence down the Humboldt, across the Beckwourth Pass, and down the Feather, but you have a better grade than I got. That is the line the Union Pacific would have built if it had not been for the progress of the Central Pacific east."

Rumors were still thick as to who was behind the Western Pacific. Some thought the Burlington interests. Others picked "Jim" Hill of the Great Northern or David Moffat, the Colorado capitalist. Most felt positive that Gould was behind the road despite his still positive denials. There was a story current that Harriman and Ripley (of the Santa Fe) had together offered him two million plus all he had spent so far to give up the project. It was not until the spring of 1905 that Gould publicly announced his paternity of the Western Pacific and appointed President Jeffery of the Rio Grande to head the new road as well. Barnett, who had been president, became vice-president.

Contracts for construction were signed late the same year, although the line was not completely located nor the rights of way all secured. The Southern Pacific





WALTER J. BARNETT
March 3, 1903
June 23, 1905



EDWARD T. JEFFERY
June 23, 1905
November 6, 1913



BENJAMIN F. BUSH
November 6, 1913
March 4, 1915



CHARLES M. LEVEY
July 18, 1916
March 30, 1927

PRESIDENTS
of
WESTERN
PACIFIC



HARRY M. ADAMS
March 10, 1927
December 11, 1951



CHARLES ESSEY
January 1, 1952
Retirement at 1968



HARRY A. MITCHELL
January 9, 1949
July 1, 1968



FREDERIC E. WHITMAN
July 1, 1949

and physical obstacle, but although it possessed immense political power and a formidable bag of tricks, the Western Pacific promoters usually managed to come out on top.

WAR ON THE WATERFRONT

The biggest row was that involving the WP ferry terminal on San Francisco Bay. A little historical background is necessary here. Oakland was an unnamed part of the Peralta rancho in 1851, when lawyer Horace Carpentier and two associates made themselves at home on the oak-studded meadows around what is now lower Broadway and started selling lots. Don Vicente Peralta rode around with the sheriff when his cattle began to disappear, but Carpentier glibly talked him into a lease of the land on which he had squatted and then proceeded to incorporate it as the City of Oakland. His hand-picked trustees gladly "sold" him the entire 10,000 acre waterfront between high tide and the ship channel for five dollars plus two per cent of any wharfage fees he might collect. Carpentier then took office as mayor.

In 1868 when Central Pacific interests sought a terminal on the Bay at Oakland, Carpentier made a nice deal with its management. The Oakland Waterfront Company was incorporated for \$5,000,000 by both parties. Carpentier became its President and conveyed "all the waterfront of the City of Oakland" to the new corporation. Through this succession of events the Southern Pacific had maintained a stranglehold on the Oakland waterfront for half a century, although the city had several times attempted to invalidate the title.

Obviously the S.P. was fully confident that it would have but little difficulty in isolating the Western Pacific from a practical outlet on the Bay. The Santa Fe, only a few years before, had built its ferry slip way up at Point Richmond rather than attempt to crack the S.P. stronghold. Barnett, after a hard struggle against the older railroad's influence, did secure a small site on the mudflats of the Oakland Estuary. It would have made a miserably cramped ferry terminal but,

had concluded it was the best they could do. Harriman's forces sneered and relaxed. Gould's were just beginning. Every move was carefully rehearsed and logistics figured to the last detail.

As the Oakland tidelands had gradually been filled in, the Government had extended the banks of San Antonio Estuary with rock quays called "training walls" in order to prevent silt from washing into the Oakland inner harbor channel. A dredger was often necessary to prevent the formation of a bar at the entrance of the channel. This dredger became the Trojan horse of the Gould attack.

On the night of January 5, 1906, the Western Pacific forces under Barnett struck.

With 200 workmen and 30 guards armed with carbines and sawed-off shotguns, he used the dredging company as a front, and seizing the north training wall, began feverishly to lay a rough track. Most of the guards took up positions at the shore end of the U.S. training wall and maintained them night and day. Laborers snatched their sleep in shelter tents on the wave-washed rocks and the WP commissary department fed them. Scows rushed more rails and ties across the Bay to the end of the wall. Soon there was a mile of track on top of the rock wall.

Of course the Southern Pacific did not quietly accept this outrageous trespassing on domains it had held undisputed for more than half a century. Its legal department, fairly in convulsions, was whipping out the necessary papers for immediate appeal to the law. This was exactly what Barnett had told Gould would happen and exactly what they both desired. For the courts, as Barnett had felt sure they would, held that the Southern Pacific title to the waterfronts had not progressed westward with the shoreline as the tidelands and marshes had been filled in, but was valid only to the low tide line of 1852. The S.P.'s "waterfront" therefore was by now well inland, and the new marginal land surrounding it was the property of the city. Years later, when the first WP passenger



No. 1 of Bartnett's Alameda & San Joaquin Railroad. Became the first locomotive to haul revenue trains on the Western Pacific when its letterhead read "operating between Stockton and Tesla."

Setting up engines for Western Pacific at Salt Lake City in November, 1906. They would have to do a lot of construction train service before they could start hauling revenue freight.



train reached Oakland, Mayor Frank K. Mott in his speech of welcome said:

"The advent of the Western Pacific Railway is epochal. It is of peculiar interest to Oakland, for this system's coming made it possible for Oakland to recover control and possession of its magnificent waterfront. This may well be placed first in the order of benefits which will accrue to the city, as well as to the Bay region and the entire state."

CONSTRUCTION WAS NOT EASY

Construction camps had been established by the contractors at points all along the line under supervision of Company division engineers. Some were accessible by rail and most of the others by wagon road. But, for much of the distance through the rugged Feather River Canyon, not even a foot path was handy to the route. Indeed the surveyors had often hung suspended by cables over cliffs in order to set their line stakes. So it was necessary first to blaze a trail and set up small camps supplied by pack mules, then use these as bases for building a wagon road over which supplies and equipment for building the railroad could be hauled. It was slow, and often dangerous.

At Cromberg it was necessary to cross the swirling river on a jittery rope bridge and here eleven men were lost working on the cliffs or trying to cross the stream. They were tough men too, mostly lumberjacks and hard-rock miners. Where Grizzly Creek drops into the Feather, the field parties were forced to resort to rafts in order to by-pass the sheer granite cliffs. Over at the Utah end crossing the salt beds was a nightmare due to excessive temperature extremes and the killing glare which often blinded men after a few hours work.

It was difficult to hold men under such conditions while more pleasant work was plentiful and turnover was terrific. Bogue actually had detectives infiltrated through some of the gangs under the suspicion that some outside agency must be stirring up trouble and inducing the men to quit, but no evidence of this was ever found. On the other hand the S.P.

superintendent at Ogden wrote plaintively that the Western Pacific was stealing all his track men and that it wasn't very neighborly. T. J. Wyche, the WP engineer, replied that all his assistants had positive instructions on this point and wouldn't think of taking S.P. men. A few days later a Greek labor agent reported that the next batch of track men he would deliver would have to wait until they could get their time checks from the S.P.! Drunkenness was a problem too, one which Bogue finally solved by buying up all the saloon licenses handy to the job.

After the depression of 1907 set in, there were plenty of men available—and at lower wages. Had it not been for this unexpected break all of the contractors would probably have gone bankrupt, since the work proved considerably more costly than they had figured.

In particular, the long tunnels at Spring Garden between the canyons of the North and Middle Forks, Chilcoot at Beckwourth Pass, and at Niles Canyon not far east of Oakland, ran into unexpected delays and costs. Original plans had called for Western Pacific to be ready for business by September 1, 1908, and when it became more and more evident that this date could not be met, President Jeffery felt mounting concern.

"It is really a very serious situation to contemplate," he wrote Bogue in January 1907, "and the key is the completion of the long tunnels. The rest of the road we can build and get in running order, and we can have our terminal facilities at San Francisco and Oakland and our floating plant in San Francisco Bay all ready by or before September 1 (1908)."

It was in March, 1907, when one of the worst storms in the history of California struck and the resulting floods completely tied up construction. Little damage was done to the half-finished Western Pacific—in fact the storm effectively demonstrated the wisdom of its location and Bogue wrote Jeffery that if they had been building the 1 1/3 per cent grade originally chosen, their prospects would have been grim. But it was impossible to deliver materials to the job. Flood conditions were so bad that S.P. trains from



Remembered only as Dick and Andy, these two dangerous looking men were part of the "army" which held the Western Pacific positions during the fight for an outlet on San Francisco Bay. Sawed-off shotguns, carbines and ammunition remained on the storekeeper's list for years.

Sacramento to Oakland were operating by way of Fresno. With these and other delays it was not surprising for Jeffery to write, "I long for the day when we can have the railroad in operation and I can see the fruition of my hopes and plans since 1892. Sixteen years is a long time to contemplate, lay plans for and patiently work toward the accomplishment of an enterprise; but this is what I have endured to date, and must endure for fifteen or sixteen months more."

But the rail laying which had started with the driving of the first spike at 3rd

and Union streets in Oakland on January 2, 1906, proceeded eventually to the driving of the last. On November 1, 1909, the track gangs from east and west met on the steel bridge across Spanish Creek near Keddie and foreman Leonardo di Tomasso drove the final spike. In contrast to the gold spike ceremonies on the first overland railway just forty years before, no decorated engines met head to head before a cheering crowd, no magnums of champagne were broached. The only spectators were a pair of local women and their little girls.



Magnitude of the Feather River flood of March, 1907 is shown by the construction photos of Bridge No. 212.36, the Middle Fork crossing 7 1/2 miles east of Oroville. The upper shows the bridge piers barely clearing the crest; the lower was taken the following November with the river at its normal flow.





Construction of Willow Creek viaduct, 1,005 feet long and 172 feet high. Below is a train on the Sierra Valleys narrow gauge railroad.



End of track at Berry Creek on May 17, 1908.



Vice-President and Chief Engineer Virgil G. Bogue (extreme left) inspects newly laid track near Portland in 1908. Both the wood-burning locomotive and the combination coach first saw service on the historic Virginia & Truckee Railway and, later, on Western Pacific's subsidiary, the Boca & Loyalton Railroad. The other men (left to right) are Bogue's secretary, F. G. Van Deusen; B&L Superintendent W. S. Lewis; J. Q. Jameson, WP division engineer; and George Mattis, resident engineer at Portola.



Driving of the Last Spike on November 1 1909, at Spanish Creek bridge. Leonardo Tomasso, the track foreman, who pounded it in, went back forty years later and drove a Ruby Spike at the same spot in honor of the occasion. Below are the ceremonies attendant on this "Ruby Jubilee."



Portland, California
 October 30th, 1909.
 D. B. 374--Via Rock
 Mr. JEFFERY, President,
 P. R. Co., 145 Broadway,
 New York City
 Willing's train connected to Coast at 2:45 P.M. Coast
 Driver will connect up at Spanish Creek on Tuesday. Mr.
 Lewis left here on Boca & Loyalton train at 3:30 P.M. and will join
 Mr. Sublette at Portola at 4:00 P.M. to continue. As myself return
 to San Francisco, via Victoria, B. & N.
 (Signed) V. G. Bogue

of various classes Train mile costs were estimated, on the basis of 1,000-ton 30-car trains without helper service, at \$2.25 on the 1 per cent grade as against 1500-ton 45-car trains with helpers at \$3.58 plus 36 cents a mile to return light engines

On the basis of such studies Wendover had been selected as the first subdivision point west of Salt Lake City although it was without water Shafter, 40 miles further east, had plenty of water, better living conditions and was an interchange point with the Nevada Northern However, Wendover sat at the foot of 33 miles of 1 per cent grade and the selection of Shafter as a subdivision point would have sacrificed tonnage for speed in order to avoid overtime, as well as failure to utilize the 100 miles of nearly level track east of Wendover for maximum tonnage. Bogue estimated annual savings of \$100,000 by picking Wendover against Shafter

Each division point had been made the subject of a similar careful study as to location and design. At Oroville, the old gold workings governed the layout and at Portola mountains and river were important factors. Winnemucca was the dividing terminal between coal and oil burning engines and here the Humboldt River influenced its site. Oakland, in particular, had required painstaking analysis as the engine terminal property was constricted and lay between two S.P. grade crossings. Bogue and his assistants had done their work well.

Rates of pay at the opening shed light on the passage of time. Locomotive engineers drew \$4.25 per ten-

ENGINES AND TERMINALS

Surprisingly enough, President Jeffery had first favored equipping the Western Pacific with small locomotives of the vintage of 1888. These had given good service on the Rio Grande and were more economical than the heavier engines it had since acquired. The engines Jeffery favored were the D&RG class 106, a ten-wheel passenger locomotive with a tractive effort of 18,000 pounds, and Class 113 for freight, a consolidation with 25,000 pounds tractive effort.

Bogue at first appeared to fall in with Jeffery's ideas, but raised one doubt after another as to the wisdom of ordering these little old-fashioned engines. Finally he secured blue prints of the motive power used by the Southern Pacific on the Ogden Route and sent them on to Jeffery in New York with his final comment on the 106 and 113 class: "To place these locomotives on the road, hauling trains in competition

with the Southern Pacific, would probably prove to be a mistake."

Jeffery was convinced and comparable motive power was ordered: 65 consolidation freight engines with 43,300 pounds tractive effort, 35 ten-wheel passenger locomotives with a tractive effort of 29,100 pounds and 12 switchers. The first twenty freight engines were built by Baldwin, the rest by the American Locomotive Company. They were a lot bigger than the 1888 models although they would appear tiny in comparison with those which would follow while they were still in service. The work horses of the Western Pacific for several decades, they were excellent machines.

Yards and terminals for the new railroad had been most carefully designed. Traffic estimates had been prepared from local statistics, S.P. annual reports, etc., and diagrams prepared of expected east and westbound tonnage

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V G Bogue

Vice President and Chief Engineer W P RR Co., San Francisco

My heartiest congratulations to you and our company upon the completion of the bond of steel by which the Western Pacific this afternoon gave to California a great transcontinental railroad.

A W Keddle

8:34 p.m.

MONEY TRANSFERRED BY TELEGRAPH.

CABLE OFFICE.

Arthur W Keddle's hour of triumph Speaking from the steps of the Plumas County Courthouse at Quincy on the occasion of the First Through Passenger Train, August 21, 1910.



hour day; firemen, \$2.75 Conductors were paid by the month, \$125 and no overtime. Brakemen got \$86.25 In the office, a chief clerk found eleven twenty-dollar gold pieces and a five in his pay envelope; the stenographers \$60 or even \$75 if they were extra competent.

The Western Pacific was now operative but far from finished. From San Francisco to Salt Lake City it stretched 927 miles, 150 miles longer than the competitive route to Ogden; but against the latter's steep grades, sharp curves, and heavy snows at a 7,017-foot elevation, the new railroad had maintained Bogue's one per cent compensated grade with a maximum curvature of 10°, and crossed the Sierra at 5,002-foot elevation. On the basis of "adjusted

mileage" in terms of operating costs, it was rated shorter than the other road. Throughout the line there were 41 steel bridges and 44 tunnels. Everything had been designed and built according to the best contemporary standards but there was much need for further ballasting and other finishing touches.

Furthermore, the Western Pacific was an integral part of a 13,708-mile nationwide railway system that now reached from San Francisco to Baltimore, with the exception of a short gap between Wheeling, West Virginia, and Connellsville, Pennsylvania. It looked as if George Gould would be successful with his dream of owning coast to coast rails, for work on a missing link, the Wabash Pittsburgh Terminal, was being rushed,



The "Old Reliables" of WP The road began operations with 65 of the freight consolidations above, 35 of the ten-wheel passenger engines (next page), and 12 switchers. For many years they were practically the sole motive power and even now a few of the consolidations are available for service No. 94, which pulled the first passenger train through the Feather River Canyon, is preserved for historical purposes

A DISCOURAGING START

Through freight service on the WP was inaugurated on December 1, 1909 Prior to that there had been local freight service, largely between Salt Lake City and Shafter for the Nevada Northern connection to the flourishing mines of Ely Traffic was disappointingly slim The daily lading wires to Jeffery were disheartening During three days in December, for example, 28,140 pounds of merchandise and one car of lumber for Oakland was the total business received at San Francisco, nothing what ever at Oakland, and similar results at other points Then came a small wind-fall a solid fifty-car trainload of wire and nails from the American Steel and Wire Company at Joliet, Illinois, reached Salt Lake City on December 25 and brought Christmas cheer to all connected with the new railway as it rolled west on WP rails

The cheerful mood did not last long During the latter part of February, 1910, Old Man Winter hit California hard. Except for the Southern Pacific route through Arizona the entire Pacific Slope was isolated from communication with the East by landslides, snow banks and floods. Night and day extra gangs wrestled with slides in the Feather River Canyon and at Altamont Pass, there were four big washouts in the desert between Gerlach and Winnemucca, and

serious damage through Palisade Canyon And to make matters desperate along the whole railroad, the waters of Great Salt Lake began to rise, ate away at the earth fill, and seriously threatened eight miles of line carried on fill and trestles Consideration was even given to abandoning this track, obtaining trackage rights over the San Pedro, Los Angeles and Salt Lake route farther south, and building a ten-mile connection west of the Lake It was not until the latter part of May that operation was returned to normal

AN ENTHUSIASTIC WELCOME

Passenger service was not begun until August. On the 22nd of that month, the fine new Oakland station, impressively corniced with eight immense concrete eagles, saw an immense throng gather to greet the first through train, a press special Promptly on time at 4:15, amid the shrieking of factory whistles from Berkeley to Hayward, engineer Michael Boyle eased her through an Arch of Triumph at Broadway and stopped before the depot.

The trip had seen one amazing welcome after another. Crowds had turned out all along the line, towns were decorated, salutes fired, parades and brass bands were everywhere. Children decked out in their Sunday Buster Brown suits



or starched eyelet-embroidered dresses had waved flags and tossed flower garlands, while their elders pressed local gifts of grapes or watermelons upon the astounded passengers.

In Quincy, 68-year old Arthur Keddie had almost wept as he spoke in welcome from the court house steps. And in Oakland itself, the crowd that surged in Third Street or lined roof-tops and climbed telephone poles for a better view as the train



pulled up to the reviewing stand before the station, was as exuberant as it was immense. A parade of welcome four miles long escorted the passengers and railroad officers to a banquet at the Claremont Country Club. In the flowery language of the day, the *San Francisco Call* proclaimed: "The great heart of the State throbs at the triumphal entry through canyons to the waters of the West, the Western Pacific led its iron stallions down to drink."

George Gould was not present to hear the nice words of welcome to his new railroad. But soon thereafter his cushy business car *Atalanta* (white tie and tails customary at dinner) came West on the rear end of the *Overland Express*. Gould, with his pretty ex-actress wife and children, was aboard on a tour of inspection. The multi-millionaire railroad magnate made a hit with the "rails" when he took part in an impromptu baseball game at Portola.

THE COST ESTIMATES WERE MUCH TOO LOW

Gould had not divided the financial responsibility for the Western Pacific among his other railroads, but had placed it all squarely upon the Denver and Rio Grande. By the terms of a mortgage arranged with the Bowling Green Trust Company of New York in 1905, the Rio Grande had underwritten \$50 million in WP bonds, and in addition, had agreed to advance any additional funds necessary to complete the line.

But building and equipping the Western Pacific had cost almost twice the \$39 million estimate and the D&RG had been called on to advance \$16 million in cash. The correspondence of Edward T. Jeffery, president of both companies, shows he was greatly worried at these mounting figures and well he might have been for they were to pull both railways into bankruptcy within a few years.

WESTERN PACIFIC GOES TO WORK

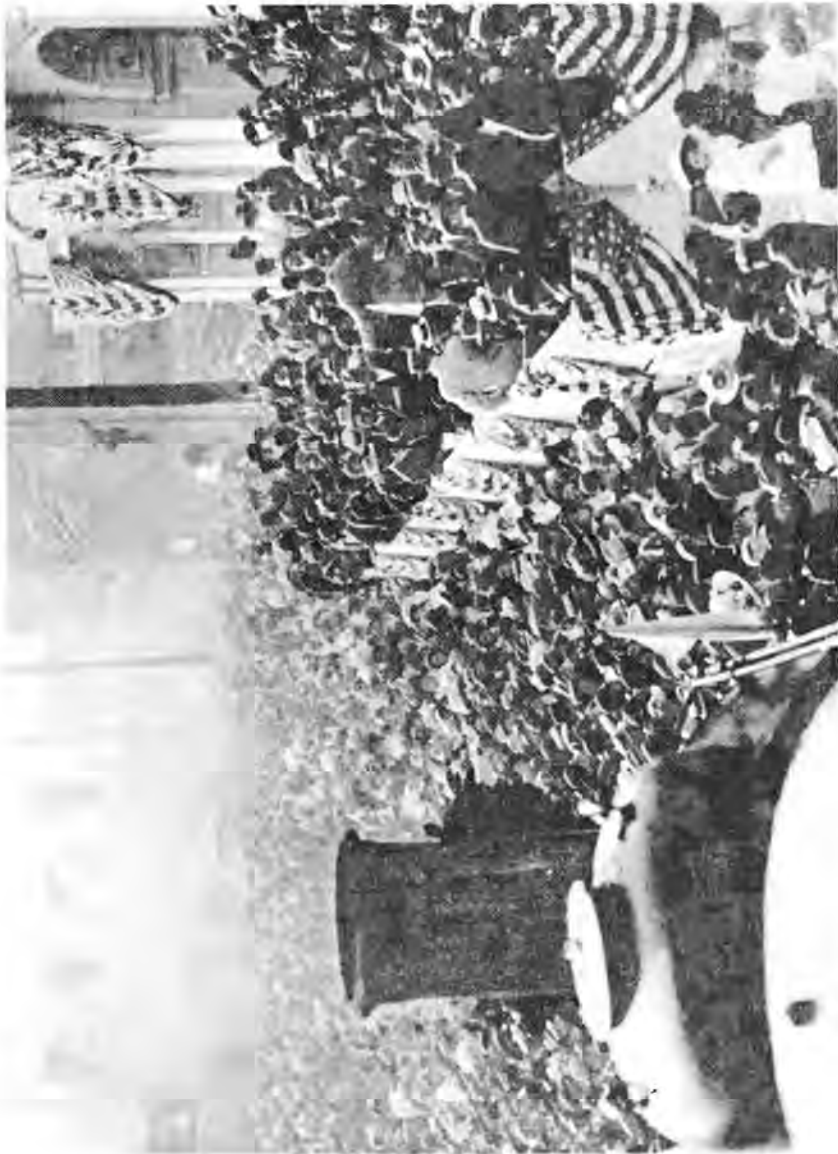
Gould and Jeffery had, however, enabled the Western Pacific to embark on its career with a top-flight staff of officers. C. H. Schlacks, first vice-president, had 30 years of successful railroad experience behind him, he had been general manager of the Colorado Midland and later operating vice-president of the D&RG. Charles M. Levey, second vice-president and general manager had been general superintendent of the Burlington, general manager of its Missouri



On October 22, 1909, just a few days before the driving of the Last Spike, President E. T. Jeffery ran a complimentary excursion out of Salt Lake City for legislative and other Utah bigwigs. Shown above is Mayor Bransford of Salt Lake City congratulating WP on a fine new railroad, a fine train, and a fine lunch in the diner which, incidentally, made a trip of 1,800 miles to serve that one meal.

Train on the Nevada and California Railroad at Reno, Nevada. This narrow gauge line was purchased, standard-gauged, and partly relocated to become Western Pacific's Reno Branch.





Seldom, if ever, has a train met a more enthusiastic welcome than Oakland put on for the first through passenger on August 22, 1910.

and third vice-president of the Northern Pacific. T. M. Schumacher, vice-president in charge of traffic of both WP and D&RG, had been general traffic manager of the El Paso and Southwestern, while Edward L. Lomax and Harry M. Adams, passenger and freight traffic managers respectively,



were also capable men of wide experience. Such were officers at the helm of the infant railroad.

Two of them, Levey and Adams, were destined to become its presidents.

But not even supermen could have put the road immediately in the black. The high cost of its construction had already nearly ruined the Rio Grande's credit. This and the terms of the mortgage which forbade any moneys to be spent on branches until the main line had been completed, had prevented the construction of the numerous feeder lines which had originally been contemplated. A worse deficiency was the lack of on-line industries. In San Francisco the road opened with only one industry spur, that of Dunham, Carrigan and Hayden. Most of the plants and warehouses in Northern California were already served by Southern Pacific and Santa Fe.

However, they did their best. Almost at once, they succeeded in signing advantageous traffic agreements with the Santa Fe and the Pacific Coast Steamship Company. They pioneered steam road interchange with the new electric interurbans. A secret agreement, made March 26, 1906, by Jeffery with Toyo Kisen Kaisha, now became operative and public knowledge. By its terms this Japanese steamship company which had previously interchanged with the Harriman lines would form a through route with the Gould System. The first sailing direct from the Western Pacific Mole took place February 8, 1911, when the Nippon Maru pulled away with a load of cotton for the mills of Japan. Eastbound the steamers brought in Oriental fabrics that rolled as million-dollar silk specials on faster than passenger schedules. Fast fruit trains made Chicago from Sacramento over

the Gould system in the West, and coast-to-coast package merchandise cars ran over WP, Rio Grande, Missouri Pacific, Wabash and Lackawanna.

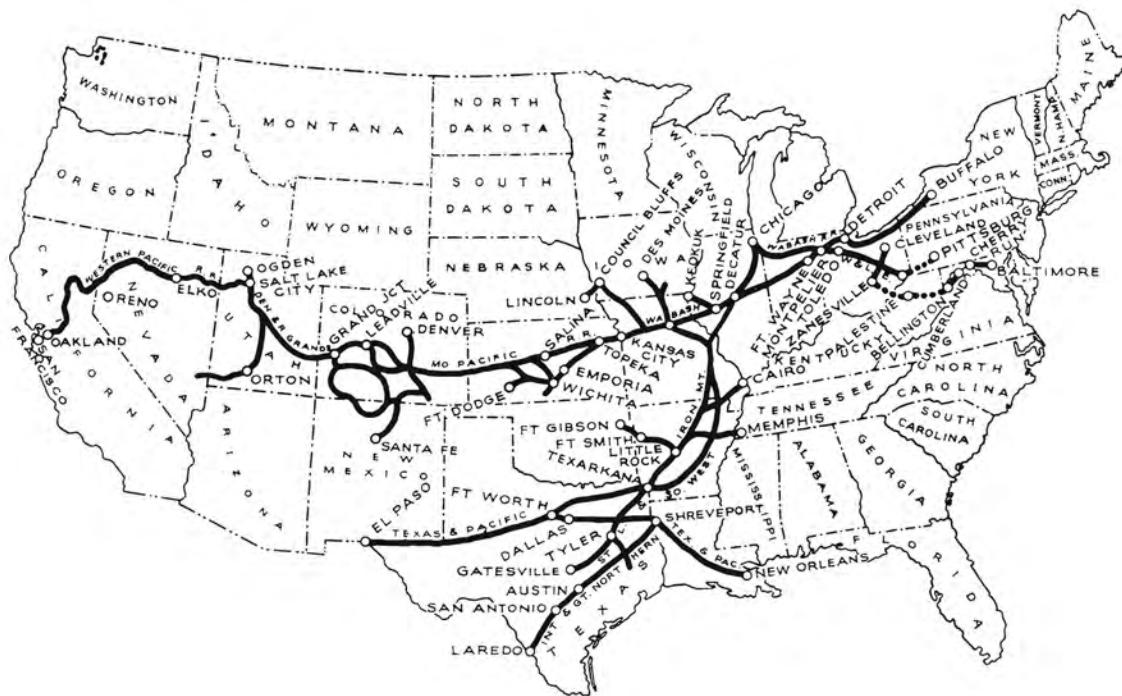
In the passenger department Lomax was just as active in promoting the beauties and opportunities for sport in the "Grand Canyon of the Feather"; the luxury of the electrically lighted and fanned six-car Atlantic Coast Mail. On-toes solicitation garnered special movements for organizations ranging from the Bartenders Union to the International Purity Congress. A Votes-for-Women Special paused at all stations for observation platform speeches by the Suffragettes in the manner later adopted by presidential candidates.

But as the earnest efforts of both traffic branches fell far short of profitable operation the Rio Grande became increasingly concerned at the growing deficits. In 1911 it was forced to suspend dividends on its preferred stock in order to meet the interest coupons on the WP first mortgage bonds. By 1914 it was trying to get the terms of the mortgage altered so as to eliminate this crushing burden. Meeting with no success, its directors decided to default on the coupons due March 1, 1915. As a result Western Pacific was forced into receivership.

It was a tragic decision for the Rio Grande and made in the belief that under the contract it was liable only for the interest and not the principal of the WP bonds. The Rio Grande could, at some sacrifice, have met the interest for years, but its directors felt that by precipitating foreclosure and the sale of Western Pacific at auction, their liability would be ended. As it developed the courts held otherwise.

The Gould empire was crumbling. In the East the Wabash Pittsburgh Terminal project had bankrupted the Wabash in similar fashion to the Rio Grande's downfall. George Gould had been forced out of active control of the great railway system. And, whatever the future of the Western Pacific, it would now be on its own.

With the San Francisco Exposition in 1915, slides closing the Panama Canal,



THE GOULD RAILROAD SYSTEM
WHEN THE WESTERN PACIFIC WAS COMPLETED IN 1909



The "Panama-Pacific Express" stops at Belden in the Feather River Canyon in 1914



Launching of the ferry Edward T. Jeffery at Moore Dry Dock, Oakland, on July 13, 1910. The Jeffery replaced the stern wheel Telephone (above) with which Western Pacific began passenger service, and in 1953, operated on the Bay as an auto ferry.



The "Atlantic Coast Mail" leaving the Western Pacific Mole in 1911 Chicago 95 hours and 25 minutes away via WP Rio Grande and Rock Island.

growing involvement of the United States in the European War and, particularly, the results of its own development program, WP traffic zoomed. But the property was sold at auction on the steps of the Oakland station on June 28, 1916, by a Special Master in Chancery. Three bank clerks, representatives of a bondholders' committee, bid it in. It was quite a contrast to the gala triumph at the same spot a short six years before.

REORGANIZATION

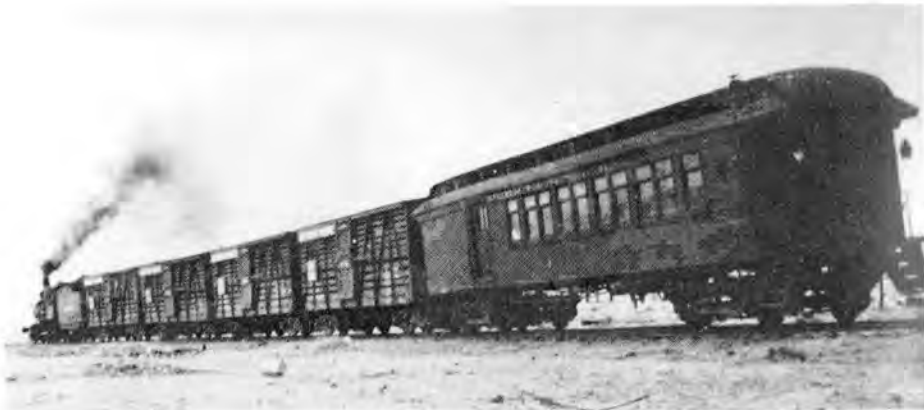
The Western Pacific Railroad Company had been incorporated by the bondholders a few weeks before, to operate

the railway and, subsequent to the auction, the Western Pacific Railroad Corporation was chartered by the same parties as a holding company.

Charles M. Levey, who had been second vice-president of the old Company, became president of The Western Pacific Railroad Company. Under his able direction it prospered for many years. One of Levey's first actions was to engage consulting engineer J. W. Kendrick to make an independent survey toward building or acquiring feeder lines. By the terms of its mortgage bonds no branches had been built by the old Company, though Bogue had hopefully kept alive

Western Pacific Mole, Oakland





This lonesome train on WP's now defunct subsidiary, the "Deep Creek Railroad," was the scene of one of the West's last train hold-ups. On October 18, 1917, three masked bandits boarded the train at Salt Springs, about 20 miles south of Wendover, seriously wounded one passenger with a rifle bullet and made off with the Wells Fargo safe and other valuables. As was traditional, they treated the lady passengers with the utmost courtesy

The crew of Extra 83 chose an unusual frame for their portrait.



Lines and western Pacific.

It was not a happy time for WP, although the USRA added ten Mikado engines, Nos. 301-310, 60,000 pounds tractive effort, to the roster, and although the Feather River Route was carrying heavy trains of war freight and "doughboys." Several of the measures introduced by Scott were bitter pills to the Western Pacific officers. One was the "paired track" operation of S.P. and WP between Winnemucca and Wells, 182 miles, where the tracks were parallel. Another was folding up Western Pacific's ferry and barge service on San Francisco Bay, its passenger trains being diverted to the S.P. Mole and its San Francisco freight moving via Dumbarton cutoff

But on August 31, 1919, Colonel Edward W. Mason, who had come to WP as a car accountant ten years before and served in France with the U. S. Army Railroad Corps, was appointed Federal Manager of the Western Pacific and the road again rejoiced in a family hand on the throttle. On March 1, 1920, when complete independence was achieved again with the return of the roads to private ownership, Mason became general

manager, and later vice-president and general manager, a post he was to hold until his retirement on June 30, 1946.

Like most railroads the Western Pacific was in deplorable physical condition when the Government relinquished control. After a year's haggling it received almost \$9 million in damages. Most of the money went to purchase control, on December 23, 1921, of the Sacramento Northern Railroad, a third-rail electric line between Sacramento and Chico.

With restored individuality came much friendlier, if no less competitive, relations with the big neighbor, Southern Pacific. The paired track arrangement originally begun by Scott was discovered to be a good idea and in the mutual interest after all. It was reinstated on March 7, 1924, and an agreement for joint rates and routes was signed by which WP was to bridge at least half of the S.P. traffic between Oregon and Ogden from Winnemucca to Chico on the Sacramento Northern

All Western railroads suffered during the roaring twenties from intensive Panama Canal steamship competition and the WP was no exception. However, its acquisition of subsidiaries and building

A crowd delirious with joy mobbed Third and Washington when Oakland's own 159th returned from World War 1. After the "doughboys" detrained they were led up Broadway by Mary Pickford in a colonel's uniform.





The Canyon was not tamed with the driving of the Last Spike. Until slopes had been scaled back and insecure boulders minimized, incidents like that above at M.P. 246 made the locomotive engineer's job similar to the airline pilot's of today.

Williams Loop in the early days, showing the "cut-off" by which descending westbound trains avoided going around the circle.



Two almost fabulous personages are a vital part of Western Pacific's history. George J. Gould (left) built it to run east and west. Arthur Curtis James (right) made it a north and south carrier as well. Photo shows James speaking at the Gold Spike ceremonies at Bieber, November 10, 1931.

of branch lines paid off in generally favorable results. Twenty-six more Mikados were bought, Nos. 311-336, and large additions to the rolling stock, including 2,000 refrigerator cars, were made. Upkeep of roadbed, however, left something to be desired.

THE LAST OF THE RAILROAD MOGULS COMES TO WP

In 1926 Arthur Curtiss James, probably the last of the great railroad financial giants, added control of WP to his large holdings in Great Northern, Northern Pacific, Burlington and other Western railroads. A new era in the history of Western Pacific began at once.

James was the son of a man who had been one of "Empire Builder" Jim Hill's principal lieutenants. Railroads were in his blood. There was plenty of money in his pockets, too, for he had just sold the El Paso and Southwestern to the S.P. after that Company had blocked his plans to extend it to the Pacific.

Harry M. Adams had left his WP job as freight traffic manager years before. A Union Pacific career had culminated in his recent retirement as vice-president.

traffic. James called him back to activity to make him president of Western Pacific. Complete renovation of the property was begun at once. Banks were widened, ties renewed and increased, and new rail



laid Sidings were lengthened in preparation for longer freight trains. The men out on the line were not forgotten either. Included in the improvement plans were 66 resi-

dences for section foremen and agents, as well as many well-built, attractive bunk houses for their crews.

Face lifting on the existing property was only part of the James program for a greater Western Pacific. His ambitious plans called for the purchase of several shortlines and the building of new branches, practically all of which, however, had been contemplated in the original Gould plans and later recommended by Kendrick's report in 1916. Of these, the following short lines were of the most import:

1) Acquisition of the trolley-powered San Francisco-Sacramento Railroad (for-

tween Oakland and Sacramento. This was accomplished in August, 1927, and merged, January 1, 1929, with the Sacramento Northern.

2) Acquisition of the Petaluma and Santa Rosa Railway, also electric, as a foot in the door toward the Redwood Empire. This was vetoed by the Commissions and the line was purchased by the S.P.

Of the proposed new branches, three were of major importance:

1) An extension, utilizing a portion of the Tidewater Southern, southward down the San Joaquin Valley to Fresno. After a bitter battle of words, this was barred by the regulatory Commissions who held that additional rail service in the Valley was not justified.

2) Direct rail entrance into San Francisco by means of a line up the Peninsula. This was opposed most vigorously by the S.P., but nevertheless won the approval of the Commissions. Complete rights of way were secured, but although time extensions were several times granted by the I.C.C., this project was a victim of the approaching Great Depression.

3) The third major extension, and the one which was actually built and put into operation despite desperate opposition, was the link between Western Pacific and the Great Northern now known as the Inside Gateway. WP built 112 miles north out of Keddie connecting with the Great Northern's 88-mile extension at Bieber, California. This was a most important project, making Western Pacific a north and south carrier through its connection with the Santa Fe at Stockton, in addition to being an east and west transcontinental.

The Western Pacific's part of the construction was through very rugged country. However, construction methods had improved vastly. The nine tunnels on the route were all built within a year and by the same crew — quite different from the endless pecking at Spring Garden and Chilcoot 25 years before. A tunnel had been planned at Milepost 5, near Indian Falls, but by blasting off the mountain-side with a single charge, a deep cut was substituted. Fifty tons of black powder

as tall as a ten-story building, as long as two city blocks, and as wide as one.

THE LAST GOLD SPIKE

At Bieber, on November 10, 1931, amid the icy blasts of a snow-bearing gale from the North and the equally frigid financial storms of the deepening depression, Arthur Curtiss James drove a spike of Oroville gold before several train-loads of dignitaries. After the ceremonies the guests tore down the grandstand and with it built a bonfire to keep from freezing.

No such easy refuge offered for the Nation's railroads. Traffic continued to shrink as factories closed their doors. One after another, they were going into bankruptcy. The Western Pacific Railroad Company defaulted on its bond interest due March 1, 1935. The Reconstruction Finance Corporation, which had already made loans to the Company in an effort to avert this outcome, now requested the officers to prepare a plan of reorganization.

SECOND REORGANIZATION

Accordingly, the WP filed a petition and plan for voluntary reorganization under Section 77, providing for a two-thirds reduction in annual charges and a 50 per cent slash in capitalization. Other plans were submitted by the James' interest (Arthur Curtiss James had died in 1941) and it was not until 1944 that the courts finally approved a stringent plan which cut the fixed debt to a quarter of what it had been, and found the capital stock to be without equity. This, of course, had been held by the Western Pacific Railroad Corporation which the bondholders of 1916 had organized.

The \$18 million program of placing the railroad in first-class shape which James had turned over to President Adams in the late twenties had been only half completed. By now the depression-starved railroad was down at the heels again. A three-year rehabilitation program was initiated in 1936 with R.F.C. funds, while the road was still under trusteeship. It was actually a delayed contin-



The "Inside Gateway" is completed. Western Pacific No. 204 and Great Northern No. 3351 meet at Bieber, November 10, 1931, as WP President Harry Adams and GN President Ralph Budd shake hands from their pilots.

uation of the James plan.

Eighty-five pound rail through the Feather River Canyon was replaced with 112-pound steel. Ten mountain-type passenger engines (Nos. 171-180) were bought from the Florida East Coast Railway in 1936 and eliminated helper engines on varnish trains. Eleven more mallets were added in 1938. Passenger cars were modernized with air-conditioning and new freight cars were added. Faster through schedules to the East had become possible with the Rio Grande's completion of the Dotsero cut-off and use of the Moffat Tunnel in 1934.

WAR AGAIN

And so it was that Pearl Harbor and what followed found Western Pacific in excellent shape. More than 700 miles of main line track had been laid with 100 and 112-pound rail. Among the 150 WP locomotives were 17 heavy Mallets, capable of handling most freight trains without helpers. In addition 10 engines were leased from the Rio Grande and three from the Duluth Missabe & Iron Range. Furthermore, three 5,400 hp. diesel-electric road freight locomotives were ordered in 1942 and received the following year. These three engines were oper-

ated as a "flying squadron" anywhere on the line as traffic conditions required. Only one other railroad, the Santa Fe, had preceded WP in the use of diesel-electric road engines for freight service.

It was fortunate that the railroad was so well prepared, for traffic soared far beyond the most optimistic day dreams of the past. Freight more than doubled during the first year of the war while passenger business went up 600 per cent. Both kept climbing. It was not unknown for the *Exposition Flyer*, the road's only through passenger train, to go out in as many as eight sections.

Daily engine utilization had to be materially increased, and was. Yard facilities were enlarged.



And in the Canyon, which otherwise would almost certainly have developed into an oper-

ating bottleneck with the great number of trains that were rolling, centralized traffic control was installed at a cost of almost \$1½ million. The first stretch, between Portola and Belden, went into operation in late 1944 and was extended to Oroville by June, 1945.

With this heavy traffic came prosperity to the reorganized company. The funded debt was reduced from \$38 million to

paid.

Charles Elsey had become president in 1932. He had joined Western Pacific as assistant treasurer in 1907, while the first rails were being laid, and had seen the recurrent fat and lean years that followed. As president, he had guided it through the Depression and through the War which followed. Under his leadership three projects had been started that would prove the firm foundation of the railroad's future—dieselization, centralized traffic control, and the *California Zephyr*. At 68, he decided it was time to retire.

Retirement was also breathing down the neck of his logical successor, Harry A. Mitchell, who had succeeded Colonel E. W. Mason as vice-president and general manager in July, 1946. Mitchell had come to WP as president of the Sacramento Northern. And now he became chief executive of the parent road for the first six months of 1949. A feature of his administration was the debut of the *California Zephyr*, an event that the men and women of Western Pacific had awaited impatiently for more than a decade.

THE CALIFORNIA ZEPHYR

For it was during the latter part of 1937 that Western Pacific, Rio Grande and Burlington first laid plans for a daily, diesel-powered streamliner between San Francisco and Chicago. A downward business trend the following year put the plans on the shelf. The War put them on ice.

In the long run it was just as well. For on November 16, 1947, the General Motors experimental *Train of Tomorrow* arrived at Salt Lake City and when the Western Pacific officers had boarded it at Portola and found their way into its domes, they realized at once that only a vista-dome train would do. Orders for the *California Zephyr* equipment had been placed with The Budd Company in the fall of 1945, but because of the backlog of orders, work on the cars had not been started, and the specifications were altered to provide five vista-domes on each of the six trains necessary for daily

The *California Zephyr* went into service on March 20, 1949. Never has a new train met with more immediate and complete popular acceptance and become a national by-word.

NEW MANAGEMENT AND NEW ACHIEVEMENTS

For the best man to succeed Mitchell as President, the Western Pacific Directors had combed the country. They found him in Frederic B. Whitman, who had already established a nationwide reputation for advanced railroad management practices and was then general superintendent of the Burlington, as President Levey had once been. Whitman came to the property in late 1948 as executive vice-president and became chief executive on July 1, 1949.

As his right-hand man, he brought Harry C. Munson, assistant general manager of the Milwaukee Road to be vice-president and general manager.

During the four years in which Whitman has been president, he has firmly established the Western Pacific not only as a first-class transcontinental line, but as a leader in railroad progress as well. The road is now completely dieselized, completely under centralized traffic control (except for paired track, extensions and branches). Switches are kept free of snow by automatic heaters operated from the same traffic control boards, and slide detector fences flash their warnings there also. Switch engines and yardmasters are joined by radio. So are the WP tugs on the Bay and soon road engines and cabooses will also be radio equipped. Car ownership has been materially increased.

With these technological advances have come faster schedules and top-bracket operating records. By various standard criteria of railroad service and efficiency such as "gross ton miles per freight train hour," "car miles per car day," "train miles per freight train hour," etc., Western Pacific is now usually found among the upper few and often at the top. The road has also become recognized as a pioneer of improved equip-



Before the days of diesels Western Pacific operated some of the most powerful steam power in the world. Shown above are the three classes of articulated engines.

ment. It was first to buy and make available to shippers of fragile merchandise the "Compartmentizer" box cars which have been so successful in reducing damaged lading; first to try out and buy the Budd rail-diesel cars which are now being ordered all around the world; first with many similar projects. And the public, largely, knows this.

Partly due to growing pride in their railroad and partly as a result of the candid, impartial and enlightened human relations policies which President Whitman has introduced, the men and women of Western Pacific are finding, more than ever, satisfaction in being part of a great enterprise. Many of the elders remember how in the lean years they had heard their railroad called the "Wobbly." They hadn't liked it. Nevertheless, they had gone ahead with the job and often performed near-miracles of operation with little more than bare hands. Now, they enjoy the change.

Half a century has passed since the "Preliminary Meeting" on March 3, 1903. These fifty years have seen the world change more than fifty centuries before them. These fifty years have also proved that the Western Pacific project was, despite its ups and downs, a sound business concept and a necessary development in the public interest. That the revolutionary changes in American life did not lessen but rather increased the need for their railroad is a tribute to the pioneers of Western Pacific.

The owners of a pretty ankle no longer need fear jail if she shows it. But the college professors are still talking about the evils of football. Trains and railroads differ greatly from those of fifty years ago. But essentially they are much the same. Fifty years from now, someone writing the history of Western Pacific will very likely make a similar observation about the first century.

All aboard for the second fifty years!

Screen star Eleanor Parker, assisted by California's Lieutenant Governor Goodwin Knight, christens the California Zephyr on March 19, 1949. At left, President Harry A. Mitchell. Next day the sleek vista-dome streamliners went into service and met phenomenal public acceptance.



President Whitman and Vice-President and General Manager Munson on line.

MILEPOSTS is indebted to the following for many of the pictures which appear on the preceding pages: E. V. Allison, Carl Germann, P. T. Hewitt, C. B. Hinds, Lloyd A. Johnson, George Mattis, D. O. McKellips, Edward L. Mehler, Missouri Pacific, David Myrick, Oakland Tribune, Mrs. C. F. Post, Vernon Sappers, H. O. Williams and INS Photo.

In January, 1950, Western Pacific initiated Budd RDC service.



EIGHTY CANDLES ON THE FINAL CAKE

by R. W. "Dick" Bridges

In March 1953 *Mileposts* published its Golden Anniversary Issue commemorating the fiftieth year of Western Pacific's corporate existence. The lead article of that issue titled "Fifty Candles for Western Pacific", written by the late Gilbert H. Kneiss, chronicled the history of The Western Pacific Railroad Company, from the original organizing meeting of March 3, 1903 down through the subsequent fifty years. As the last sentence of his article Mr. Kneiss wrote: "All aboard for the second fifty years!" Sorry Gil, we won't make that second fifty years, at least as an independent Western Pacific. However, an additional thirty years will

have passed before the Union Pacific control is implemented and we can rightfully and proudly light eighty candles on the final birthday cake.

The end of Western Pacific's independent existence also marks the end of *Mileposts*; this is its final issue. To us it seems particularly appropriate for that final issue that we should reprint Gil Kneiss' fascinating chronicle of the first fifty years and update that story with our own account of the second thirty. So come now, Dear Readers, and re-live with us the last thirty year story of The Western Pacific Railroad Company.

IMPROVING THE NCE

As the "second fifty years" began to run its course, the Whitman-Munson era still had some twelve years ahead of it. Significant and tumultuous events were to occur in those twelve years, events which shaped the course of the railroad and those who worked for it in whatever capacity. During the summer of 1953

Westwood local on NCE June 18, 1968. Photo by Ted Benson.



WORK BEGAN ON THE NORTHERN CALIFORNIA Extension (Keddie to Bieber) which substantially improved service via the "Inside Gateway" as well as significantly reducing operating and maintenance costs on that segment of the railroad. At a total cost of close to \$700,000 Tunnel No. 1 was concreted, Tunnels Nos. 7 and 8 were eliminated by a line change and Tunnel No. 9 was "daylighted". The ability of Western Pacific to offer service via the Northern California Extension in conjunction with the Santa Fe and Great Northern which could compete favorably with the Southern Pacific's coastal route was enhanced by the work done in 1953 and played its part in a decision favorable to the Company in the so-called Northwest Rate Case. That case



Hot exhausts slice the icy air above Keddie as BN-138 tackles the 2.2% High Line grade at Milepost 2, newly-renumbered U30B 3066 leading little sister Boat WP 2263 and BN units 2232/2515 - four units, four paint jobs (WP silver/orange, WP green, CBQ red, BN green). December 10, 1972 photo by Ted Benson.

was brought by the Company to force the rail carriers operating north of Portland, Oregon to grant joint rates to the Western Pacific, Great Northern and Santa Fe on traffic between Southern California and the Pacific Northwest on as favorable a basis as the rates those northern carriers already participated in with the Southern Pacific. The long-continued litigation in this Case culmi-

on the merits from a federal district court after the U. S. Supreme Court had upheld the Company's right to sue.

FORD COMES TO MILPITAS

Probably the most significant event to occur in the history of Western Pacific subsequent to 1953 was the location of the Ford Assembly Plant on company property at Milpitas, California on the San Jose Branch. The agreement with Ford to build its plant at Milpitas was reached in 1953 and the first new car rolled off the assembly line on February 28, 1955. From that day forward each year through 1982 the revenue to the Company from the carriage of auto parts to the plant and assembled automobiles from the plant represented a substantial portion of gross revenues. But 1983 not only brings to an end Western Pacific's service of the Ford Plant as an independent company; it also brings to an end that service by any railroad with the announcement by the Ford Motor Company late in 1982 that operation of the Milpitas plant would be terminated by June, 1983. No longer will the "Ford Fast" symbol train make its regular, expedited runs providing a moving, one thousand-mile long inventory of auto parts for the Milpitas assembly plant.

THE ONE HUNDRED-YEAR STORM

When Western Pacific "old rails" gather to reminisce about the memorable dates in the company's history, the month of December, 1955 will hold a prominent place in their conversations. For it was in that month that Mother Nature demonstrated her awesome force by battering Northern California with a series of storms the like of which (fortunately) has not been seen since. Almost thirty inches of rainfall was recorded at Bucks Creek, in the Feather River Canyon midway between Oroville and Portola, during the period December 16th to 26th. The water flow in the Feather River was measured during this period at a record high of 250,000 cubic feet per second. Washouts, flooding and landslides occurred at several points on the railroad but the most serious damage resulted from a



Site of slide at MP 250 after service restored. Photo by J. T. Smith.

massive slide at Milepost 250.35 in the Canyon about thirty miles west of Keddie. Around noon on December 22nd about 40,000 cubic yards of decomposed granite and rock (with some boulders as big as freight cars) slid away from a slope about 800 feet above the tracks, completely covering the roadbed and the highway below to a width of about 400 feet. By December 28th track forces working around the clock had managed to clear the slide sufficiently to permit laying of rail which was scheduled to begin on the following day. But Mother Nature wasn't through yet. At about 7:00 p.m. that evening with the workers and equipment drawn off of the slide area, a second slide, larger than the first, covered the cleared right-of-way with an additional 50,000 cubic yards of material. Not until January 8, 1956 were the weary crews able to clear the right-of-way and relay the track to permit reopening of the line. However that was not to be the end of the problems at Milepost 250.35. A geologic survey taken of the slope above the right-of-way confirmed company engineers' suspicions that the area above the track was extremely unstable and subject to future and frequent slides. The survey recommended that a tunnel be constructed under the hill to avoid the

incipient landslide problems at that particular point. This required boring a 3,116-foot tunnel through practically solid rock. Work was begun on the project* on March 27, 1956 and the tunnel was opened to traffic January 30, 1957. Cost of the project was \$2,000,000.

OROVILLE LINE CHANGE

An event important both in the history of the State of California and of Western Pacific occurred on June 1, 1957 about five miles east of Oroville when Governor Goodwin J. Knight presided from the observation platform of the rear of a special Western Pacific train over the ground-breaking ceremonies for the Oroville Dam. Because water impounded by the dam would inundate Western Pacific's right-of-way from the damsite eastward to Intake (Milepost 232), it was necessary for the State to relocate the railroad. Work on this line relocation, known as the Oroville Line Change, began in 1957 and the first train operation over the new line took place on October 22, 1962. The new line is about twenty-three miles long and includes four bridges, the most spectacular of which is the North Fork Bridge which carries the new line

* The new tunnel became tunnel No. 15, replacing the earlier No. 15 which had been daylighted in 1944.



FREDERIC B. WHITMAN
July 1, 1949
June 30, 1965

PRESIDENTS of WESTERN PACIFIC

July 1, 1949
to
January 11, 1983



MYRON M. CHRISTY
June 30, 1965
November 30, 1970



ALFRED E. PERLMAN
December 1, 1970
December 31, 1972



R. G. "MIKE" FLANNERY
January 1, 1973
June 9, 1982



ROBERT C. MARQUIS
June 9, 1982
January 11, 1983

across the Feather River to its junction near Intake with the old line. This bridge is a reinforced concrete arch with a main span 308 feet in length; total length of the bridge is nearly 1000 feet and its deck is some 200 feet above the river bottom.

SIGNS OF THINGS TO COME

Two events occurred in the year 1960 which, had an observer been blessed with 20-20 foresight, might have been recognized as portents of significant changes ahead for Western Pacific. The first of these was the discontinuance of the operation of Passenger Trains 1 and 2, which had provided tri-weekly service between Salt Lake City and San Francisco with two self-propelled diesel cars, the so-called "Budd Cars". Patronage on these two trains had decreased to the extent that employees being deadheaded by the Company from one work point to another often out-numbered revenue

passengers. Operating losses too large to bear with no prospect of revenues increasing at a greater rate than expenses dictated the discontinuance of Trains 1 and 2. But did anyone in March of 1960 when the application to abandon the operation of those trains was filed suspect that, ten years later to the day, those same factors (i.e., increasing costs and decreasing revenues) would dictate the abandonment of Trains 17 and 18, the California Zephyr?

The second portentous event of 1960 occurred on October 12th of that year when the Southern Pacific Company announced in a press release that it was that day filing an application with the Interstate Commerce Commission requesting authority to acquire control of Western Pacific. Thus was born the "Control Case" which was subsequently expanded when the Santa Fe also filed for authority to acquire control of Western Pacific. This battle of two giant corporations

fighting over a small but significant property was ultimately resolved on February 3, 1965 when the Interstate Commerce Commission rejected both applications and ruled that Western Pacific should remain independent. But the unanswered question remained: could Western Pacific remain independent? That question was to remain unanswered but always lurking in the background until October of 1982 when the Interstate Commerce Commission recognized the inevitable and approved the application of Union Pacific to acquire control of Western Pacific.

After having successfully guided the Company through the Control Case, President Whitman retired June 30, 1965, thus bringing to a close a most significant and productive period in the history of Western Pacific. To his successors Mr. Whitman bequeathed a railroad in strong physical condition, financially solvent and operated at all levels by people willing and able, as he was, to adopt and adapt innovative methods of getting the job done better, faster and more efficiently.

A NEW PRESIDENT

As Mr. Whitman's successor the Board of Directors selected Myron M. Christy who became Western Pacific's ninth President July 1, 1965. Mr. Christy joined Western Pacific in 1949 as a traveling accountant and thereafter served in several capacities throughout the railroad including Division Superintendent and Executive Vice President-General Man-

ager. During the subsequent five years of Mr. Christy's tenure as President important organizational changes resulting in improved operation and administration were effected. The separate Accounting and Treasury Departments were combined in one Department of Finance under the Vice President-Finance; the Industrial Development section of the Marketing Department was up-graded to full department status, reporting direct to the President; improved, modern methods of material accounting and inventory control were introduced in the Purchasing Department; the train dispatching functions were consolidated in Sacramento; and the heavy locomotive repair work was transferred from Sacramento and Oroville to a newly-built \$2,000,000 diesel facility at Stockton. Also during the Christy era a power-pooling agreement was reached with the Burlington Northern and an agreement was consummated with Southern Pacific for joint use of Western Pacific trackage between Flanagan and Weso in Nevada.

DESERT DISASTER

On June 29, 1969 there occurred an event in the Nevada desert that could not have happened in a better place if it had to happen at all. Train Extra 765 West with four units and seventy loads was passing a small siding known as Tobar, about 15 miles east of Wells around 4:00 p.m. in the evening. Included in Extra 765 West's consist were twenty-two forty-foot boxcars each loaded with one hundred and twelve 750 pound un-fused bombs



BN power at Stockton Diesel Shop. Photo by Ted Benson.

consigned to the Naval Weapons Station at Concord, California. These box-cars were entrained Numbers 43 through 64 in the train behind the engine. As the train passed through Tobar a low-order detonation occurred in the 61st car, blowing off its door and apparently severing the train line because the train immediately went into emergency and came to a stop. Immediately thereafter there occurred a whole series of explosions which completely disintegrated the last four boxcars and one gondola behind them. Except for the door of the 61st car, no identifiable piece of the four boxcars was ever found. The train conductor suffered a skull fracture and the rear brakeman cuts and bruises; these were the only injuries suffered except for two transients riding the train who were slightly burned. Because of the destruction of the car in which the original detonation occurred, experts were unable to establish a definite cause of the explosion.

impeded by celebrations held at its several stops along the way. For this was the final trip of America's "Most Talked About Train" and townspeople at every scheduled stop had turned out to pay their last respects. The decision to discontinue the Zephyr was one that had to be made because its operating losses had become so great as to imperil the Company's ability to operate an efficient and profitable freight service. Nevertheless, it was a decision that was not made without a good deal of anguish on the part of the Company's management and one that its employees accepted with considerable regret. For twenty-one years the California Zephyr had provided its passengers with a level of service and magnificent scenery unsurpassed in the annals of passenger train operation. The service and the scenery were still there in 1970, but the patronage was not; trans-continental train service had become an anachronism with the advent of the jet age in air travel.



California Zephyr on Keddie Wye, June 1968. Photo by Ted Benson.

THE LAST RUN

Train No. 17, the westbound California Zephyr, arrived in Oakland on March 22, 1970 about four hours late. The delay was not the result of any equipment malfunctions or operational problems, but rather the result of its operation being

THE PERLMAN-FLANNERY ERA

For Western Pacific people the passing of the Zephyr was change enough for one year, but 1970 was to bring even more significant events. On June 24, 1970 Mr. Howard A. Newman, who had been elected a member of Western Pac-



Power is changed on east bound Zephyr at Oroville, June 1968. Photo by Ted Benson.



Sheer joy -- what more could you say about riding the California Zephyr's domes through Niles and Feather River Canyons? What more need be said --the smiles say it all. (Aboard #18 near Sunol in Niles Canyon January, 1970). Photo by Ted Benson.



Demonstrators greeted the last eastbound California Zephyr at Stockton on March 21, 1970. Photo by Ted Benson.



In her last hours, photographers even showed up in midweek to photograph the CZ's passage thru Altamont Pass -- here a lone cameraman admires #18's glittering stride past the old station site of Goecken, west of Altamont, in February, 1970. Photo by Ted Benson.

ific's Board of Directors on May 5th, was elected Chairman of the Board. By the end of the year Mr. Newman had formed a holding company, Western Pacific Industries, of which Western Pacific Railroad became a subsidiary. Also in the same period Mr. Newman brought in a new management team to run the railroad. Alfred E. Perlman was elected tenth President of the railroad effective December 1, 1970 and R. G. Flannery Executive Vice President effective January 1, 1971. Mr. Perlman came to Western Pacific after a long and distinguished railroading career which included service for the Denver and Rio Grande Western, the New York Central and the Penn Central and was recognized as one of the foremost railroad executives in the nation. Mr. Flannery had worked under Mr. Perlman both on the New York Central and the Penn Central.



Feather River Route . . . Western Pacific. The herald, dating to 1915, says it all . . . the myth, the legend, the real reason for existence, in engineering, operating, romantic terminology. And what could say as much with as little as this fireman's eyeview of the twin bridges at Pulga, westbound in the Canyon in April, 1978 waking up to a foggy new day in "the slot" aboard BN-139. Photo by Ted Benson.

During the Perlman-Flannery era of the '70s great emphasis was placed on modernization of the railroad in all of its

aspects, including equipment, roadbed, operating procedures and administrative techniques. One of the most significant of those modernization projects was the "computerization" of the railroad. By the end of the decade train consists were being produced and transmitted by computer with pertinent waybill data included, car inventories and switching movements at the several yards were computerized, as were payrolls, accounts payable, freight claims, demurrage, car accounting and locomotive maintenance functions.



WP's path along the southern tip of the Great Salt Lake West of Garfield can provide some stunning views of America's great "dead sea" Here's the GGM near Lago in June, 1973. Photo by Ted Benson.

Computerization of the railroad was achieved over the course of a decade, but in other areas the innovative leadership of Mr. Perlman had its impact immediately. Most significant of all was the fact that for the year 1971 (the first full year under Mr. Perlman) the railroad operated in the black after two successive years of deficit operation. Furthermore, that pattern was to continue during the balance of Mr. Perlman's tenure and during the tenure of his successor, Mr. Flannery, for each of the years of the 1970 decade. These "bottom-line" results achieved during a period of ever-increasing costs and continuing intra-and inter-modal competition offer solid testimony to the high level of management expertise with which Western Pacific was blessed during the Perlman-Flannery years.



Winter in Feather River country may not always be as bad as snow operations on SP's nearby Donner crossing of the Sierra, but the head brakeman on KGT wouldn't make odds on today's chore - breaking the ice on the switch at west Blairsdalen to meet a westbound pig train with switch motors frozen in the 3° chill of a December, 1972 afternoon. Photo by Ted Benson.

As the Company girded itself for the challenges of the '80s, it did so under a management team formed during the course of the '70s. R. C. Marquis would be Senior Vice President-Operation; W. G. Treanor Senior Vice President-Law; R. W. Stumbo, Jr. Senior Vice President-Finance; R. G. Meldahl Senior Vice President-Marketing; A. P. Victors Senior Vice President-Industrial Development; and J. J. Gray Senior Vice President-Intermodal. Presiding over all was R. G. "Mike" Flannery, President and Chief Executive Officer. It was this management team that formed a corporation which, with Interstate Commerce Commission approval (dated January 26, 1979), acquired the assets of The Western Pacific Railroad Company from Western Pacific Industries, thereby restoring Western Pacific to its independent status.

However, despite the bold and resolute action taken by the Company's management in restoring its independ-

ent status; it soon became evident that intra-modal competition was becoming too powerful for a small railroad such as the Western Pacific to overcome. Chiefly responsible for that situation was the rate-making freedom granted carriers offering single-line routes by the enactment of the Staggers Act of 1980, a freedom which did not extend to carriers required to participate with other roads in joint rates to the same points served by the single-line carrier. So it was that on January 23, 1980 President Flannery announced that an agreement providing for the control of Western Pacific by Union Pacific had been approved by the Board of Directors of both companies and that an application for authority to consummate that transaction would shortly be filed with the Interstate Commerce Commission. Two years later in mid-October 1982 the Commission rendered its decision granting the requested authority*. In the meantime in June of 1982 Mr. Flannery was elected President and Chief Executive Officer of the Missouri Pacific Railroad and Mr. Marquis was elected Western Pacific's twelfth President and Chief Executive Officer effective June 9, 1982.



Night falls on the Western Pacific in Elko - the last diners have gone home and only a handful of stalwarts remain at the bar of the Nevada Dinner House on Silver Street as the First COFC fills the August, 1982 evening with the throb of turbocharged diesels, anxious to be off city streets and onto the high desert for Salt Lake City and beyond. Federally cofunded relocations into a new Elko Yard and a mainline away from the heart of downtown Elko are underway at long last - a project begun by WP and ultimately to reach fruition under Union Pacific. Photo by Ted Benson.

* And approving at the same time the companion request for authority for the merger of the Union Pacific and Missouri Pacific.



Western Pacific Bicentennial #1776 on her maiden run east from Oakland descends Altamont Pass with the GGM on March 28, 1976. Photo by Ted Benson.

THE FINAL WORDS

The eightieth anniversary of the incorporation of The Western Pacific Railway Company (which was to become The Western Pacific Railroad Company) would have occurred March 6, 1983. Western Pacific's independent corporate existence however may be said to have terminated on January 11, 1983 when at a meeting of the Company's Board of Directors action was taken to confirm the Company's status as a subsidiary of the Union Pacific Railroad Company. Even so, we feel that the Company is entitled to light the eightieth candle on its final birthday cake and herewith take the liberty of doing so (symbolically, at least) with the hope that no one will gainsay our right to stretch the truth just a little.

So now the time has arrived when the final words must be said. But how do we find the words properly to mark the end of an eighty-year corporate existence?

One thing is clear — that corporation was merely an intangible legal entity; its spirit or soul or being, if you will, were people: people who planned its creation and constructed its facilities, people who operated its trains, maintained its tracks, bridges and assorted other structures, people who kept its records, sold its services, maintained its signal and communication facilities, kept its equipment in repair, in short all those people who, as Western Pacific employees, did the necessary jobs to keep the Company operating. It is to those people that this final salute goes. In the course of eighty years the numbers of such people has become legion — too many, of course, to be identified by name. But to all of them we say, "Congratulations on a job well done!"



Caboosing

OAKLAND/SAN FRANCISCO YARDS Rose Ganassin/Flo de Souza

A retirement party was held on October 31, 1982 at the Oakland Yard Office for Engineer Dorance H. ("Deadhead") Miller who leaves after 40 years and 10 months service. He was presented with a plaque, a safety jacket and a model Western Pacific engine. Dorance and his wife, June, plan to reside in the Russian River area.



Engineer Dorance H. Miller proudly displays retirement plaque and model WP engine. He is shown with his wife June (right) and daughter Linda Oliver, also a WP Engineer.

On November 30, 1982, a luncheon was held for Gene E. Webster who retired with 23 years service as a Switchman and Yardmaster - twenty of which were spent at San Francisco 25th Street Yard.

Gene and his wife, Bernice, with their daughter and her family moved lock, stock and barrel to Toledo, Ohio where they are going to raise steer, pigs and goats.



Retiring Yardmaster Gene Webster receives his retirement gift from Oakland Senior Trainmaster Bob Ridinger

Jose J. Jiminez, Carman, retired December 31, 1982 after 23 years of service. His friends and fellow workers had coffee and cake in his honor and presented him with several gifts. Joe and his wife, Helen, will remain living in the Bay Area.

We were saddened to hear of the death of retired Yardmaster Kenney Crouse who retired in 1977. Kenney had recently moved to Idaho.

STOCKTON Elaine Obenshain

Congratulations and best wishes for a long, happy retirement are wished to Engineers Dennis R. Bright and John P. Rice who retired October 31, 1982. These retirees were honored by a group of their fellow employees and their wives with a cake and gifts held in the Valley District Superintendent's Office.

Dennis Bright entered service of Western Pacific on October 1, 1953, retiring with 28 years service. He was in the service of the Southern Pacific prior to that for about four years.

John P. Rice entered service of Western Pacific on December 22, 1941, retiring with 40 years 10 months service.

Our deepest sympathy to the families of Engineer John P. Cosby who passed away October 27, 1982 and retired Conductor Hanson E. Matthews who passed away December 26, 1982.

Appearing in the Fall 1982 Issue of *Animals of Wyoming* is an article written by Conductor Earl L. Hanway and Vera Saben, entitled "Bay State Marked an Era." Earl has contributed several articles to this publication and is presently, researching the Old Lassen Trail, preparing to write an article on that subject. He is interested in hearing from anyone who might be able to provide information about that area.



(L to R) Engineers Dennis R. Bright and John P. Rice

SACRAMENTO

Transportation

A. G. Cocreham

Happy retirement to our dear friend, Norma Joseph, who retired on December 15, 1982. Norma hired out August 14, 1951 and worked in the Mechanical Department until the early seventies when she came into the Transportation Department, working for the Agent and later the Trainmaster at South Sacramento. Norma's many friends and co-workers surprised her with a luncheon buffet and many gifts to celebrate her retirement.

Welcome back to Mary McCullough - now working in the Roadway Department after many years in Stockton.

"Welcome to our World" Nicholas Alexander Musser, born December 21, 1982, weighing in at 9 pounds 5 ounces, son of Communications Maintainer Harold Musser and his wife, Kathleen. Congrats!

Elizabeth Aadnesen, wife of Division Superintendent Chris Aadnesen, is Chairman of this year's Children's Theatre production of "Rolly-p-Lolly-n-Hoe Dee Hoe", sponsored by the Junior League of Sacramento. This production is performed for young school children throughout the Sacramento Valley and is not only entertaining but carries a safety message as well.

OROVILLE

Engineering

Dorothy Smith

Along with the many assets and talented people to be merged into a new and progressive rail system, is a small furry creature that resides at the Oroville Material & Equipment facility. His name is "Hobo" and he has been with us since 1974 when, as a pup, he wandered into the facility abandoned, starved and shaken from a train ride with a transient companion.

He was quickly befriended by the employees who have fed and cared for him on a daily basis. Hobo almost

immediately assumed responsibility for keeping the yard secure with his constant patrol and faithful watch. His ferocious bark alerts us of a stranger, visitor, or another dog. Hobo has total command of the yard and is constantly monitoring all the various activities.

We recall an incident a number of years ago when Hobo was inadvertently locked in a boxcar of Company material, shipped into the Feather River Canyon where he survived for 21 days without food or water. Once again the employees nursed him back to health and soon thereafter he resumed his duties.

Throughout the years Hobo has come to know many of the railroad employees and suppliers who pass through the facility. He is a welcome sight and companion to us all.

PORTOLA

Karen Thomas

Portola dates back to 1905, and had its beginnings in a logging camp. Between 1906 and 1908, no less than four different names were applied to the community. The name "headquarters" gave way to "Mormon" and at the suggestion of the Western Pacific, which was still in the process of construction, the town was named "Imola." Later the name "Reposa" was hit upon, but the Post Office Department rejected it as the name for the new post office being established here because it was too similar to the name "Repressa," the name applied to the post office at the Folsom prison.

Upon this, E. I. Lane, later one of the charter members of Edward Reynolds Post, wrote to V. G. Bogue, Chief Engineer of the Western Pacific in San Francisco, asking him to suggest a name. It so happened that just at that time, Mr. Bogue's daughter, Miss Virgilia Bogue, was queen of the Portola Festival in San Francisco, and the name Portola was suggested and adopted.*

Much has come and gone during the history of the town and the railroad from

* Excerpts from American Legion Magazine
May 8-9, 1937

which it originated. One of its latest arrivals is Jacob Allen Pruitt, born to Brakeman Allen and wife Sandy Pruitt on January 20, 1983 at Eastern Plumas District Hospital, Portola. Jacob weighed 6 lbs. 5 oz. and was 19½" long. Paternal grandparents are Conductor and Mrs. R. L. Pruitt, Sr.

Portolans were grieved by the loss of Track Laborer Layne Shields who passed away on Christmas Day at the age of 23 after a short and tragic illness. Layne, who grew up in Portola, is survived by his mother, Irene Moser, and stepfather, Track Foreman Leonard Moser. Maternal grandparents are retired Track Foreman Martin and Nina Wood; father Frank Shields, employed in Radio Shop, Stockton and 5 brothers and sisters.

Word was received of the passing of retired Clerk Gladys Rosengarten, former Trainmaster's Clerk at Portola for about 27 years. She was residing in Elko since retirement in 1970 with her husband, retired Asst. Roadmaster K. T. Rosengarten, up until her death September 13, 1982. It was reported that long time employees from Portola might remember Russell V. Taylor, Yard Clerk in Gerlach, Nevada several years ago, who passed away January 9, 1983 in Las Vegas. His surviving sister, Helen Thrasher, operated Gerlach General Store, which supplied groceries to gangs and wrecking crews in years past.

ELKO

Theda Mueller

With several inches of snow on the ground, the wind blowing and 5 degrees below zero, we received a postcard from retired Carman Jack Hastings from Maui telling us what a great month's vacation he and his wife were having, playing golf every day in 80 degrees weather and surrounded by beautiful girls on the golf course - and beach. What a great way to start retirement! Jack retired the 1st of January.

Rich Fuller, Field Mechanic at Elko,

and his wife Lucille have a very interesting and rewarding hobby--they incubate and raise seven varieties of bantam chickens and ten varieties of ornamental pheasants as well as Guinea hens, Muscovy ducks, Canadian honkers and several varieties of pigeons. They keep quite a population of birds and chickens along with all the pens, cages and natural habitat in which they're kept. Rich and Lucille are members of numerous poultry and bantam associations. They have received numerous awards and trophies in pretty stiff competition at bird shows. During February of this year they will be taking some of their prize bantams to a national meet in Phoenix, Arizona. Rich has had a love of bantam chickens and pigeons since childhood. He is very content when he is working with his birds. Congratulations and good luck at the national meet.

SALT LAKE CITY

Ed Hart

Troy Marie Turville, daughter of Conductor and Mrs. Judd Turville, is a



Troy Marie Turville

Senior at the University of Utah and a third year cheerleader. She was chosen 1st runner up at home coming, attended national cheerleading conferences and teaches dance and cheerleading. Troy, this year, had the distinction of being one of the cheerleaders who accompanied the University of Utah basketball team to Tokyo, Japan.

On October 22, 1982, Brett Pope joined Shannon, Steward and Brandy

in livening up the household of Brake-man and Mrs. Tad Pope. Congratulations are in order.

The Hart family also had another addition with Mollie Victoria Austin born on Christmas Day to daughter Kelly and her husband George. Great grandparents are retired Carman and Mrs. Glenn Pinney, also of Salt Lake, formerly of Portola.



Service Awards October - December 1982



Freight Claims Investigator D. J. Bruce (left) receives 35 year service award from Director-Freight Claims & Safety L. F. Battaglia.

40 YEAR

W. J. Curtis
Mech. Laborer Stockton
P. A. Penman
Engineer Salt Lake City
A. C. Jones
Conductor Elko
J. C. Currier Jr.
Engineer Oroville

35 YEAR

B. J. Wilkes
Clerk/Acctg. San Francisco

30 YEAR

G. D. Call
Lineman Oroville
R. L. Meyer
Dist. Supt. Oroville
G. C. Turville
Conductor Salt Lake City
M. L. Bowers
Clerk/Car Acctg. San Francisco
V. Catanho
Engineer Oakland
R. R. Retana
Track Patrolman Modesto
C. S. Watson
Conductor Portola
H. N. Dellinger
Conductor Portola
G. R. Bicknell
Switchman Stockton
P. P. Neri
Conductor Milpitas
K. J. Archer
Conductor Elko
J. M. Vlasak
Data Base Admin./
Mgmt. Svcs. San Francisco
W. I. Zimmerman
Conductor Portola
F. M. Gabbert
Clerk/Purchasing San Francisco
J. L. Worthington
Marketing Service Repr Oakland
G. O. Gordon
Rate Analyst/Marketing San Francisco
F. D. Webb
Trainmaster Milpitas
J. W. Hoppenjans
Mgr. - Marketing Services Atlanta

25 YEAR

M. C. McManus
Mgr Transportation Services . . . San Francisco
S. J. Daniels
Conductor . . . Winnemucca
A. Bateman
Carman . . . Milpitas

20 YEAR

F. R. Montanez
Track Laborer . . . Milpitas
M. D. Bates
Clerk/Acctg. . . San Francisco
F. L. Worlein
Brakeman . . . San Jose
A. L. Mangelsdorf
Clerk/Car Acctg. . . San Francisco
W. J. Fisher
Signalman . . . Salt Lake City
D. C. Brown
Electrician . . . Stockton
T. Barker
Brakeman . . . Winnemucca
J. E. Haugh
Clerk . . . Sacramento
C. L. Phillips
Switchman . . . Stockton
A. M. Martelli Jr.
Engineer . . . Milpitas



15 year service award is presented to Field Survey Engineer Tony Giovannoni (right) by Cliff Gerstner, Engineer-Design & Construction, at Stockton Piggyback facilities.

15 YEAR

S. C. Navarro
Clerk . . . San Jose
M. B. Teissler
Brakeman . . . Oakland
W. E. Simmons
Clerk . . . Portola
W. R. Miller
Clerk . . . Sacramento
T. G. Giovannoni
Field Survey Engineer . . . San Francisco
D. J. Stanley
Clerk . . . Stockton
S. J. Sterni
Marketing Service Repr . . . San Francisco
S. J. Randall
Track Foreman . . . Keddie
S. S. Pena
Track Laborer . . . Sacramento
R. D. Kirkham
Carman . . . Elko
M. D. Long
Carman . . . Stockton
V. M. Boner
Switchman . . . Elko
H. W. Powell
Track Laborer . . . Portola
R. Borkowski
Clerk/Acctg. . . San Francisco
D. R. Tribble
Signalman . . . Stockton
E. H. Heine
Clerk/Acctg. . . San Francisco
R. D. Rapp
Carman . . . Sacramento
S. E. Humphreys
Div. Road Foreman . . . Stockton

10 YEAR

B. C. Diaz
Track Laborer . . . Sacramento
C. E. Blackmon
Conductor . . . Fremont
J. M. Stevens
Switchman . . . Oakland
J. S. Miller
Chief Mech. Officer/Loco. . . Stockton
K. R. Pruett
Brakeman . . . Elko
M. I. Roth
Brakeman . . . Portola
W. Waterhouse
Brakeman . . . Portola
J. A. Chamberlin
Brakeman . . . Portola
L. C. Oakes
Track Laborer . . . Stockton
G. V. Henson
Conductor . . . Portola

F. J. Hull
Brakeman Portola

H. L. Ward
Carman Stockton

W. G. Cleveland
Fuel Conservation Officer Stockton

D. Young
Crew Admin. Officer Stockton

M. J. Schoennauer
Signalman Stockton

H. L. Westcott
Clerk/Acctg San Francisco

W. R. Maclay Jr.
Asst. VP-Ind. Prod./Mrktg. San Francisco

W. Izzarelli
Clerk Milpitas

J. Martinez
Machine Operator Elko

They Have Retired

All of us at Western Pacific wish the very best for the following employees who have retired from active service.

Tillman A. Atkins
Machinist, Stockton November 15, 1982 25 yrs.

Lee A. Bale
Machinist, Stockton October 13, 1982 5 yrs.

David V. Barragan
Welder, Oroville October 29, 1982 26 yrs.

Dennis R. Bright
Engineer, Stockton October 31, 1982 29 yrs.

Willard J. Curtis
Mech. Laborer, Oroville Oct. 29, 1982 40 yrs.

Jose J. Del Valle
Track Laborer,
Sacramento November 19, 1982 27 yrs.

Robert E. Enger
Supt. of Communications,
San Francisco November 30, 1982 34 yrs.

Jesus R. Fierros
Track Laborer,
Sacramento January 13, 1983 25 yrs.

Jack C. Hastings
Carman, Elko January 4, 1983 18 yrs.

Martin C. Herrera
Track Laborer,
Yuba City December 2, 1982 13 yrs.

Norma A. Joseph
Clerk, Sacramento Dec. 15, 1982 31 yrs.

Jose. J. Jimenez
Carman, Oakland December 31 1982 23 yrs.

Lee W. Marshall
Service Representative
San Francisco October 3, 1982 37 yrs.

Dorance H. Miller
Engineer, Oakland October 31 1982 40 yrs.

William H. Otis
Engineer, Oroville Dec. 15, 1982 41 yrs.

John P. Rice
Engineer, Stockton October 31 1982 41 yrs.

Edward Sears
Carman, Oroville November 29, 1982 22 yrs.

Manuel Tinoco
Machine Operator, Reno Oct. 31, 1982 22 yrs.

Grover E. Webster
Yardmaster, Oakland Dec. 1, 1982 23 yrs.

Joseph A. Williamson
Clerk, Revenue Acctg.
San Francisco November 30, 1982 24 yrs.

Bernard J. Witucki
Track Foreman, Oroville Dec. 31 1982 36 yrs.

In Memoriam

Mileposts wishes to record the deaths of the following active and retired Western Pacific employees and to extend condolences to their families and friends.

William F. Boebert
Retired Chief Special Agent -
San Francisco Nov. 18, 1982

Frank R. Boulware
Retired Conductor -
Salt Lake City November 1982

Clay W. Bridges
Retired B&B Foreman -
Keddie Nov. 18, 1982

Frank J. Casey
Retired Locomotive Engineer -
Oakland Nov. 18, 1982

James C. Caughey, Sr.
Retired Machinist -
Oroville Nov. 24, 1982

Wilbur S. Cope
Retired Manager - Labor Relations-
Hemit, CA Feb. 19, 1983

John I. Cosby
Engineer - Stockton Oct. 27, 1982

Kenneth H. Crouse
Retired Yardmaster -
Oakland November, 1982

Hanson E. Mathews
Retired Conductor -
Stockton Dec. 26, 1982

Thomas E. Murphy
Retired Conductor -
Elko Oct. 12, 1982

Daniel Reule
Retired Machinist -
Sacramento Dec. 18, 1982

R. W. Mustard
Retired Chief Mechanical Officer -
San Francisco Dec. 9, 1982

Otto H. Roelle
Retired Carman
Oakland Dec. 23, 1982

John G. Rose
Retired Train Desk Clerk -
Stockton Jan. 15, 1983

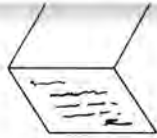
Herman Ross
Retired Shift Boss -
Sacramento Nov. 19, 1982

Layne A. Shields
Track Laborer -
Portola Dec. 25, 1982

J. W. Shoblom
Retired Secretary/ Marketing
Dept. - San Francisco .. Dec. 29, 1982

Manuel Vasquez
Retired Storekeeper -
Sacramento Oct. 1, 1982

Rex L. Warren
Retired Section Foreman -
Oakland Nov. 10, 1982



Letters Received

Dear Editor:

Without any further infestation on my part, here's the Farewell Photographs for the last MILEPOST. I wasn't quite in the contributing stage for MP #1 (wasn't quite 6 months old then) but at least we can remedy that oversight by the time MP #255 gets here. Seems appropriate to end in the heart of the Canyon, too. Might as well say goodbye in the place most people associate with the legend and lore of the Western Pacific.

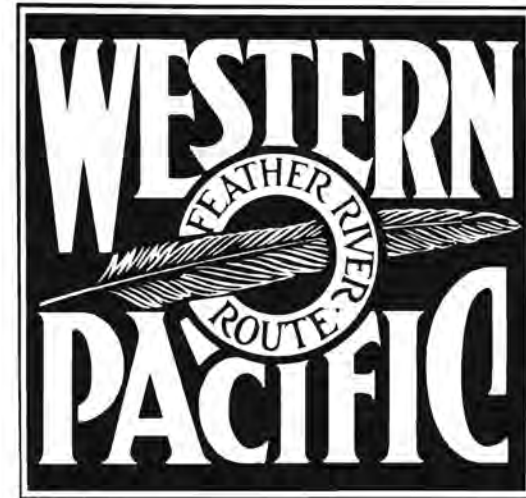
The enclosed pictures follow my own growth over the years with the WP--starting out with the Tidewater Southern, my own "backyard" hometown railroad, expanding into the Zephyr years, the trips to the far ends of the system in the early 1970's, a look at the "Faces of The Willing People", and finally, some scenes from this final summer of independence and a look at the future under Union Pacific control.

Going back over 15+ years of work brought back a flood of memories, a few regrets at things I never adequately explored, but mostly I wound up with a feeling of having done the best I could in a number of circumstances, and if I couldn't come away with the total "corporate catalog" that might have resulted had I found a job as an official photographer for the WP, I'm sure not disappointed with what I did get on film! Being an outsider has given me a different perspective on the WP and definitely opened me to a variety of approaches to the railroad I might not otherwise have undertaken. Considering my profession as a journalist, I've always felt my railroad work and my news work have tended to compliment and expand on each other and I probably never appreciate that kind of perspective until I sit down with a complete body of work like this and begin to appreciate the irreplaceable nature of it all. The blessing and curse of being a railroad photographer is the knowledge that today's commonplace scene is tomorrow's history and if one doesn't respond adequately and in the fullest possible manner, you often lose the chance to duplicate your results a few months or years down the road.

I'll miss the Western Pacific as a corporation and independent identity WP's always been the tough little guy in a world of giants, a real railroader's railroad that wasn't too big to ignore its avocational admirers and indeed, give them encouragement and support in their documentary efforts. It's a very secure feeling to see this kind of "class" become part of Union Pacific, for UP is quite simply the Standard of Excellence in today's rail industry. Instead of saying "goodbye" to the WP, it's more a case of "see you later" for despite the UP influence, the railroad and most of the people will remain. I'd much rather go to a wedding than a funeral!

Sincerely,
Ted Benson
Box 1164
Modesto, CA 95353

Editor's note: Mr. Benson has been a frequent contributor to Mileposts but none of his contributions have exceeded the work he shares in this final issue.



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A. P. Schuetz, Manager-Personnel
and Editor, Mileposts

B. A. Adams, Personnel Officer
and Associate Editor,
Caboosing

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MILEPOST 255: Looking west from Camp Rodgers. Note the slide fence at the left and a portion of the 6713 foot siding at the right.

Yesterday - Today - Tomorrow



Sunlight and shadows bathe **William's Loop** in lights of differing values. A westbound grain train of Union Pacific origin symbolizes the tying of the knot between Western Pacific and Union Pacific and also serves as a predictor of tomorrow. Photo by Ted Benson.

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