

WESTERN PACIFIC

Mileposts

MARCH 1953



GOLDEN ANNIVERSARY ISSUE

WESTERN PACIFIC Mileposts



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MARCH, 1953

*Milepost No. 44

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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Member American Railway Magazine Editors' Association

Member Northern California Industrial Editors' Association

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* Milepost No. 44: Tidewater Southern steam locomotive No. 132 passes Milepost 44, midway between Pleasanton and Livermore, at the head end of a railfan excursion special on Apr. 127, 1952, now an unusual sight on the completely dieselized Western Pacific.



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 transconti-

Preliminary Meeting Western Pacific Railway Company

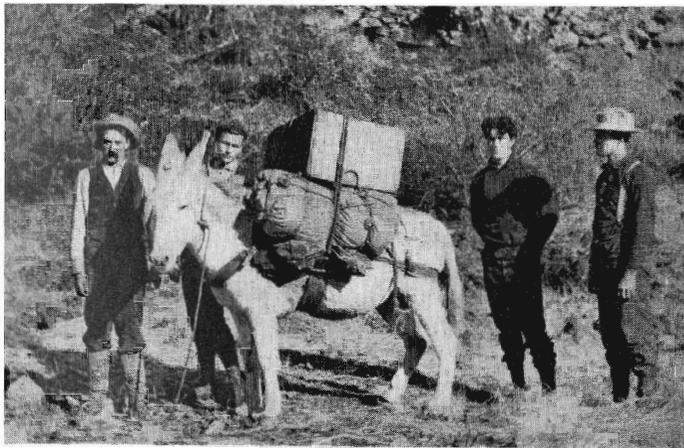
San Francisco, March 3rd, 1903
At a meeting held on the above date at the Law Office of Smith and Bartlett, Safe Deposit Building, San Francisco, California, relative to the formation of a railroad corporation, the following persons were present: Walter J. Durbuth, Henry S. Fortmann, John Lloyd, A. C. Cairns, George A. Buchanan, John A. Gray, J. D. Galt, Brown, John Goodwell, James Goodwell, David P. Walker and Fred H. West.
Consent of Walter J. Durbuth, seconded by John Goodwell, Henry S. Fortmann was called chairman of the meeting, and in motion of J. D. Galt Brown seconded by Fred H. West, W. A. H. Bradford was elected Secretary.
After a general discussion it was resolved that a corporation be formed to be known by the name of Western Pacific Railway Company for the purpose of constructing, owning, acquiring, operating and maintaining the following line of railroad:
Commencing at the City and County of San Francisco, State of California, running thence in and through the said City and County of San Francisco, and along and

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mental 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. Barnett, San Francisco,

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 six-shooters. 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



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

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,

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 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 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 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 Company." 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

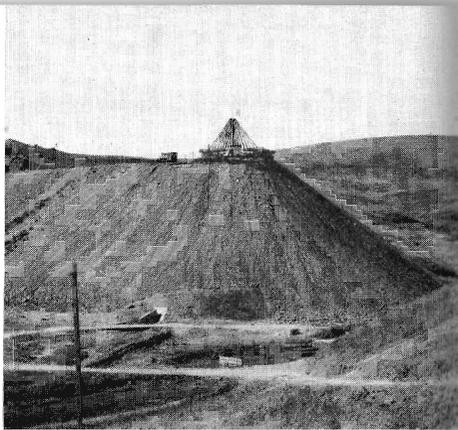


Western Pacific, unlike earlier transcontinentals, was largely machine constructed, though the equipment used seems quaint by today's standards.

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).



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 County; 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 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 himself. 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 recalling 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



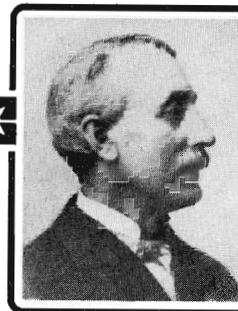
WALTER J. BARNETT
March 3, 1903
June 23, 1905



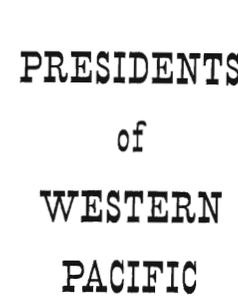
CHARLES M. LEVEY
July 14, 1916
March 30, 1927



CHARLES ELSEY
January 1, 1932
December 31, 1948



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



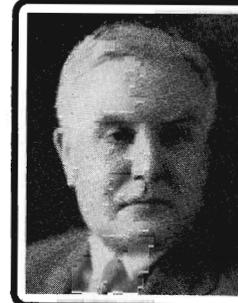
HARRY M. ADAMS
March 30, 1927
December 31, 1931



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



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



FREDERIC B. WHITMAN
July 1, 1949

PRESIDENTS
of
WESTERN
PACIFIC

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 despatched 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 $1\frac{1}{3}$ per cent

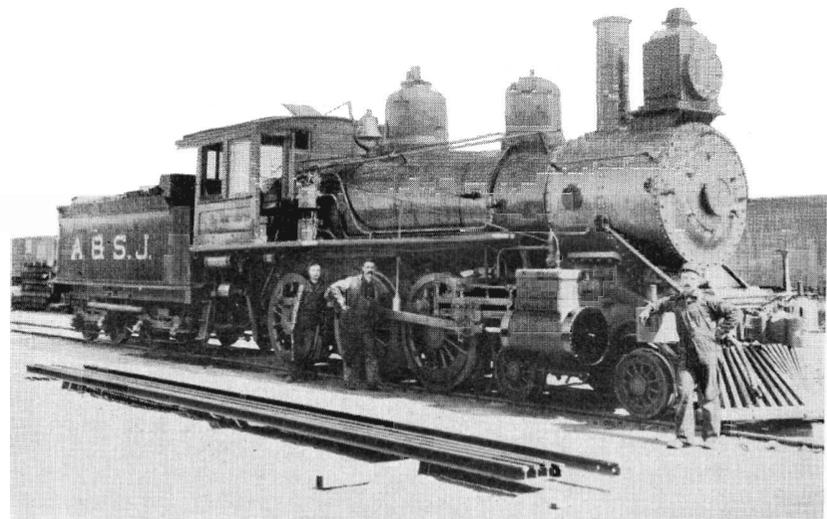
which the Western Pacific engineers had accepted from Keddie, he noted from the profiles that between Oroville and Beckwourth Pass there was only a difference in elevation of 50 feet per mile. This suggested to him the idea of a uniform one per cent grade.

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:

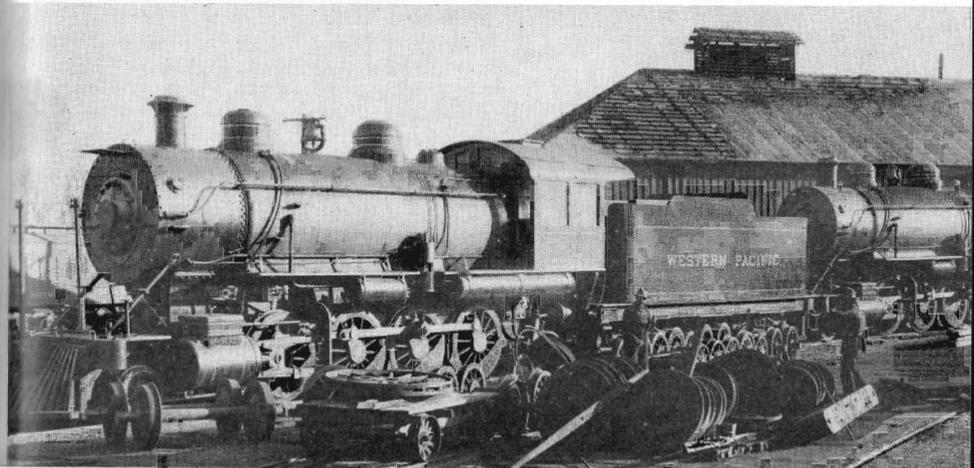
"I am glad to see that you are out there on the Western Pacific. That line is almost exactly the line I run (sic) south of Salt Lake, thence down the Humboldt, across the Beckwourth Pass, and down the Feather, but you have a better grade than I got. That is the line the Union Pacific would have built 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



No. 1 of Barnett'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.



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 naturally interposed every possible legal 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

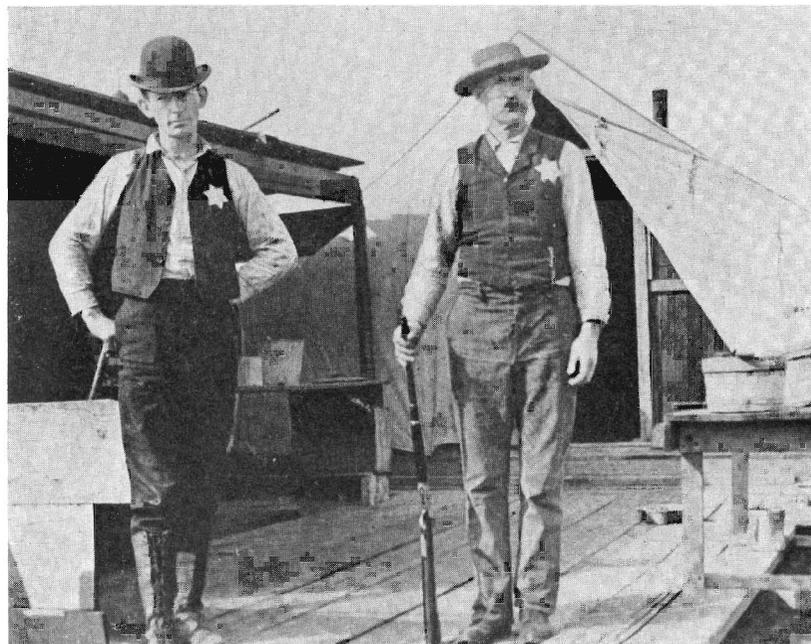
this succession of events the Southern Pacific had maintained a stranglehold on the Oakland waterfront for half a century, although the city had several times attempted to invalidate the title.

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, from all appearances, the WP promoters 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



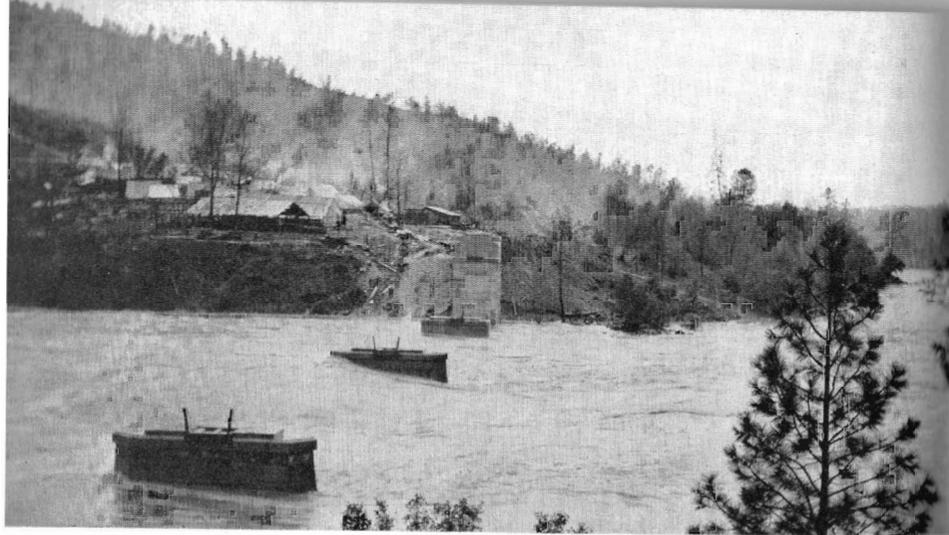
Remembered only as Dick and Andy, these two dangerous looking men were part of the "army" which held the Western Pacific positions during the fight for an outlet on San Francisco Bay. Saved-off shotguns, carbines and ammunition remained on the storekeeper's list for years.

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

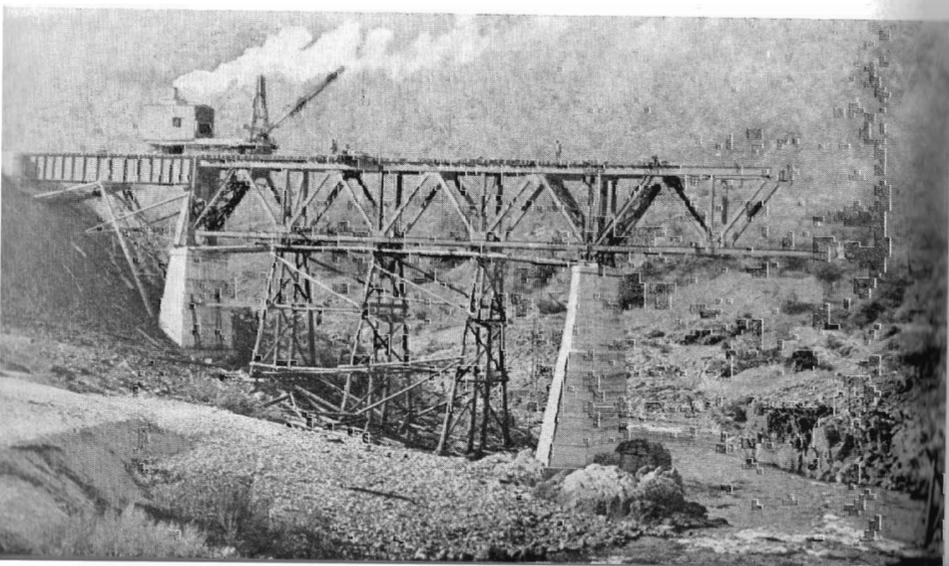
"The advent of the Western Pa-



Magnitude of the Feather River flood of March, 1907, is shown by the construction photos of Bridge No. 212.36, the Middle Fork crossing 7½ 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, 1,905 feet long and 17½ feet high. Below is a train on the Sierra Valleys narrow gauge railroad.



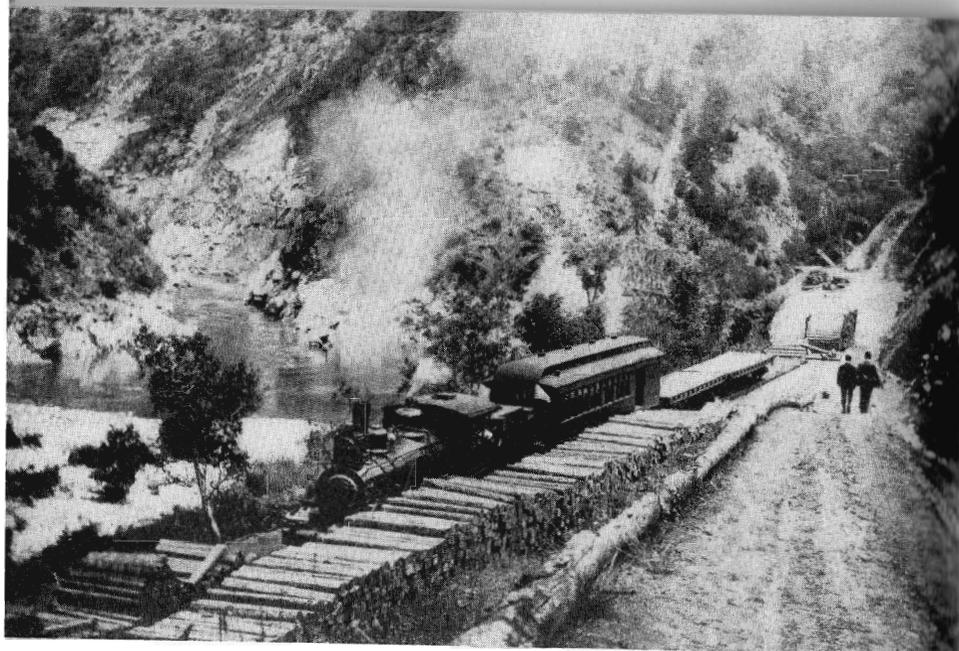
cific Railway is epochal. It is of peculiar interest to Oakland, for this system's coming made it possible for Oakland to recover control and possession of its magnificent waterfront. This may well be placed first in the order of benefits which will accrue to the city, as well as to the Bay region and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



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

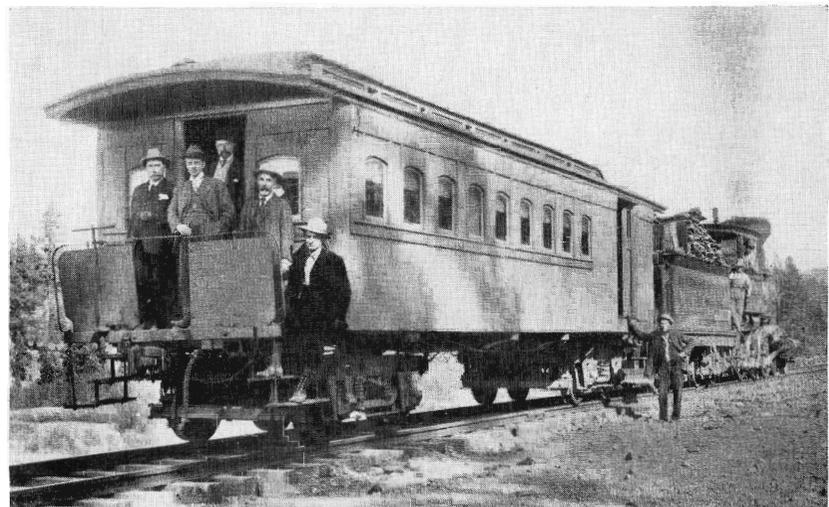
were forced to resort to rafts in order to by-pass the sheer granite cliffs. Over at the Utah end crossing the salt beds was a nightmare due to excessive temperature extremes and the killing glare which often blinded men after a few hours work.

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



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 & Loyallon 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.

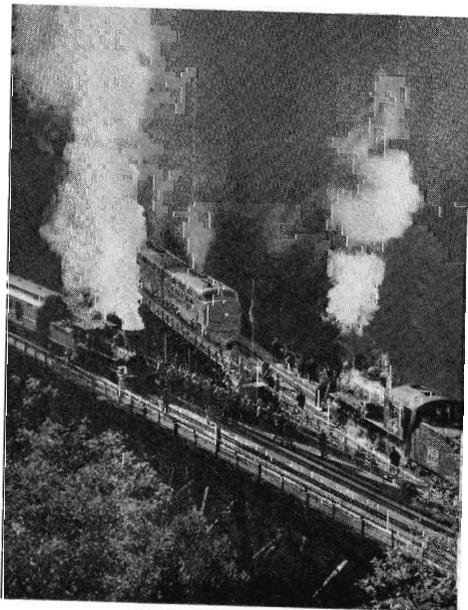
the North and Middle Forks, Chilcot at Beckwourth Pass, and at Niles Canyon not far east of Oakland, ran into unexpected delays and costs. Original plans had called for Western Pacific to be ready for business by September 1, 1908, and when it became more and more evident that this date could not be 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 1⅓ 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 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



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."



Portola, California.
October 30th, 1909.
D. H. 574--Via Boon.
M. T. JEFFERY, Pres.,
W. P. Ry. Co., 195 Broadway,
New York City.
William track connected at foot of Roof at 2:45 P.M. today.
Oliver will connect up at Spanish Creek Monday or Tuesday.
Levy left here on Boon & Loyton train at 3:45 P.M. and will join
Mr. Schlecter either at Boon or Reno, tomorrow. Am myself returning
to San Francisco, via Western Pacific.
(Signed) V. G. Bogue.

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.

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 en-

THE WESTERN UNION TELEGRAPH COMPANY.

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This Company TRANSMITS BY TELEGRAPH AND CABLE SERVICE TO ALL THE WORLD. It has the largest and most complete system of telegraph and cable lines in the world. It has the largest and most complete system of cable lines in the world. It has the largest and most complete system of cable lines in the world. It has the largest and most complete system of cable lines in the world.

RECEIVED at S. E. Cor. Pine and Montgomery Sts., San Francisco, Calif.
TELEPHONE DOUGLASS No 40

Q 211 cc of., 30 paid Via Reno

Quincy Calif Nov 1 1909

V G Bogue

Vice President and Chief Engineer W P Ry 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.

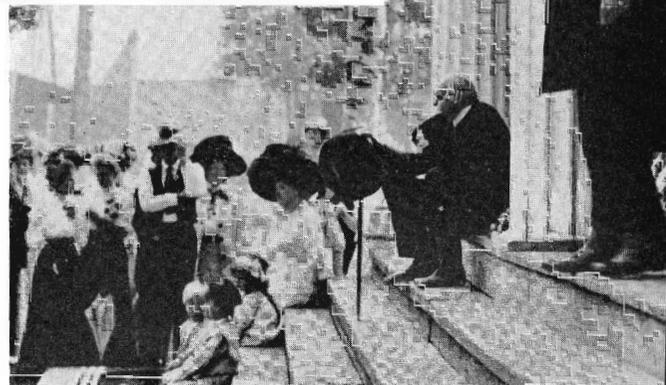
A W Keddie

8:34 p.m.

MONEY TRANSFERRED BY TELEGRAPH.

CABLE OFFICE.

Arthur W. Keddie'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.

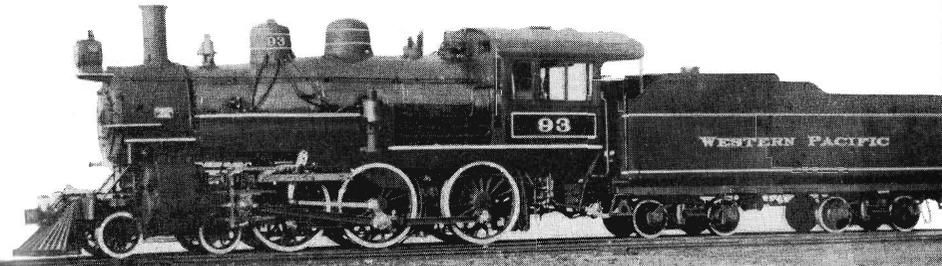


gines Jeffery favored were the D&RG Class 106, a ten-wheel passenger locomotive with a tractive effort of 18,000 pounds, and Class 113 for freight, a consolidation with 25,000 pounds tractive effort.

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



The "Old Reliables" of W.P. The road began operations with 65 of the freight consolidations, above, 35 of the ten-wheel passenger engines (opposite 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.

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 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-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 5,003-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.

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 whatever at Oakland, and similar results at other points. Then came a small windfall, 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.

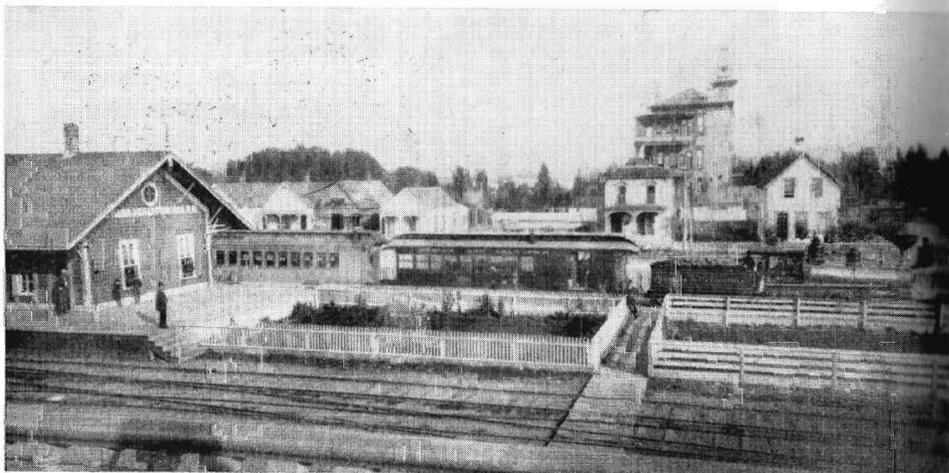
The cheerful mood did not last long. During the latter part of February, 1910, Old Man Winter hit California hard. Except for the Southern Pacific route through Arizona the entire Pa-

(Continued on Page 45)



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.



WP SIGNS UNION SHOP AGREEMENT

On February 5, 1953, the Western Pacific Railroad and the Employees' National Conference Committee, representing seventeen Coöperating Railway Labor Organizations, signed a union shop agreement, to become effective March 1, 1953.

Although seventeen labor organizations were represented by the Employees' National Conference Committee, only sixteen were included in the agreements signed by Western Pacific, the International Longshoremen's Association having no representation on this railroad.

The sixteen labor organizations represented are:

International Association of Machinists.

International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.

International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

Sheet Metal Workers' International Association.

International Brotherhood of Electrical Workers.

Brotherhood Railway Carmen of America.

International Brotherhood of Firemen and Oilers, Helpers, Roundhouse and Railway Shop Laborers.

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

Brotherhood of Maintenance of Way Employees.

The Order of Railroad Telegraphers.

Brotherhood of Railroad Signalmen of America.

National Organization Masters, Mates and Pilots of America.

National Marine Engineers Beneficial Association.

Hotel and Restaurant Employees and Bartenders International Union.

American Train Dispatchers Association.

Railroad Yardmasters of America.

The agreements provide that all employees subject to them must become union members within 60 days from March 1, 1953.

WP WILL REMEMBER...

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

Now retired after serving Western Pacific well, are:

Edward Basl, laborer, Extra Gang 35.

John A. Dineen, master mechanic, Stockton.

Harry J. Flynn, assistant signal engineer, San Francisco.

Henry P. Leonard, carman helper, Oroville.

Sam Natchuras, track laborer, Oroville.

Hans M. Teichman, assistant chief clerk, Elko.

Rudolph R. Wiese, track laborer, Extra Gang 44.

Month after month, the department store had sent its bill to Smathers, but without any results at all. Finally, the credit manager wrote him a strongly-worded letter which left no doubt as to the store's feelings in the matter. A few days later, the manager received this reply:

"Dear Sir: Once a month I put all my bills on the table, pick five at random and pay them. If you send me any more reminders like the last one, you won't get a place in next month's shuffle!"

PROMOTIONS AND TRANSFERS

T. P. Wadsworth is appointed assistant freight traffic manager, effective February 1.

Wadsworth was born in Sutter, California, on July 5, 1899. He came to Western Pacific as a rate clerk in 1929 with a Strathcona Fellowship in transportation economics from Yale Univer-



T. P. Wadsworth



L. B. Larson



D. H. Copenhagen

sity and a certificate of graduation from the University of California. He is at present a dean of the school of traffic of Golden Gate College in San Francisco, where he has been associated for the past fifteen years, during which time many Western Pacific employees have received schooling in traffic under his guidance.

Tux progressed through various jobs in the traffic department, becoming assistant general freight agent in 1940, which position he held at the time of his present appointment.

With little time for hobbies other than his teaching, his proudest moments are when watching his two daughters perform on the ice rink. Nancy, 18, a student at the University of California, and Diane, 14, a Berkeley

High School student, have both participated in many figure skating shows, and during the month of February competed in competition at Sacramento. Both hope to compete in the State Championships at Berkeley early this month.

Tux has been a member of Masonic

Lodge No. 265, Orland, since 1922 and at present makes his home in Berkeley.

* * *

L. B. Larson succeeds Wadsworth as assistant general freight agent, effective February 1, after having served as office manager for the freight traffic department since June 1, 1952.

* * *

David H. Copenhagen succeeds Larson as office manager in the freight traffic department, effective February 1, having been promoted from the position as chief of the rate bureau, a position to which he was appointed June 1, 1952.

* * *

Biographies of Larson and Copenhagen appeared respectively in the June, 1952, and September, 1952, issues of MILEPOSTS.

Meet Your General Chairmen

(This is the eighth of a series of articles about representatives of the various railroad labor organizations serving Western Pacific employees. Personalities of other representatives will appear in future issues of MILEPOSTS.)

• • •

Ray W. Rich, general chairman for the Railroad Yardmasters of America, and president of the California District Council for that organization, was born on a farm near Reamsville, Kansas, on April 29, 1898. The family moved to Weeping Water, Nebraska, the following year where Ray attended grade and high school.

Railroading, for Ray, began in 1912, when he worked before and after school as a clerk in the agent's office for the Missouri Pacific. He went to switching in 1916, and upon later moving to Lincoln, Nebraska, hired out as a brakeman for the Chicago, Burlington and Quincy.

When his family moved to La Junta, Colorado, in 1917, Rich returned to switching, this time for the Santa Fe. He was promoted to yardmaster in 1919 and held that position until he moved to Richmond, California, in 1923, once again switching Santa Fe cars.

A year later Ray entered the automobile business but returned to switching in 1929, this time for the Western Pacific. He was made yardmaster in 1941 and at the present time holds that title at Oakland.

Ray was elected general chairman for the Railroad Yardmasters of America in 1943, was made vice-president in 1944, and has held both official positions to the present date, in addition to the presidency of the California District Council, R.Y.A.



Ray W. Rich

Ray was married to the former Grace Moore in La Junta, Colorado, in 1920, and they are the parents of one daughter, Maxine McNabb, and the grandparents of Sharon Ann and Janice, who live in Sacramento.

He admits to hunting, fishing and bowling as his hobbies, and claims to be an enthusiastic baseball, boxing and wrestling fan. He is also known to always be ready with a joke or two whenever the occasion arises, and anyone interested in raising flowers can pick up a tip or two on ways to acquire a green thumb.

Ray is a member of Alcatraz Lodge No. 244, F. & A. M., and the Oakland Pyramid Lodge No. 2, Order of Sciots, Oakland.

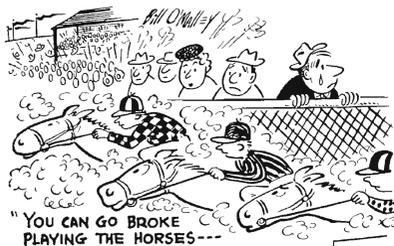
Don't Be HALF Safe!

By PAUL H. JENNER

Western Pacific over the past years has made every effort to build up a safety program which would make it a better and safer place to work. Even in the beginning the railroad was safety minded. This is evidenced by the first rule in the Book of Rules—"Safety is of the first importance in the discharge of duty."

Some of the old-timers can remember . . . standing in the middle of the track to board the foot-board of an approaching engine . . . the old oil headlights, lighting the way down the Feather River Canyon . . . the old K-1 triple valves and excessive brake pipe leakage . . . the old wooden underframe cars and hand brakes. . . .

Quite a comparison to the operations



as they exist today . . . new and modern machinery, locomotives, buildings, safety devices and traffic control system. To further educate all, through the years the program has been set up to include the use of films, posters, pamphlets, slogans, safety talks and safety meetings.

Accidents have no respect for age, race, color or creed. Safety is something that must be perpetual and requires the teamwork and cooperation of all of us today, tomorrow, next year and in the years to come.

Who's Who?

Once there was a train crew composed of Anderson, Smith, Brown, Carter and Jones. One day Smith said to Brown, "Jones doesn't flag deep enough. The conductor ought to jack him up." Carter said, "What do either of you two know about flagging?" The conductor lived next door to the engineer, while Brown and Carter lived several blocks away.

Who were the engineer, fireman, conductor and the two brakemen?

Answer on Page 25.

THE SEVEN STAGES OF MAN

1. Milk.
2. Milk, Vegetables.
3. Milk, ice cream sodas, candy.
4. Steak, coke, French fries, ham and eggs.
5. Frog's legs, caviar, crepe suzettes, Scotch and champagne.
6. Milk and crackers.
7. Milk.

Visiting Nurse: "Did you drink three pitchers of water and stay in bed like I told you?"
Patient: "I drank the water."



On behalf of the entire Western Pacific, Sacramento Northern and Tidewater Southern family, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees and annuitants whose death has been reported:

Muncey M. Evans, machinist helper, died on December 5, 1952. Mr. Evans entered Western Pacific service in February, 1943, and last worked for the company on September 24, 1947.

Matteo V. Fidanzo, Alameda Belt Line car inspector, died on January 7, 1953. Mr. Fidanzo entered company service in November, 1943. He is survived by his son, Anthony Fidanzo, of Chicago.

Gustav R. Garcia, roadmaster's clerk, died on January 21, 1953. Mr. Garcia began service with the company in May, 1945. He is survived by his widow, Mrs. Catherine Garcia, of Oakland.

Jose N. Moran, brakeman, died on January 10, 1953. Mr. Moran entered company service in November, 1942.

Walter L. Osborne, Alameda Belt Line switchman, died on January 26, 1953. Mr. Osborne entered company service in June, 1945. He is survived by his widow, Mrs. Martha J. Osborne, of Alameda.

Francisco Perez, section laborer, died on December 16, 1952. Mr. Perez joined Western Pacific on August 4, 1941. He leaves a widow, Mrs. Antonia M. Perez, of Milpitas, California.

Ruel K. Smith, Tidewater Southern agent at Turlock, died on January 9, 1953. Mr. Smith retired from the company on April 10, 1945.

Dale Wightman, general bookkeeper, died on December 11, 1952. Mr. Wightman last worked for the company on June 30, 1948.

Thomas E. Wilcox, agent-telegrapher, died on September 18, 1952. Mr. Wilcox entered WP service on June 30, 1927, and last worked for the company on June 22, 1938.

Answer to "Who's Who?"

Carter's remark shows Smith and Brown to be members of the engine crew. Brown lives several blocks from the engineer, so Brown is fireman, Smith is engineer. The engineer's remark shows Jones isn't the conductor and Carter lives several blocks from the conductor, so Anderson is the conductor, and Jones and Carter are brakemen.

Logical, isn't it? Just as logical as following the simple principles of accident prevention in your work and off the job.

Puffing and blowing, the sailor just managed to jump onto the train as it left the station. A middle-aged man passing through the cars eyed him with scorn.

"When I was your age, my lad," he said, "I could run a half mile, catch a train by the skin of my teeth, and yet be as fresh as a daisy."

"Could be," gasped the young fellow, "but I missed this one at the last station."

* * *

Coroner: "And what were your husband's last words?"

New Widow: "He said, 'I don't see how they make a profit out of this stuff at a dollar and a quarter a quart.'"

* * *

"My wife and I used to have fun at the beach. First, she would bury me in the sand, then I would bury her. One of these days, I'm going down and dig her up."



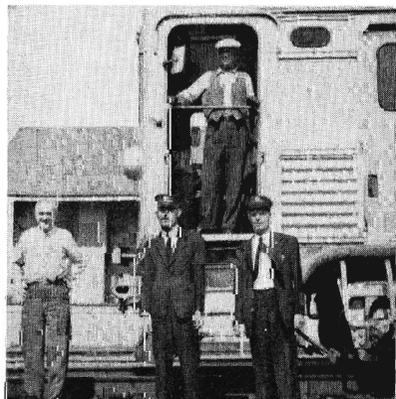
Dear Editor:

Sir:

A few weeks ago I had occasion to make a round trip to Salt Lake City, and took advantage of your railroad's Trains 1 and 2, the *Zephyrette*. Besides the very attractive fare, the trip was made most enjoyable by the courtesy extended me by your train crews.

I would like to mention especially Conductor Guy Parry and Brakeman S. C. Gudmundson, who by pointing out the items of interest on the desolate Nevada plains and salt flat wastes of Utah, did much to brighten my journey. The same can be said about my return trip and the courtesy of Con-

Taken at Beowawe by Gerald Graham en route to Salt Lake City from San Francisco on the *Zephyrette*, this picture shows, left to right: Yardmaster Hamilton, Winnemucca; Brakeman Gudmundson; Engineer Harper; and Conductor Guy Parry.



ductor S. R. Heath and Brakeman R. H. Herbaugh. Much also can be said about the train itself. It is certainly as comfortable as any coach I've ever ridden. I really believe you could advertise this train much more, and thereby obtain much business now going to a competitive field. Thank you for an enjoyable trip.

Gerald D. Graham
1100 Jackson Street
San Francisco, California

* * *

Sir:

No doubt you read of the two aircraft which were lost in the isolated desert and mountain area of Northeastern Nevada during heavy snowstorms during December. One was an Air Force C-47 with six persons aboard, en route from ENT Air Force Base, Colorado Springs to Stead Air Force Base at Reno. The other, a private aircraft, occupied only by the pilot, was en route from Inlay, Nevada, to an airstrip at Spanish Ranch, north of Elko.

All Civil Air Patrol units in this section of Nevada and from western Utah were alerted for a search and rescue mission at once. By the generous consent of the WP division offices at Elko, I have flown for the Nevada Wing, CAP, for nearly three years and, of course, was ordered out on this search mission. Further, a work train was cancelled so that I might participate. Section Foreman J. A. Nusse, Ola,

Nevada, also a CAP pilot, was also called out.

Jay flew only one day and made two missions of two hours each. I was up for two days for a total of nearly fifteen hours in aircraft commanded by the Air Force for that purpose. This left my own airplane to be flown by Miss Betty Verret, of Wendover, a rated CAP pilot, with my wife, Estelle, as observer. Out of approximately five ships engaged in the search, they formed the only all-woman crew.

Both missing aircraft were located when weather cleared on the second day. Unfortunately, however, all crewmen were found to have been instantly killed in the crashes—the C-47 was gutted out by fire.

In this instance, certain knowledge of what had happened, together with the recovery of the bodies, was the end result of the search. On many other such missions, injured men are afforded medical aid which have saved their lives. Each pilot engaged in such a search realizes what his help can mean to the disabled airplane and also that he may be the objective of the next operation.

Therefore, Foreman J. A. Nusse and I wish to express our sincere thanks to the management, and especially to Superintendent J. F. Lynch and Division Engineer C. E. Forseth, for approving our affiliation with the Civil Air Patrol. And I, speaking as Squadron Adjutant, Wells Squadron, CAP, wish to advise that in the event of a serious emergency necessitating air transportation of medicine, doctors or injured persons, we have aircraft ready and waiting at all times.

Roadmaster C. J. Miller
Wells, Nevada

Western Pacific is proud that so many

of its employees, like Roadmaster Miller and Foreman Nusse, are always ready to lend a helping hand in such humanitarian endeavors.

* * *

Sir:

In regard to the inquiry in the September issue as to what became of the eagles that formerly adorned the cornice of the Third and Washington streets depot, Oakland. I had these removed as a safety measure during the early 1940's. The exact date I do not now recall.

Due to the vibration of heavy freight trains, these birds began shedding parts of themselves in the shape of fairly large size concrete spalls. After several complaints from the office force, I made a personal examination and found the eagles in very badly shattered condition. As they weighed nearly 1,000 pounds each, and their condition was such that they were a menace to passengers and pedestrians, they were removed. As far as I recall, they now rest in peace in waters of San Francisco Bay.

H. M. Smitten
Retired Bridge Engineer
3367 St. Mary's Road
Lafayette, California

We thank Col. Smitten for bringing us up to date on the disappearance of these once proud eagles, which for many years kept watch over passing WP trains.

* * *

Sir:

The "Skating Vanities" is in town and it turns out that Tex Burke, assistant to the producer, is both a model railroader and a railroad enthusiast. He was over to see me yesterday and we got to talking about this and that

of the various railroads he has ridden, and he ended up by making the unqualified statement that the prettiest scenery on any railroad in the United States is the Feather River Canyon along the Western Pacific.

He further stated that he had proof of this compliment—he said that the Feather River Canyon had been given the supreme praise in that while the "Skating Vanities" cast was riding the *California Zephyr* down Feather River Canyon one of the men in the cast stopped shooting craps on the floor to stand up and look at the scenery!

I thought you might get a kick out of this yarn.

A. C. Kalmbach, President
Kalmbach Publishing Company
Milwaukee, Wisconsin

We agree that our Feather River scenery has now withstood the acid test. When a trouper not only calls a halt in a crap game but takes the trouble to stand up as well, our only conclusion is that we have not been bragging about the Canyon enough!

* * *

Sir:

The "Old-Timers" article in the September issue was read with very much interest. As I have for some time felt that it would be possible to organize and support an "Old-Timers Club" for the retired and those employees who have twenty or more years of service.

There are several "Old-Timers" on this end of the railroad who I am sure would be very much interested in such a club. If there is anything I can do to promote such a club you can most surely count on my help. Will appreciate it very much if the committee will

get in touch with me as I am sure I can be of considerable help.

I was glad to note several promotions of the boys on the Western Division. My congratulations to all of them.

Harry W. Gibson
1203 Fourth Avenue
Salt Lake City, Utah

* * *

Sir:

I read with a great deal of interest the article which appeared in the September issue about the "Old-Timers Club." This is a wonderful idea even though I wouldn't be eligible for membership with only twelve years service with the good old WP.

Each issue of MILEPOSTS brings back many a pleasant memory of bygone days and it is really a treat to read about the activities of past associates. Keep up the good work.

R. S. Schmitt
General Traffic Manager
Purex Corporation, Ltd.
9300 Rayo Avenue
South Gate, California

Frank Rauwolf, committee chairman, reports considerable interest in the "Old-Timers" Club and plans are now being progressed to get the club in operation early in 1953. Meanwhile, Frank would like to hear from more old-timers for any suggestions they might have regarding formation of the club.

* * *

Sir:

We are sending you a picture which we took while riding to Oakland on the *Zephyrette*. We especially wish to thank Conductor Parry for the kind and courteous treatment in pointing out places of interest along the line.

We looked for him on our return trip but didn't get to see him.

Mr. and Mrs. A. C. England
and daughter
7734 Rhodes Avenue
Chicago, Illinois

We're glad these folks enjoyed their trip aboard the Zephyrette, and thank them for writing as they did.

* * *

Sir:

As I cannot meet each and every one of my friends to thank them personally for their token of friendship extended to me on my retirement, I would like to extend my thanks to all through MILEPOSTS.

Benjamin R. Huff
3032 Millsbrae Avenue
Oakland, California

* * *

Sir:

Will you please express my thanks in MILEPOSTS to all those participating in my retirement luncheon and for the wonderful present presented to me.

Al Rowland
3126 61st Avenue
Oakland

* * *

Sir:

My wife, Bessie C. Pullen, died in Sacramento December 7. Will you please show a notice in MILEPOSTS so my railroad friends will know, and oblige. We were married 51 years last June 19.

I am wearing a 30-year Western Pacific service pin, my exact service being 31 years 1 month.

George A. Pullen,
2917 "O" Street
Sacramento, California

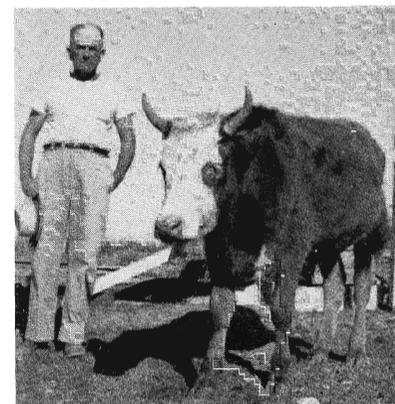
Mrs. Pullen was born in Indiana in January, 1882. She was a member of the Royal Neighbors of America, Camp No. 2328. Our deepest sympathy is extended Mr. Pullen, his two sons, George I. and Ralph, a daughter, Mrs. Arthur Dowdin and a grandson, Arthur L. Dowdin, Jr.

* * *

Sir:

I just wanted to prove to you I wasn't foolin' when I said I was ranching. This is my youngest steer, sixteen months old, which should be good prime beef in about eight months. Best regards to all the bunch.

Ed Gallagher
765 Grand View Road
Sebastopol, California



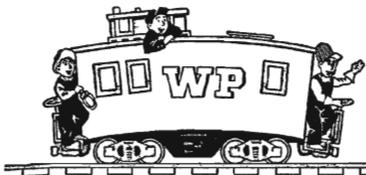
That's Ed on the left!

The Reverend, making his round of calls on Sunday afternoon, stopped at the home of one of his parishioners.

"Paw ain't home," said the child who opened the door. "He went over to the golf club."

The preacher's brow darkened.

"Oh, he ain't playin' golf—not on Sunday, he ain't!" Junior hastened to explain. "He just went over for a few highballs and a little stud poker."



Caboosing

CHICAGO

Jim Baker

The Chicago office, nucleus of Western Pacific's Eastern agencies, opened in small quarters in the Bankers Building on October 21, 1927, a tiny section of our present space. Personnel consisted of only four persons: JOHN J. GROGAN, assistant traffic manager; TOM J. CLARK, traffic representative; (both deceased); FRANK J. CONRAD, chief clerk and now general freight traffic manager for Great Northern; and MARIE LIBBE, secretary.

According to Mrs. Libbe it was quite a scramble. Steeplejacks were busy completing construction of the building, and a couple of borrowed desks and a typewriter completed the office. With an increase in personnel to thirteen in April, 1928, Room 1300 was enlarged and Western Pacific really began to tick in Chicago. A commercial agency was opened at Milwaukee with two employees reporting to the Chicago agency.

Of those employed at the time only two have remained with the Company. JOHN NOLAN, then city passenger agent and now assistant to vice-president, traffic, and Marie Libbe, secretary to the assistant traffic manager, A. H. LUND. However, the story wouldn't be complete without including GEORGE WENIG, who was hired in 1929 as stenographer and is now general agent,

and KEN STONEY, hired as a clerk in 1930, and is now assistant general freight agent at San Francisco.

Marie and George recall that in those days communications were much slower — airmail being in its infancy, paychecks were scheduled to arrive on the 9th and 23rd of each month, with the result that beans and barleycorn graced the table for several days before, and sometimes after, those dates.

KEDDIE

Elsie Hagen

Welcome to two more young engineers added to our list. R. L. HOLT and WILLIAM OTIS, both having completed their examinations in February.

Engineer R. L. SMALL and his wife left for Stockton where they plan to join the caravan going to the Mardi Gras in New Orleans; Conductor E. E. REDDICK and Brakeman A. G. DUNCAN spent ten days visiting with relatives and friends in Los Angeles, and Brakemen SCISM and GRIFFIN enjoyed early vacations in February.

Train Desk Clerk CY BATES and his family are now living in Quincy, having moved there just recently.

Our sympathy is extended to Conductor CLAUDE STRAHAN, whose father passed away a short time ago.

Engineer JACK SHANNON escaped with minor injuries when his car slipped over the bank on the road into Keddie. After a week in the hospital he is now

able to get around at home. Fireman RAE GRUMMIT was also injured in an auto accident and was confined to the hospital for several weeks.

Congratulations to Brakeman and Mrs. MEL STRANG, proud parents of a lovely baby girl born January 16. Melvina Rae weighed six pounds and eight ounces and promises to be lively company for sister, Patricia.

Recent visitors in Keddie were Conductor C. A. LOCKWOOD and his wife from Portola, and JOHN McNALLY, assistant superintendent, and his son.

Trainmaster LEE MICHELSON has been noticed driving around in a new car lately—very pretty, too.

TIDEWATER SOUTHERN

Dora Monroe

Brakeman CARL BALES paid a recent visit to the Tidewater office in Modesto. He is convalescing after a lengthy illness and operation, and we are glad to see him up and about.

Also dropping in for a short visit recently was Conductor HARRY ALLEN, who is still recovering from injuries received in an auto accident some weeks ago.

Conductor BILL DAWSON's four-year-old granddaughter succumbed to leukemia. Our sincere sympathy is extended to the family in their bereavement.

We were recently informed of the death of retired Turlock Agent RUHL K. SMITH, who retired in 1945 after 28 years of Tidewater Southern service.

SACRAMENTO SHOPS

Marcella Kahl

Spring will soon be here—and then Laborer HANS UTHAUG's long-awaited plans will come true. Hans is returning to Norway for a three month's visit

with his family, whom he hasn't seen in FIFTY years! We know he'll have a wonderful time.

At this writing, Car Foreman ED EAGER is still in Sutter Hospital after having undergone major surgery. We all send our best wishes, Ed.

Blacksmith CLIFF BENNETT played the "star" rôle in a "sea rescue" while doing a little fishing in the Stockton Deep Water Channel. He rescued a party whose boat had a broken crankshaft; and said he never saw such happy people in all his life. Darkness was soon to fall and guess they didn't exactly relish spending a long night on a helplessly drifting boat.

The boys in the apprentice school really surprised "Teacher" HERB GILLESPIE when they presented Herb with a pen and pencil set upon his appointment as acting sheet metal foreman. Sheet Metal Worker HERMAN SCHULTZE, who is now on his annual cruise with the Sea Bee Reserve, will take over Herb's desk on his return.

Blacksmith Apprentice DON FITKIN received a trophy as second prize winner in the Torquer Club (Hot Rods).

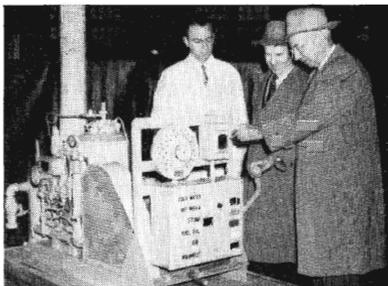
A fourth son and fifth child arrived at the home of Blacksmith Helper and Mrs. HENRY BLASE. And FAY TOMLINSON, write-up man, came in to announce he has again become a grandfather! — that is, for the TWELFTH TIME!

NICK ANATER, sheet metal worker, has returned to his old trade after leaving the shops in 1943. Welcome back, Nick!

MECHANICAL DEPARTMENT

Norma Joseph

Best wishes for a happy birthday to R. C. MORRIS, supervisor of reclamation!



For many years Ralph Kendall, Dean of Vocational Art and Superintendent of Vocational Education at Sacramento Junior College, located within one-quarter mile from the Sacramento Shops, has been active and instrumental in furthering adult education of apprentices and others working for Western Pacific. When he desired to obtain a small steam generator retired from a WP diesel freight locomotive for use in his vocational work, Shop Superintendent D. R. Sarbach arranged to have one cleaned and provided with necessary parts. Presentation was made by E. E. Gleason, chief mechanical officer, shown above with Richard E. Stockwell, instructor of engineering, Sacramento Junior College, and Dean Kendall. Attached to the generator was a small plaque reading: "This steam generator donated to Sacramento Junior College by the Western Pacific Railroad, December, 1952." Photo by Hy O'Rullivan.

The CUNHA's "dood" it again. Their third son, Tommy, was born January 16. Congratulations, Bob!

FLASH! Special News Item . . . latest scoop on Personnel Record Clerk JAMES (RONALD) QUICK, better known as "Casanova." Since Jim has changed his residence to a home equipped with swimming pool, your correspondent has been advised that all girls are welcome to come take a dip at any time! Too bad, fellas, gals only!

An be gorra there will be plenty wearin' o' the green at the Second Annual Western Division Spring Dance March 14. We know a good time will be had by all, with special thanks due HY O'RULLIAN and his hard-working committee members A. E. MADDAN, C. C. BENNETT, W. MILLER, D. J. IRWIN, J. R. QUICK, M. ZIEHN, H. F. LATONA, ROSS

KELLEHER, RAY WITHROW, ELSIE GONZALES, IRENE BURTON, NORENE JOHNSON, MARY MCKINNON, MARCELLA KAHL, MARIAN SELDERS, and LEE WILLIS.

SACRAMENTO

Clarisse Doherty

So far weather predictions in this column has been all "wet." So, this time, let's predict weather, whether or not!

Our Division Office building (halls only) is already decked out in its new spring outfit. Paint Gang Foreman JOHN L. RAINER and his crew were here a few weeks ago, paint and paint brushes in hand, redoing the ceilings in cream and the walls in tropic green.

Suggested theme songs for some of our personnel should they ever reach Broadway:

"My Blue Heaven"—No. 1 on the IRWIN's Hit Parade. Chief Clerk Dan has been humming "just Annie and me, and baby (Cheryl Anne, borne February 1, six pounds 11 ounces) makes three."

"Give Me Five Minutes More"—tapped out daily by PBX-Typist MARIAN SELDERS on ver very busy job.

"The Turntable Song"—says "the music goes 'round and 'round and never stops." But CHARLIE HARPER, assistant file clerk, sings it this way: "the mail goes 'round and 'round and oh, how I wish it would stop."

"K-K-K-Katie" is a catchy tune, but she didn't catch GORDON SWITZER, assistant division engineer, when he was on the Tunnel 9 job recently.

"There'll Be a Hot Time in the Old Town Tonight" you can bet, if Assistant Accountant MILDRED WINGATE's oven dares burn her again while she is baking.

Birthday Greetings to:

W. R. ANDERSON, SN chief clerk, March 2.

M. E. GRAHAM, assistant chief clerk, March 12.

J. A. ANDERSON, discharge check clerk, March 16.

J. E. TAYLOR, ICC Clerk, March 16.

LAVERNE WILLIAMS, file clerk, March 25.

W. D. KLABO, assistant engineer, March 25.

Thought for the Day: "It's an ill wind that blows nobody some good."

LOS ANGELES

Frank Sell

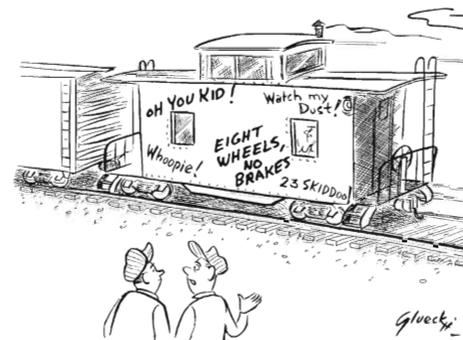
Most of the Los Angeles office turned out on January 16 to attend a dinner dance held at the Altadena Town and Country Club to see their co-worker BILL COOK installed as President of the Citrus Belt Traffic Club. Bill was formerly second vice-president of this organization and to make sure his installation as president would be an outstanding affair—he had charge of all the arrangements for the party. According to those in attendance the party was a great success.

Among the visitors to this outstanding territory this month were CHUCK FAYE, R. L. GOHMERT, FRANK STEEL, KEN STONEY, from San Francisco, and JIM WARREN and his wife from Chicago. Los Angeles turned on its brightest sunshine for this group attending the United Fresh Fruit and Vegetable Convention at the Statler Hotel, with temperatures in the eighties! Jim Warren came into the office in his shirt sleeves one day wiping his brow—so we think he is now convinced (along with the other Easterners) that you

don't need an overcoat when coming to California.

Los Angeles office new steno, ANN OSDOBA (a smart gal who transferred from San Francisco) is now completely sold on the City of Angels. She is now a member in good standing with the L. A. Chamber of Commerce and says she now realizes she wasn't living until she came to Sunny Southern California.

ED MILLFELT says he is anxiously awaiting another session of PROFESSOR NOLAN's charm school. Personally, we can't think of anyone who needs it more.



"Wonder if he'll ever get a new caboose with that approach?"

WENDOVER

Shirley Lee

Several new faces around lately we'd like to bid welcome to. M. L. KIZER, new assistant roadmaster; R. J. MOUNKES, new 4th sub-division roadmaster; F. P. MOORE and L. E. HUNBLE, new switchmen, Wendover yard; and MARY FITZGERALD, snack bar, WP Hotel.

Our sincere sympathy to Telegrapher FRANCES DORSEY and her daughter in the loss of Frances' father who passed away early in January in Houston, Texas.

We're happy to report that little Danny Olson, infant son of Switchman **GEORGE M. OLSON** and wife, Gloria, is home from the hospital and doing fine after undergoing surgery in a Salt Lake hospital recently. Also back on the job after being on the sick list several days is Lineman **TOM SHEA**.

Seems brakeman **JIMMY GAMBLE** and Engineer **JOHNNY BROWN** had a big bet about the completion date of TCS into Salt Lake City. Understand Jimmy won all the money, but all Johnny has to say is that will have to be one of his bad debts.

Nearly every day you can see a new television aerial being installed on top of some house in Wendover. The **TOM GARFIELDS**, **HERB WORTHYS**, **TONY MARTINEZ** and **JOE AIELLAS** all have sets and everyone says the reception is fine.

We have enjoyed two or three visits with retired Engineer **PERCY HEWITT**, telling us stories of the early days on the WP, and also when he was an engineer on the old Deep Creek Railroad, which ran from Wendover to Gold Hill, Utah, when Gold Hill was a booming mining town.

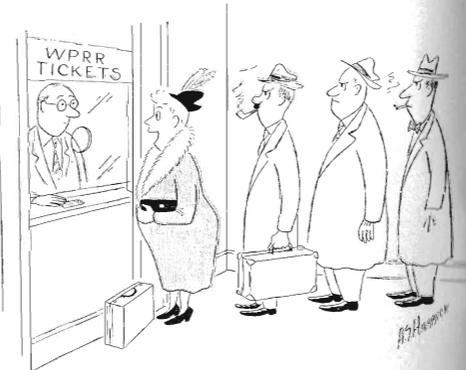
NEW YORK

Alan Hudson

Fifty years old . . . half a century. By one perspective, almost a millenium; by another, a fleeting moment. Not quite the span of a full human life, yet the ancient Israelites, and the Orientals, didn't feel a man had really attained manhood until he was a quinquagenarian (WOW!). So, if there ever was any doubt on the part of our brother railroads that the **WESTERN PACIFIC HAD ARRIVED**, let them now step aside and make room for the youthful, vigorous, yet now mature WP quin-

quagenarian in the Hall of Fame of America's transportation greats. And from all of us within the family, **MANY HAPPY RETURNS OF THE DAY!** It's a nice feeling to be a part of your story.

Our recent acquisitions, **FRANK MASSI** and **BOB MORACE**, have lost no time in furthering their traffic knowledge outside of work hours, the former by enrolling for courses at NYC and the latter undertaking the classes at the Academy of Advanced Traffic. Perhaps one day we'll have another practitioner or two, to join our **RAY GREVE** and **JOHN PEGNIM**.



"I'd like one ticket to Winnemucca. That's where my sister Penelope lives. She makes the most delicious bread pudding. She takes one tablespoon of sugar and . . ."

The rigors of New York's winter (**FRANK SELL** please note the admission), were braved recently both by **MR. WHITMAN**, and simultaneously by **MR. PAUL ELIEL**, management consultant, of San Francisco. We were also looking forward to seeing **HYLAND HINMAN** of Oakland again, but were disappointed since Mr. Hinman's program became overloaded while here.

The announcement in the December

MILEPOSTS that the Lionel Corporation had started making WP compartmentizer car models, started something in our office when **JOHN STILL** and **JOHNNY PEGNIM** each purchased one. Most of the rest of us soon followed suit and, coupled behind **PERL WHITE**'s model WP Diesel 801, we could have a little **CFS No. 1** of our own, if we could get the highball from someone in **MR. MUNSON**'s department.

SACRAMENTO STORE

Irene Burton

We have thirteen employees still on the payroll each with over twenty years of service, almost half of Western Pacific's young life. Congratulations to **G. H. BAKER**, **E. E. CHRISTIAN**, **M. D. COUGHLIN**, **R. E. DANIELSON**, **R. E. FALQUST**, **J. H. FRICK**, **H. C. HUFFMAN**, **A. S. KASPER**, **J. L. LEE**, **H. J. MADISON**, **C. H. MARCHAND**, **J. C. MARCHAND**, and **H. E. MESSER**.

HENRY MADISON tells of an incident that happened in the early Twenties. **THEN:** There was an electrician working here who every noon took a piece of sheet metal that had been cut to correct proportions, and his blow torch, and cooked himself a steak. **NOW:** What is a steak?

B. F. IDDINGS, retired price clerk, and his wife celebrated their Golden Wedding Anniversary the first of February. The Store Department all join in extending their very best and hope they have many more years of married happiness.

J. A. MCHENRY returned to work after a seige of illness.

AL VIZINA dropped in to say hello while on vacation for a visit with his sons, Norman and Roy.

ERIC BORG has returned from Elko

where he relieved Al while on vacation. He found the weather nice and no snow.

CHARLES REID and family motored to Oklahoma, his former home, for their vacation. Charles took the southern route, and a card from him on the homeward trip told of a grand trip and wonderful weather.

We have been extending our best wishes to **JOSE CHAVEZ** for a speedy recovery. But to date he has been unable to enter the hospital for surgery because of crowded conditions.

LEE WILLIS' little daughter, Carol Lee, has been sick with the flu, and **LAVON ROBINSON**'s daughter, Flavia, is entering the hospital for another operation on her eye. She is a real trouper, as this is her second operation and she may still have to have one more.

Now we understand why we have such . . . weather around Sacramento during the winter months. Los Angeles sends all their fog and what have you up to these parts. You can't keep us down too long, though, as we have a cherry tree in the yard near the office bursting in full bloom! And this is just February.

We are in the throes of organizing a chapter of the *Railway Business Women's Association* here in Sacramento. Through the efforts of **MARCELLA KAHL**, Sacramento Shops, and **VIRGINIA GIBBS** of the Southern Pacific here, our first gathering was a dinner meeting for WP, SN and SP women employees. **GERTRUDE SHOUT**, purchasing department, and Pacific Coast organizer, was with us to get us started on our way.

* * *

For every woman who makes a fool out of some man . . . there's another who makes a man out of some fool.



This picture of the old San Jose passenger depot building was taken from the album of Agent G. D. Keyes' father. After discontinuance of passenger service on the San Jose Branch it was used for various purposes, including housing of section crews, and finally succumbed to the wrecker's axe, along with its rose garden, in January, 1952. Nothing whatever remains of it today.

SAN JOSE

Charles H. Myers

Western Pacific was eighteen years old when she branched out a line to San Jose from her main line near Niles. Construction commenced in 1917 by George Ballantyne, of San Jose, was interrupted in 1918 by World War I, resumed in 1919 and completed in 1921. First general agent was J. Q. PATTON, who served from 1912 until 1918 when he declined to go to the San Francisco agent's office to work during the period of Federal control of the railroads under William G. McAdoo. The first traffic office was in the Twohy Building on First Street, and freight service was established in November, 1921. The freight depot was opened at 27th and East Santa Clara streets by Agent C. C. KEYES, later joined by his son, GEORGE D. KEYES, present agent.

The present West San Jose freight depot opened on May 1, 1922, and the opening celebration was arranged by General Agent W. G. CURTISS, now assistant freight traffic manager, Agent Keyes and his son, George, who by then had been promoted to assistant agent.

The year 1924 found the traffic office at 207 South First Street in the Montgomery Hotel building, with the following force: W. G. CURTISS, general agent; P. R. TOBIN, traveling freight and passenger agent; R. B. CHRISTENSON, city freight and passenger agent; C. A. CAMERON, chief clerk; and CARL NIPPER, stenographer.

The traffic office moved to 40 West San Carlos Street in October, 1926, the site of its present location, and will again move to a new location at 790 The Alameda as soon as the site can be

prepared for construction of the new frame-stucco building.

STOCKTON

Virginia Rustan

We extend our best wishes to WESLEY JOHNSON, porter at the Stockton passenger station, who has retired from service because of an eye condition.

Good luck to Jimmy Hale, step-son of DOC HENSLEY, baggage clerk, who recently entered the Armed Forces.

We're happy to learn that JERRY McCAULEY's wife is greatly improved from her illness.

The Port of Stockton celebrated its twentieth anniversary on February 3. Western Pacific took part in the ceremonies and had on display for public inspection our new compartmentizer cars, the *Charles O. Sweetwood* blood donor car, and other equipment.

OROVILLE

Helen Small

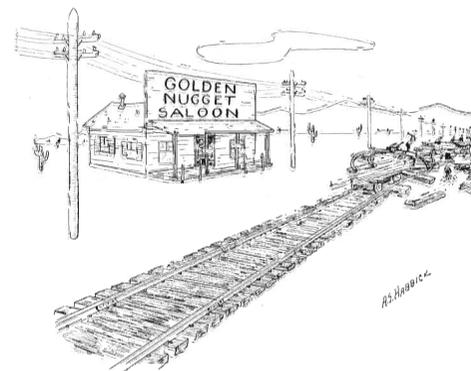
More than 150 members of the Oroville WP Amusement Club met for dinner and dancing in El Medio Hall. Following the dinner vocal selections were sung by Margaret, John, Mary Ellen, Norma Jean and Norman Kell, children of Carmen H. B. KELL and wife. They were accompanied on a piano accordion by Jack Orr, leader of the orchestra. Committee members were TOM FILSON, baggageman-caller; J. E. DICK, R. S. PATTISON, carmen; and W. W. LANG, agent.

PAUL JENNER completed examinations for promotion of firemen and engineers last month and then left with the examination car for Portola, next stop.

Our sympathy is extended to I. T. ESLINGER, assistant superintendent, sig-

nal department, and his wife, in the loss of Mrs. Eslinger's mother, Mrs. Lydia Polhemus, in Canton, Ohio, at the age of 82. Mrs. Polhemus is survived by three sons and two daughters, and will be remembered by many here as she made her home in Oroville for some time.

F. J. COLEMAN has been made round-house foreman, three to eleven p. m. shift, and F. C. MOHATT is now foreman on the eleven p. m. to three a. m. shift. Congratulations!



Twelve district special agents and claim agents and special agent claim adjusters were present at a staff meeting held in E. L. McCANN's office. W. F. Boebert and E. H. CARLTON were also on hand from San Francisco.

Mrs. Mary Mason, of Quincy, celebrated her 85th birthday in January at a family party given by her daughter and son-in-law, Brakeman JAMES WHITE.

A new 478,600-gallon diesel fuel storage tank has been installed at the roundhouse, replacing the old 20,000-gallon tank.

Switchman C. E. McCARTY was mar-

(Continued on Page 41)

IN THE GOOD OLD DAYS



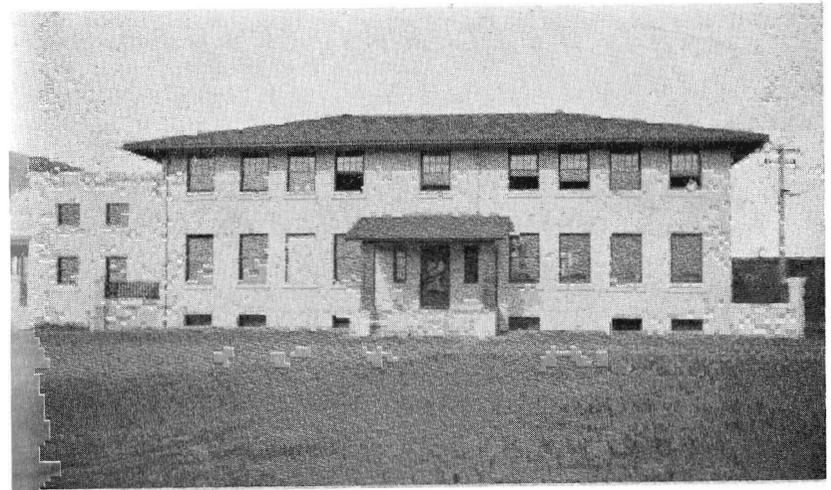
A former unidentified employee took this picture on June 17, 1936, in front of the office at Sacramento Shops, which was sent in by Irene Burton.

From left to right, top: E. E. Gleason, Roy Falquist, *Art Stai, J. Bingham, *Sigrid Frick, Joe Marchand, Marshall Brown, Charles Marchand, Peter Del Moro, *John Berg.

Second row: H. O'Kelly, *Lloyd Wilcox, Martin Coughlin, Louis Sena, B. W. Jones, G. W. Baker, and *Frank Stack.

Bottom row: Fred Iddings, *Tom Showler, J. H. Frick, H. J. Madison and Louis Del Moro.

* Indicates those who have since passed on.



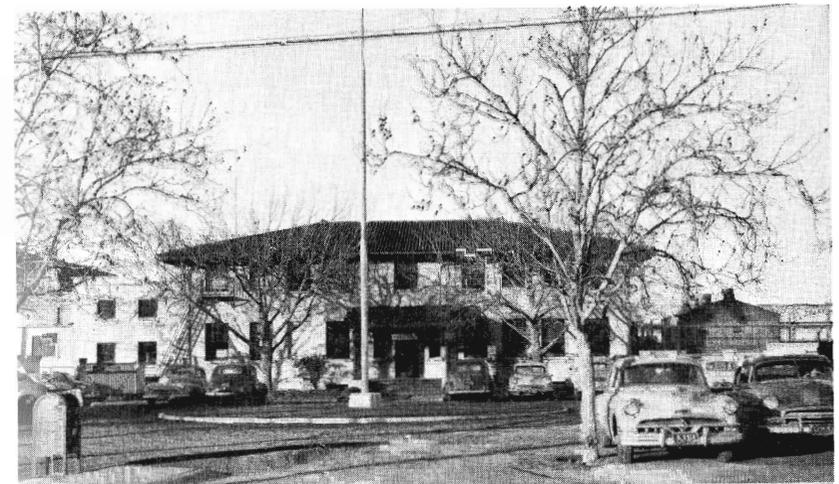
Office building at Sacramento Shops. Upper photo taken by M. B. Brown in 1914. Photo below taken by H. A. O'Rullian in January, 1953.

These two pictures of the office building at Sacramento Shops were sent in by Norma Joseph, Mechanical Department.

Upper photo was taken by M. B. Brown in 1914.

Photo below was taken by H. A. O'Rullian in January, 1953.

The lawn, trees and shrubs were planted by E. E. Gleason, chief mechanical officer, M. W. Brown, chief draftsman, and John W. Bingham, A.F.E. Accountant.

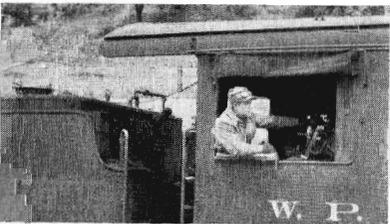




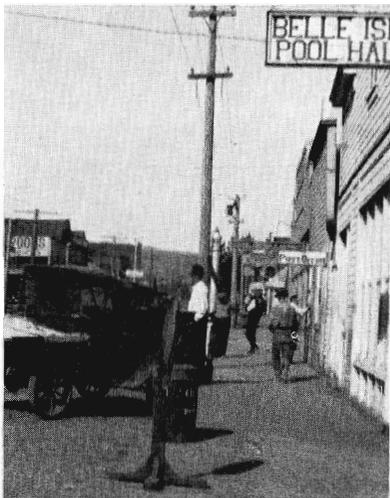
Jack Wragg, traveling accountant, brought in this old photo of Western Pacific employees taken at Elko along about 1924 or 1925. Can anyone identify all those in the picture? If so, the Editor would appreciate receiving the information.



Johnsville-Mohawk-Blairsdens stage about 1918.



The Feather River Canyon was the location for many old-time movies, like this one in which Monte Blue took a leading role.



"Main Street" of Portola, taken in 1920 by Carl Kath, now manager-wire chief of the telegraph department.

(Continued from Page 37)

ried in Salt Lake City on February 6 to Georgia Shuman, of Anderson, Indiana. They will make their home in Oroville.

Many of our employees are on the sick list: Lineman F. O. HARVEY for examination and treatment; Engineer A. W. FULLER for surgery; Clerk W. M. FOSDICK for surgery; Retired Conductor NEAL CAMPBELL and Fireman W. E. WALLIS for medical check-ups; Mrs. METTIE GILBERT, flu attack; Mrs. Ernest Cross, wife of pipefitter ERNIE, and Fireman RAY GRUMMETT, from injuries in an auto accident.

Diesel Foreman W. F. STEVENS has been seen sporting a new Chevrolet.

Diesel Supervisor JOHN FLYNN reports his son, Charles, returned from duties in Korea and has been discharged from service at Fort Ord.

Agent W. W. LANG's son, Roddy, is now en route home from Korea and expects a discharge soon.

HELEN R. SMALL, trainmaster's clerk, had as guests during January her daughter-in-law, Mrs. H. B. Rogers and little daughter, Beverly, from Moline, Illinois.

The Oroville Western Pacific bowling team finished as winners in the first half of the league competition with 48 wins and 20 losses. They are now nine games ahead of their nearest rival.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Bob Holm, Mary Nichols, Maurice Notter, Carl Rath, Bill Royal, Dudley Thickers, Frank Tufo.

A. A. "Gus" KRAMM, assistant engineer, will very soon have completed his 45th year of service with Western Pacific, having begun employment in 1908 as a stakeman when rail was being

laid to Stockton. He is the only person of the original group a present actively connected with Western Pacific. He still looks like a young man, strong, ruddy, healthy and vigorous and his only drawback is his modesty. Gus can relate story after story about the railroad, having walked over practically the entire line at one time or another,



"Wish my wife was here—she'd know what to do!"

but it's like "pulling teeth" to get a story about Gus.

DUDLEY THICKENS, traffic department, announced his engagement to Louise Odell, of Lafayette. The couple expect to be married in May and to make their home in Contra Costa County.

RITA CONNOLLY, transportation, and GERTRUDE SHOUT, purchasing, made a trip to Sacramento on January 30 to organize a Railway Business Women's Association there, installing MARCELLA KAHL, Sacramento Shops, as president. Gertrude was appointed West Coast representative of the Membership Committee of the National Association in June of last year at the annual convention in Colorado Springs.

If anyone has any question as to the meaning of the word "enthusiasm," check with BARBARA JOHNSTON, personnel.

Since the new office additions to I. M. FERGUSON's office, anyone wishing to step into his office is requested to remove their shoes before entering.

W. A. TUSSEY, assistant supervisor of labor relations, returned from a ten-day trip to Chicago recently and found his desk piled high.

FRANK RAUWOLF, coordinator employee activities, and AL HOCTOR, passenger department, both made the deadline, becoming proud fathers of male dependents on December 31.

INEZ DOUCETTE, reservation bureau, returned from an emergency trip home to Canada. Understand her father was seriously ill but is now on the road to recovery.

EARL S. BENTZ, head traveling auditor, had a transitory stroke on January 20 and has been confined to his home. We wish him a very speedy recovery and early return to work.

Weighing all of six pounds and fifteen ounces, little Patricia Ann Turner made her debut into the world on February 5, much to the delight of proud father GERALD TURNER, freight traffic, and happy mother, DORIS, on leave of absence from the telegraph department.

Wedding bells will be ringing this year for ELLEN YOUNG and HAROLD HAMILTON, both freight traffic department, and for REGINALD DUNKLEY, also freight traffic.

A hearty welcome to JANE RODDICK, LORRAINE LANGSTON and BETTY HENRIOTT, all new members of the freight traffic department.

Understand LEO POPE, freight traffic,

hasn't been able to convince any fish so far this year that they should take a nibble at his bait.

SALT LAKE CITY

Lee Marshall
Chas. W. Owen

We wonder what some of the old-timers would think of the "Wobbly" now if they could make a few trips over the old road bed? With the completion of T.C.S. into Pollard Junction and the new rail laid from Milepost 928 to Milepost 890, we have quite a "pike." Even the boys on the U.P. are casting envious looks our way as we sail by. Have heard some complaints from the rear brakemen; seems they are developing bay windows from lack of exercise, the engineers can't make them run for the caboose any more.

Speaking of old-timers, I saw retired Conductor C. E. RENNER gliding down the street in a shiny new Buick. Didn't get a chance to talk to him, but he looked mighty happy.

Talked to retired Conductor JOE STUART. He seems to get younger every year. He said he has escaped the flu this year, but can remember a bad case he had in 1918!

LEON HENDERSON, retired car foreman, seems to be enjoying himself these days and claims he didn't realize there were so many things to enjoy in life.

JOHN NAYLOR, agent at Burmester, took his vacation in January to get out of some bad weather, but much to his surprise it has been June in January around this neck of the woods.

Conductor HANS LARSEN is back on the job after being laid up for several weeks due to a pretty bad shaking up in the caboose. Seems some "joker" left



"Just like the Kremlin says, Sonomovitch, they ARE putting gun blisters on their trains."

his car parked on the track at Pollard Junction and in the ensuing stop, Hans found himself on the floor. Maybe the WP should install parking meters?

GENE BEITEL, flagman on the Tooele Valley local, is up and around again after a bout with the flu germ. Seems to be a lot of it going around.

Wonder what Conductor W. C. THOMPSON is up to now? Anyone giving up a job as flagman on the *California Zephyr* to go to work on a work train must have something up his sleeve.

Conductor J. W. "WOODY" DANIELS has just returned from Montana where his father is seriously ill. Hope he is well on the way to recovery, Woody!

Brakeman JOHN McLAUGHLIN bid in

a job on the work train. Seems to think he will have more time to spend with his family. We wonder!

If you notice a far-away look in Brakeman D. C. ANDERSON's eyes, it's because he has "new car fever." The auto dealers have been getting quite a going over lately. Better decide pretty soon, Dee, before you wear out all your shoes.

Fireman RALPH AIELLO doesn't seem very happy about being back on freight after being on the head end of the *California Zephyr* so long—and that's understandable.

S. C. WILSON is back to his first love, brakeman on the famous streamliner.

We're going to miss the cheerful face

of brakeman FITZGERALD TURVILLE, who has moved back to Elko.

Condolences to Conductors RAY and SPENCE THOMAS on the recent death of their sister in San Francisco.

Signal Supervisor RALPH HILLMAN now has his headquarters in Salt Lake City and we wish you the best of luck, Ralph.

RICHARD MOUNKES has taken over the duties as Roadmaster on the Fourth Subdivision. His wife and two sons accompanied him from Keddie. It is their first try at living in a large city, but they seem to be taking it in stride.

We were grieved to hear of the death of retired Conductor JAMES W. SMITH recently at St. Mark's Hospital.

An enlightening and interesting conversation took place at the zoo one day when mama Gnu walked up to papa Gnu and said: "I've got Gnus for you."

* * *

*With graceful feet a maiden sweet
Was tripping the light fantastic.
She suddenly tore for the ladies' room—
Betrayed by a cheap elastic.*

* * *

This one from Art Lund, ATM, Chicago:
WHAT'LL IT BE, PODNER?

If you cannot refrain from drinking, start a saloon in your own home. Be the only customer and you will not have to buy a license. Give your wife \$12 to buy a gallon of whiskey. There are 128 snorts in a gallon. Buy all your drinks from your wife at 40 cents a snort and in four days, when the gallon is gone, your wife will have \$39.20 to put in the bank and she will have \$12 to start up in business again. If you live ten years and continue to buy all your booze from your wife and then die with the snakes in your boots, your widow will have \$35,750.40 on deposit, enough to bury you respectfully, bring up your children, buy a house and lot, marry a decent man and forget she ever knew you.

* * *

"What's that on your face?" queried the wife, eyeing an ugly red smear.

"Blood, I guess, dear. I had a nasty accident on the way home."

"What a relief!" said the wife. "For a moment I was worried—thought it was lipstick."

What's Buzzin', Cousin?

Things were really buzzing on the station platform at Oroville on February 2 when the westbound *California Zephyr* pulled to a stop. Passengers who had been aboard the sleek passenger train since leaving Chicago—by then more or less accustomed to the usual hustle and bustle created by the streamliner's arrival—were soon attracted to something unusual. This stop was different. Noses were soon pushed against the window panes for a better look, and those who had been enjoying the breath-taking scenery from the vista-domes above the train made the most of their opportunity to view happenings on the paved platform below.

Most of the action seemed to be centered around the forward end of the train, and as the suspense was reaching a climax, someone remarked: "29 million passengers getting on here."

The train had barely got under way again when the conductor, the Zephyrette, brakemen and other train crew members were bombarded with questions. The answer was simple.

One Paul Harris, of 2340 Quincy Road, Oroville, had caused all the excitement. He alone was responsible for the 29,000,000 passengers, consigned to G. C. Quick of 367 E. Virginia Street, Phoenix, Arizona. The passengers, all ladybugs picked up in pine cones in the Feather River country and now occupying 80 large cases, were going forward via Railway Express to Phoenix, where they are badly needed to destroy an overabundance of aphids.

Said Harris, "that's a long flight for ladybugs, and anyway, train travel is a lot safer than flying."



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

cific 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 wel-

come 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 actress wife and children, was aboard on a tour of inspection. The multimillionaire railroad magnate made a hit with the "rails" when he took part

in an impromptu baseball game at Portola.

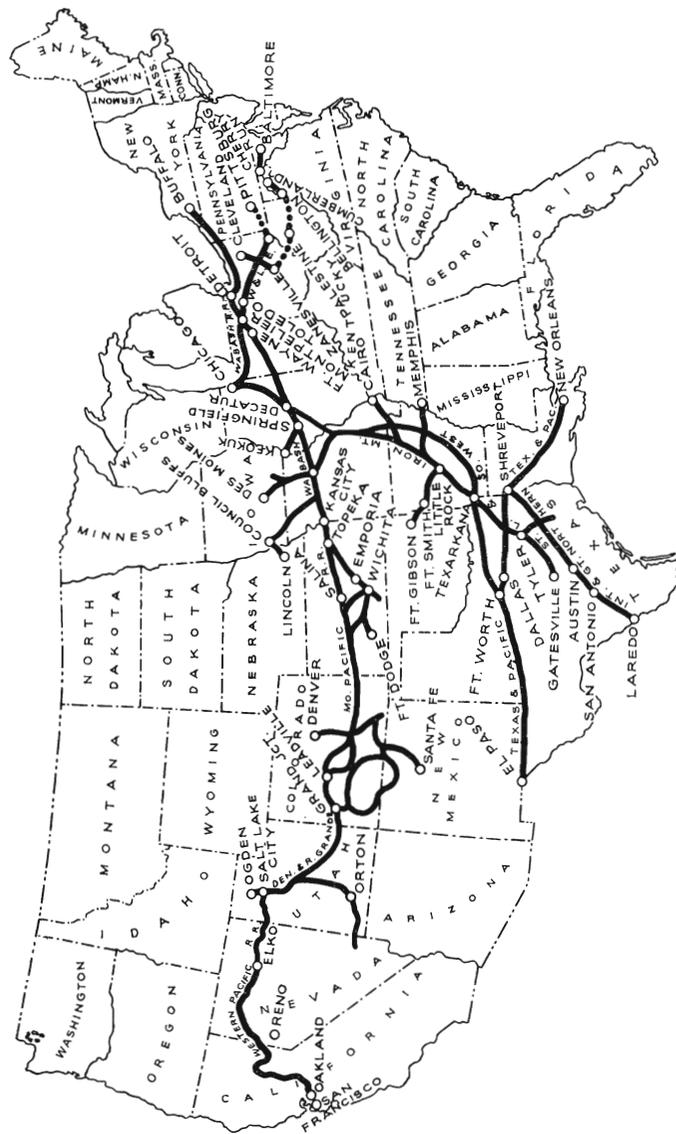
THE COST ESTIMATES WERE MUCH TOO LOW

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 lines, and third vice-president of the Northern Pacific. T. M. Schumacher, vice-presi-



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

dent 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



the 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.

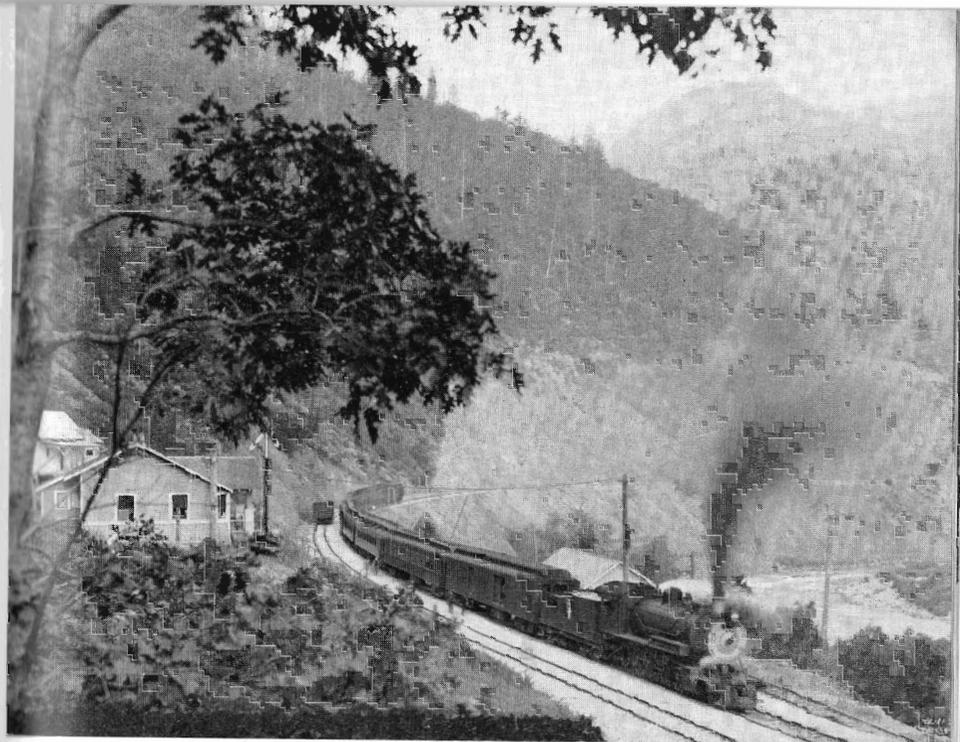
However, they did their best. Almost at once, they succeeded in signing advantageous traffic agreements with the Santa Fe and the Pacific Coast Steamship Company. They pioneered steam road interchange with the new electric interurbans. A secret agreement, made March 26, 1906, by Jeffery with Toyo Kisen 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 Sys-

tem. 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 106 hours, 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 station 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 Grand 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



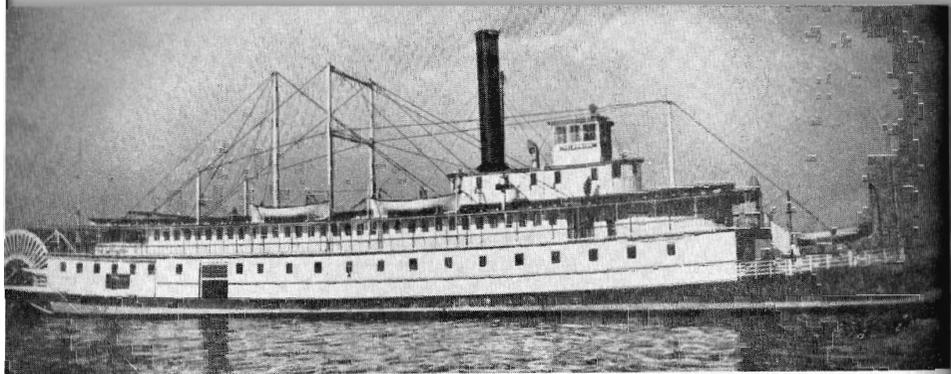
The "Panama-Pacific Express" stops at Belden in the Feather River Canyon in 1914.

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.

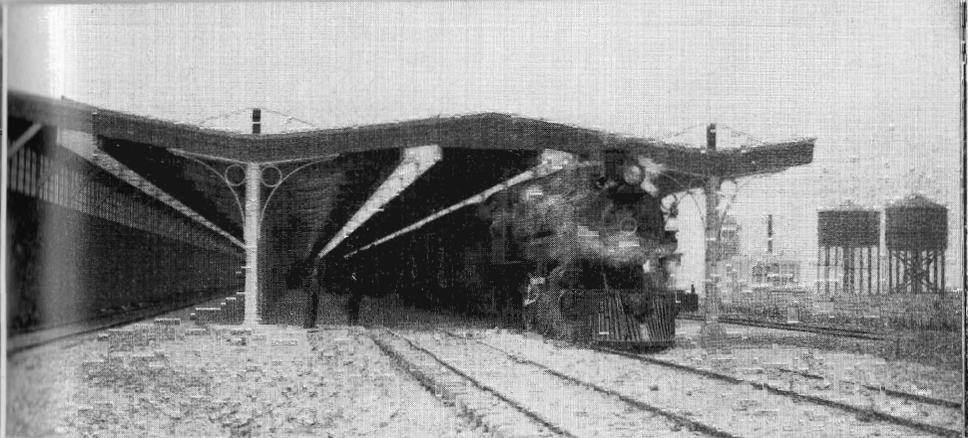
The Gould empire was crumbling. In the East the Wabash Pittsburgh Terminal project had bankrupted the Wabash in similar fashion to the Rio Grande's downfall. George Gould had been forced out of active control of the great railway system. And, what-

ever 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, 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.



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 is still operating 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.

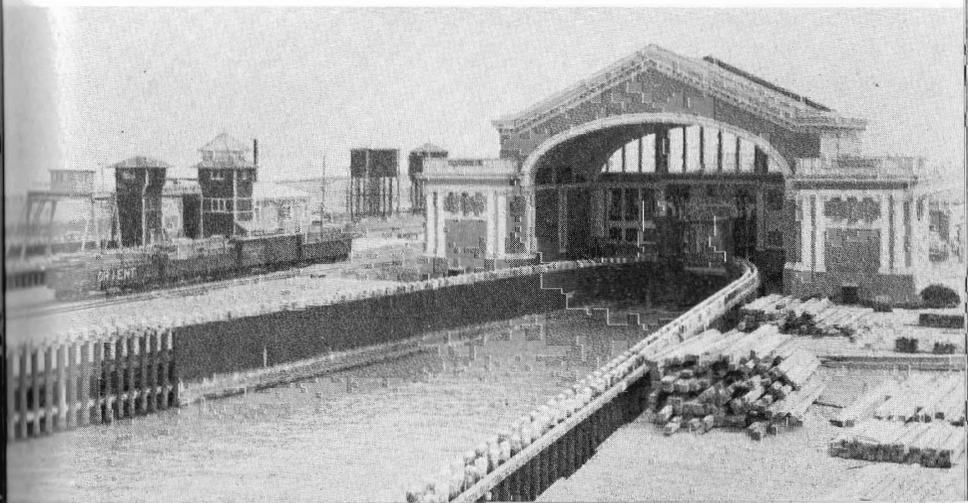
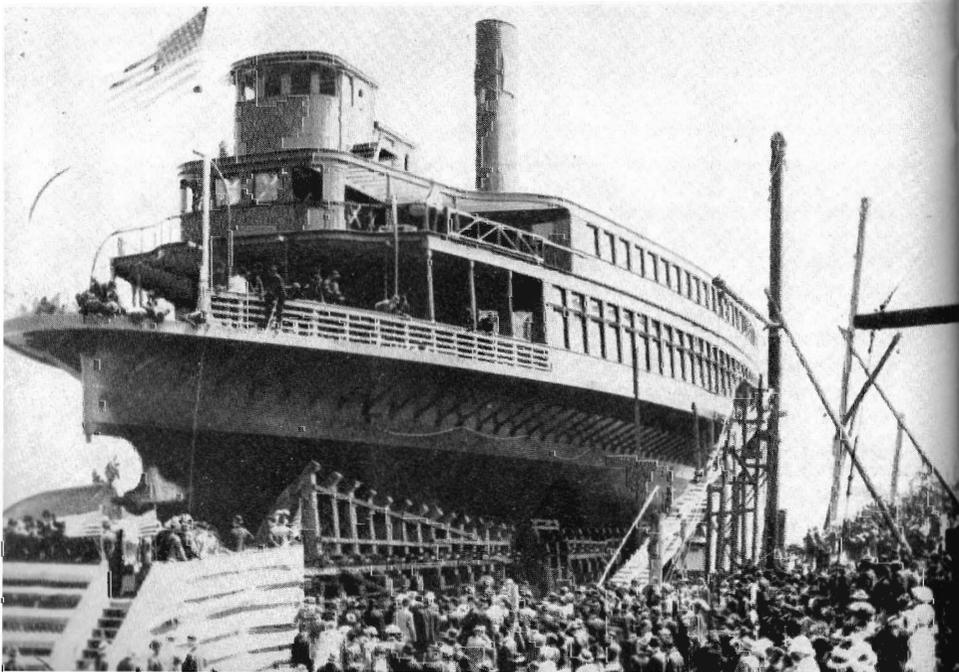
REORGANIZATION

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 Com-

pany, 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

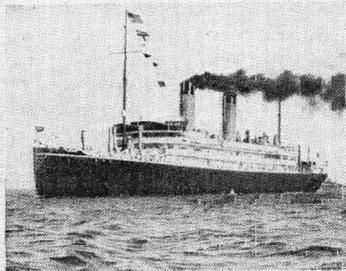
Western Pacific Mole, Oakland



SAN FRANCISCO SCENIC ROUTE

Toyo Kisen Kaisha
(Oriental S. S. Co.)
Western Pacific Railway
Denver & Rio Grande Railroad

THE SEMI-TROPICAL ROUTE
ACROSS THE PACIFIC
VIA HONOLULU



THE CHIYO MARU

C. LACY GOODRICH
GENERAL ORIENTAL AGENT
17 Water Street King's Building
YOKOHAMA HONGKONG

Early Western Pacific folders. Above: Showing joint route with Toyo Kisen Kaisha and Rio Grande for distribution in the Orient. Right: This pamphlet for prospective home-seekers in the West shows the first WP insignie.

1,000,000 ACRES Awaiting Settlers!

See List of Lands For Sale Herein

Round-Trip Homeseekers' Fares

TO
Nevada and California
For Settlers



The
Feather River Route

First and Third Tuesdays
November, 1912 to December, 1913
Inclusive

E. L. LOMAX J. G. LOWE
Passenger Traffic Manager District Passenger Agent
San Francisco



Motor car trip for photographers and writers from Los Angeles to photograph Canyon scenery for advertising purposes. Trainmaster George Hamilton and E. B. Allison, motor car operator, accompanied them.

* * *

Advertisement in San Francisco Bulletin, June 27, 1911.

NEVER BEFORE SUCH SCENERY BY ONE LINE "ATLANTIC COAST MAIL"

WESTERN PACIFIC
DENVER & RIO GRANDE
ROCK ISLAND LINES

Daily
SAN FRANCISCO TO CHICAGO
Via
SALT LAKE CITY and DENVER

Through Standard Sleepers
Through Tourist Sleepers
Dining Cars—Observation Cars
Electric Lights—Electric
Fares—Union Depots

THROUGH THE FEATHER RIVER CANYON and the ROYAL GORGE

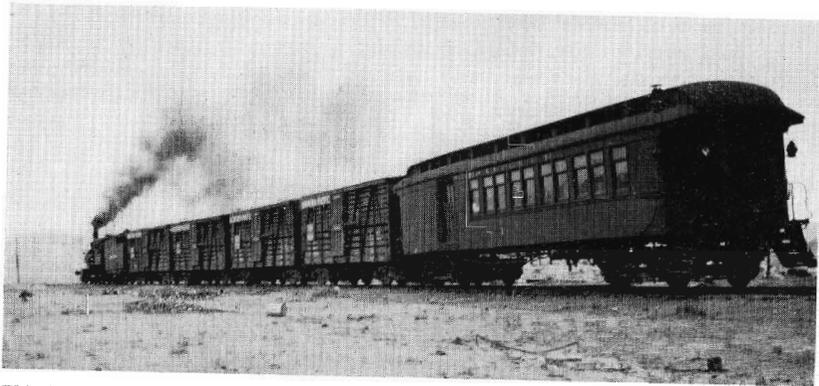
TICKET OFFICES

665 MARKET ST. Palace Hotel Phone Sutter 1651
Market St. Ferry Depot Phone Kearny 4616
1188 BROADWAY Oakland Phone Oakland 5332
Rock Island 662 Market St. Phone Kearny 4378

hopefully kept alive many interesting projects that had been offered. One such was an entrance into Los Angeles through the Malibu Rancho and Santa Monica. Another was a network of interurban lines to cover Oakland, Alameda and Berkeley, which the present WP management can be thankful was never built.

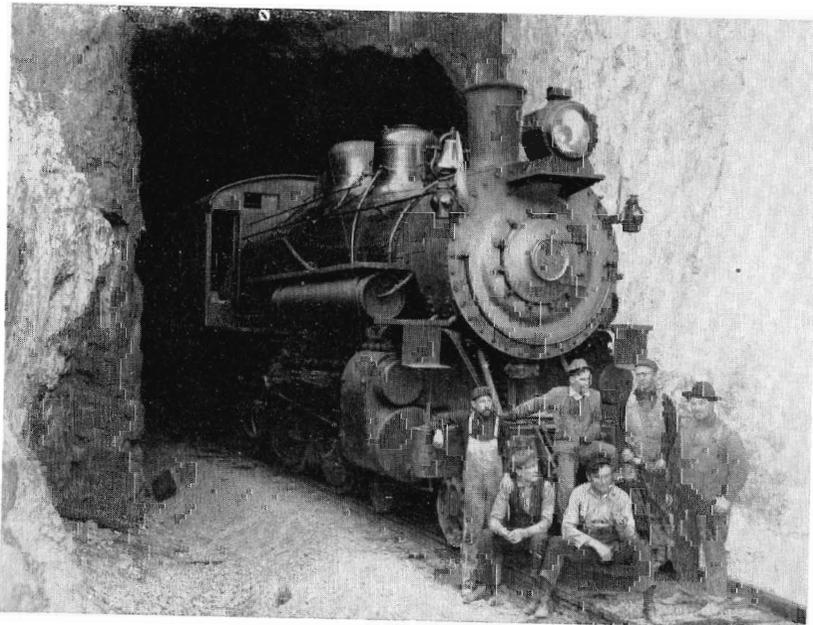
As a result of Kendrick's studies a 75 per cent interest in the Tidewater Southern Railway between Stockton and Turlock was acquired in March, 1917, the Nevada-California-Oregon narrow-gauge line between Reno and the WP main line purchased the following May and standard gauged, and construction of a San Jose branch begun. Several other existing short lines and projects for branches were looked on with favor, but it was not possible to do everything at once. Kendrick made one poor guess when he stated in his report that: "the Oakland, Antioch and Eastern can be of no possible use to the Western Pacific." That line, now a part of WP's subsidiary, the Sacramento Northern, handles steel shipments to and from Columbia Steel at Pittsburg, a very lucrative business.

Five heavy articulated mallet locomotives, Nos. 201-205, were ordered from American to work in the Canyon. They were 2-6-6-2's of 80,000 pounds tractive effort. A comprehensive program of building and purchasing freight and passenger cars was also undertaken. This was extremely necessary as under the old regime most of the rolling stock had been leased from the Rio Grande. The old Company had actually owned only two box cars, both of which had been foreign cars forcibly purchased after wrecks.



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.



UNCLE SAM TAKES OVER

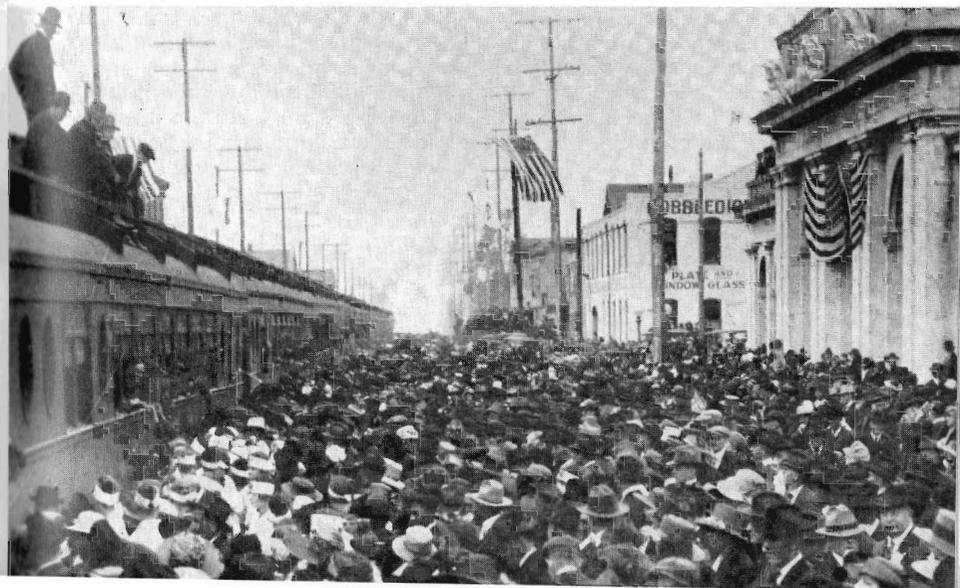
On December 28, 1917, with the United States several months a belligerent in the European War, President Woodrow Wilson seized control of the nation's railroads. The United States Railroad Administration was set up by Congress, headed by William Gibbs McAdoo, Wilson's son-in-law. On July 1, 1918, McAdoo appointed William R. Scott, vice-president of Southern Pacific, to manage that system as well as the Santa Fe Coast 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

A crowd delirious with joy mobbed Third and Washington when Oakland's own 159th returned from World War I. 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.

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

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.

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 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 re-



newed 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 residences 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 (formerly Oakland, Antioch and Eastern) between 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-



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.

side with a single charge, a deep cut was substituted. Fifty tons of black powder and two tons of dynamite lifted a sidehill 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 continuation 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. After the impact of war, traffic was felt. Furthermore, three 5,400 hp. diesel-electric road freight locomotives were ordered in 1942 and received the following year. These three engines were operated 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.

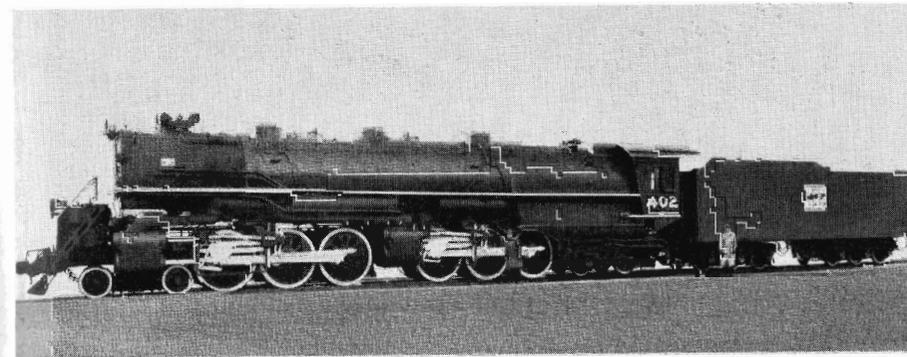
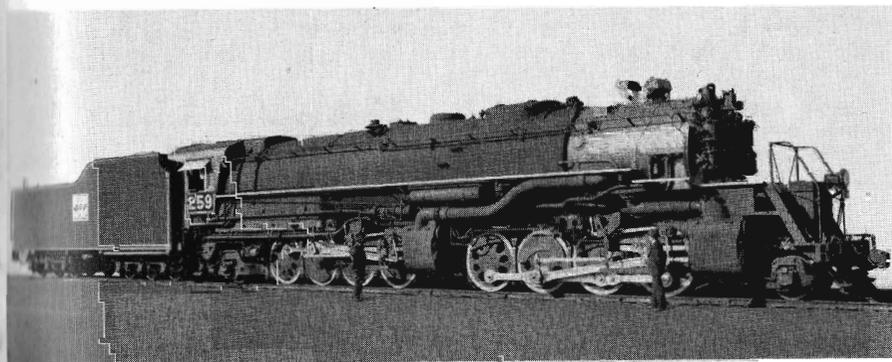
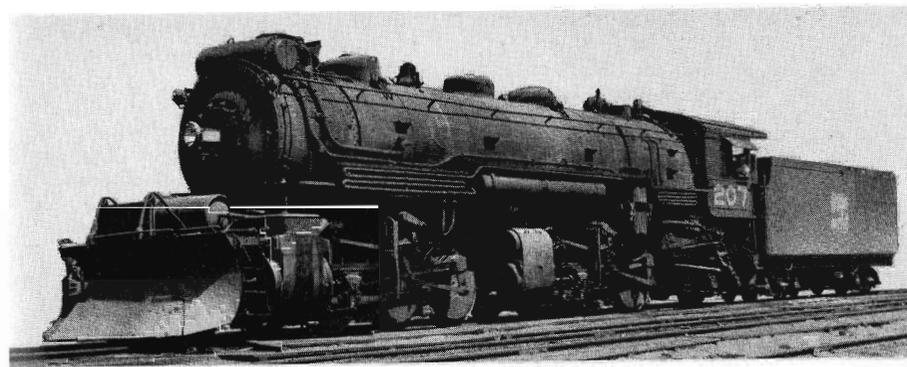
Daily engine utilization had to be materially increased, and was. Yard facilities were enlarged. And in the Canyon, which otherwise would almost certainly have developed



into an operating 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 \$20 million, while regular dividends were 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



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.

started that would prove the firm foundation of the railroad's future—dieseli- zation, 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 service.

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 dieseliized, 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 yard-masters 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 equipment. 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

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.

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 owner 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!

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. B. Post, Vernon Sappers, H. O. Williams and INS Photo.

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



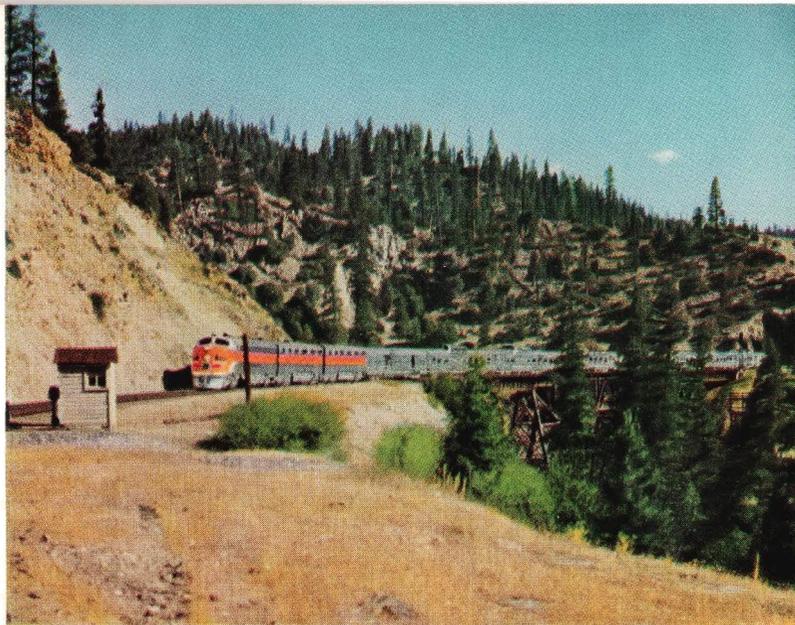
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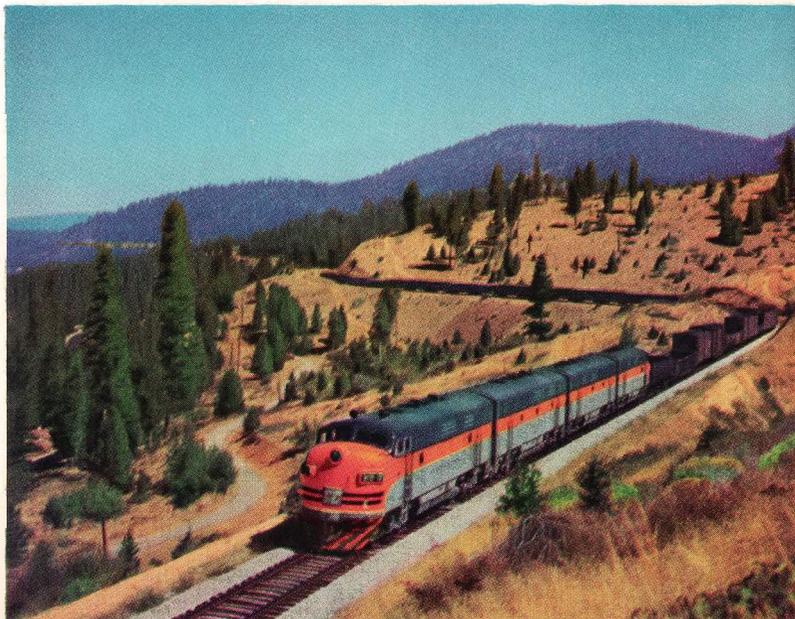
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Western Pacific Mileposts

March 3, 1903 . . . Organization of Western Pacific Railway.

. . .

January 2, 1906 . . . Driving of the first spike at Oakland.

. . .

November 1, 1909 . . . Driving of the last spike at Spanish Creek bridge.

. . .

August 22, 1910 . . . Inauguration of through passenger service.

. . .

June 16, 1916 . . . Incorporation of The Western Pacific Railroad Co.

. . .

February 3, 1918 . . . Completion of Reno Branch.

. . .

September 1, 1921 . . . Completion of San Jose Branch.

. . .

November 10, 1931 . . . Driving of the Gold Spike at Bieber.

. . .

September 26, 1939 . . . First diesel operation.

. . .

March 20, 1949 . . . Inauguration of California Zephyr.

. . .

September 15, 1950 . . . First Budd RDC operation.

. . .

January 14, 1953 . . . Completion of traffic controlled signaling.