

Renumbering of Series 1021-1080 tank cars

Old No.	New No.	Old No.	New No.
1021	1361	1064	1593
1025	1582	1065	1367
1029	1591	1066	1368
1030	1362	1067	1587
1032	1579	1068	1369
1036	1363	1071	1590
1039	1585	1072	1577
1041	1558	1074	1583
1042	1589	1077	1370
1043	1364	1080	1371
1044	1365		
1045	1584		
1046	1578		
1051	1586		
1053	1581		
1054	1366		
1057	1592		
1058	8004		
1060	1588		
1061	1580		

Western Pacific an interchange with the Great Northern Ry. to the northwest and broke the S.P. monopoly for traffic to Portland and Seattle.

The single span of the Western Pacific main-line at Keddie was converted to include a divergent span toward Greenville and its construction resulted in one of the only railroad wyes in the world with two legs on a bridge and one in a tunnel.

On November 1, 1949, a re-enactment of the last spike ceremony was held with local dignitaries and Western Pacific officials in attendance. Engine 94 which brought the first scheduled passenger train down the canyon from Portola on August 21, 1910, was present to meet the westbound California Zephyr. DiTomasso again drove the last spike as he did 40 years previously and a greater assemblage was much more in evidence.

Most tragedians adjust their quills to match both ends of the histrionic spectrum - from mirth to the final mask. The most adept could not match nature's end to this episode.

After the Ruby Spike ceremony, food and libations at Quincy's best hotel were enjoyed to the utmost. Mr. & Mrs. Tomasso along with the family dog left for their home in the valley near Oroville knowing the final spike had finally been driven with class.

As if plucked from mother earth - Leonardo, his wife, dog and automobile have never been seen again!

Editors note: The silver plated spike mall used in the re-enactment of the last spike ceremony has been presented to the Greater Portola Chamber of Commerce by Western Pacific for inclusion in our historical artifacts.

THE FLANGED WHEEL by James E. Boynton

KEDDIE WYE

It was not always this way, but its historical impact persists. When Western Pacific built the last of the transcontinental railroads, it planned the first spike driving at West Oakland but it did not know where the last one would be placed.

As building progressed and segments of construction were completed, it was apparent the last spike would be driven out on the barren Nevada desert. Building the bridge over Spanish Creek (just west of Keddie) was delayed to the extent that all other main line construction was complete from San Francisco to Salt Lake City except for this magnificent bridge.

On November 1, 1909, Lenardo DiTomasso (track foreman) placed the last rail in place at the west end of this famous bridge. This was without any great ceremony as Mr. Tomasso drove the inevitable last spike to seal 928 miles of new railroad between San Francisco and the Utah Capitol. Whether or not, Lenardo's simple ceremony is indelibly enscribed in history books, it still resulted in several ceremonies --- intended or not!

In 1930 the bridge was to become famous again because of the building of the Northern California Extension (known as the high line) from Keddie to Bieber, Calif. This connection also known as the Inside Gateway, gave



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