

PROGRAM

SUNDAY, NOVEMBER 20, 1955

Schedule of Special Train

9:00	am	Lv	Tiburon	Ar	5:10	pm
9:30	am	Lv	San Rafael	Ar	4:40	pm
11:30	am	Ar	Santa Rosa	Lv	2:50	pm
12:30	pm	Lv	Santa Rosa	Ar	2:30	pm
-			Fulton	Lv	2:15	pm
-			Fulton	Ar	1:45	pm
12:55	pm	Ar	Healdsburg	Lv	1:30	pm

Picture Stop near Ignacio

Santa Rosa - Lunch stop while Santa Rosa Fire Department fills Locomotive tank with water.

Healdsburg - Engine turned on turntable for return trip.

Fulton - Special Program honoring Engineer, Willis A. Silverthorn.

Santa Rosa - Picture Stop. Fire Department fills tank for return trip.

Picture Stop near Wilfred

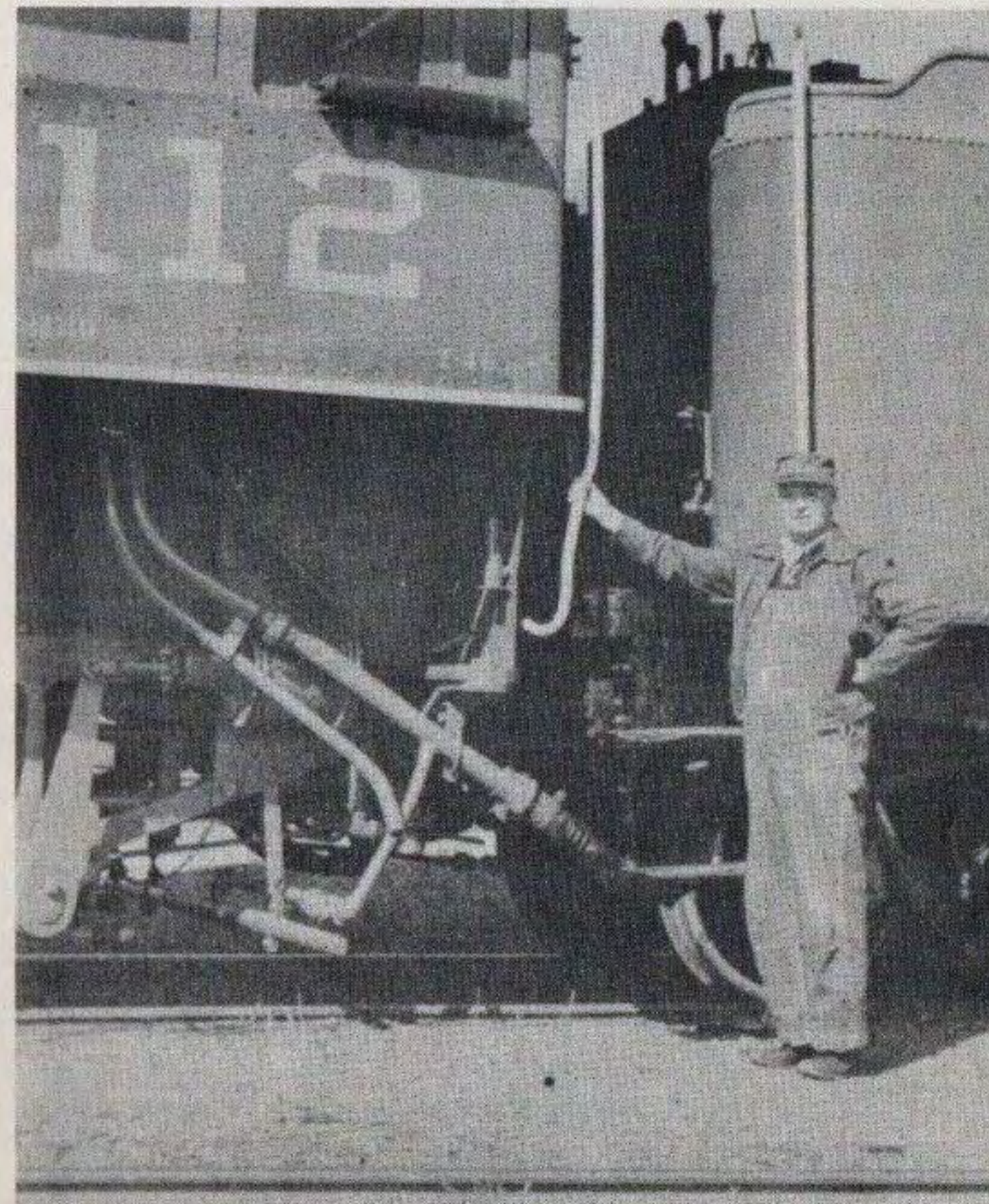
ACKNOWLEDGEMENTS

We wish to extend our sincere appreciation to the management of the Northwestern Pacific and Southern Pacific Railroads for their whole-hearted cooperation; the Santa Rosa Fire Department under Chief George H. Magee for furnishing water for the locomotive and the many others who helped make this day a great success.

Fred A. Stindt, Chairman
Pacific Coast Chapter, R&LHS



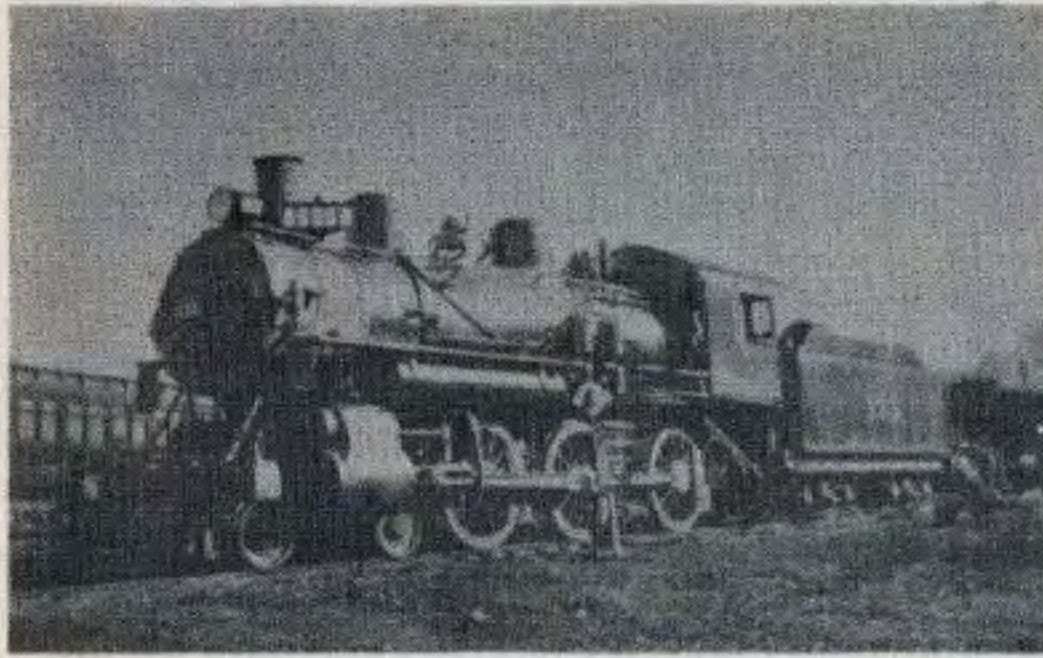
AN ENGINEER RETIRES...



Engineer

WILLIS A. SILVERTHORN

In honor of his 45 years of service on
the Northwestern Pacific Railroad



(No. 130)

time to the Great Western Quick Silver Mine in Lake County, where they stayed for two years.

In 1904 and 1905 the Silverthorn family were residents of Santa Rosa and young Bill completed the 7th and 8th grades in that city. When school was out Bill was down at the depot watching the trains of the California Northwestern puff about. A mental note was made of the equipment he saw and today Bill can remember the different engines that were in service around that time very clearly. In 1906 the family moved to Pine Flat, and in 1910 to Willits. Bill was now 20. To see the engines moving about and to hear the drags with their helpers heading for Ridge Summit was getting in Bill's blood. Yes, he knew that he was destined to become a man of the "high iron".

So on April 29, 1911, he reported for work at the Willits roundhouse of the Northwestern Pacific Railroad. His first job was to paint the smoke box and stack of Locomotive No. 130, a Schenactady product which the NWP had received the year before. The pay was \$1.80 for a ten hour day. It wasn't a clean job nor easy, but when you are interested in railroading you ask questions and long for the day when you can be up there in the cab. It wasn't long, September 26, 1911, and Bill was making his first trip as Fireman, working the Willits yard on Engine No. 106, with Engineer Harry Cooper.

The big thrill that comes to any engine man is the day he is promoted to Engineer. The day rolled around in the winter of 1919 - December 26th - to be exact. Bill climbed aboard Locomotive 172 and sat down on the Engineer's seat box. Fireman George McAdams gave him a nod and the first trip was under way - in helper service.

From that day on Bill became qualified to operate every phase of NWP locomotive operation, both broad and narrow gauge. It included both types of Electric cars, all types of Gas Electrics, as well as steam and diesels of the Southern Pacific that have been operated on the NWP. His service included passenger and freight on all trackage of the Southern Division, and even the Inmulco logger which operated with NWP crews and equipment out of Willits on the California Western Railroad.

The section best liked was probably the Guerneville Branch. His first regular run as engineer was the Santa Rosa-Duncan Mills freight in 1920.



(No. 172)

It has often been said that when railroading gets into your blood, a railroader you will always be. Such took place in the life of Engineer Willis A. Silverthorn whose retirement we are honoring today.

Bill, as he has become known, was born in Hartley, O'Brien County, Iowa on November 14th, 1890. He lived in Hartley and Armour, South Dakota until 1901 when his folks decided to move to California. They settled in Middletown, Lake County. In six months they moved again - this

Every other night they tied up at Duncan Mills and with no eating facilities Bill was somehow appointed cook. Word got around that this crew was the best fed on the entire system.

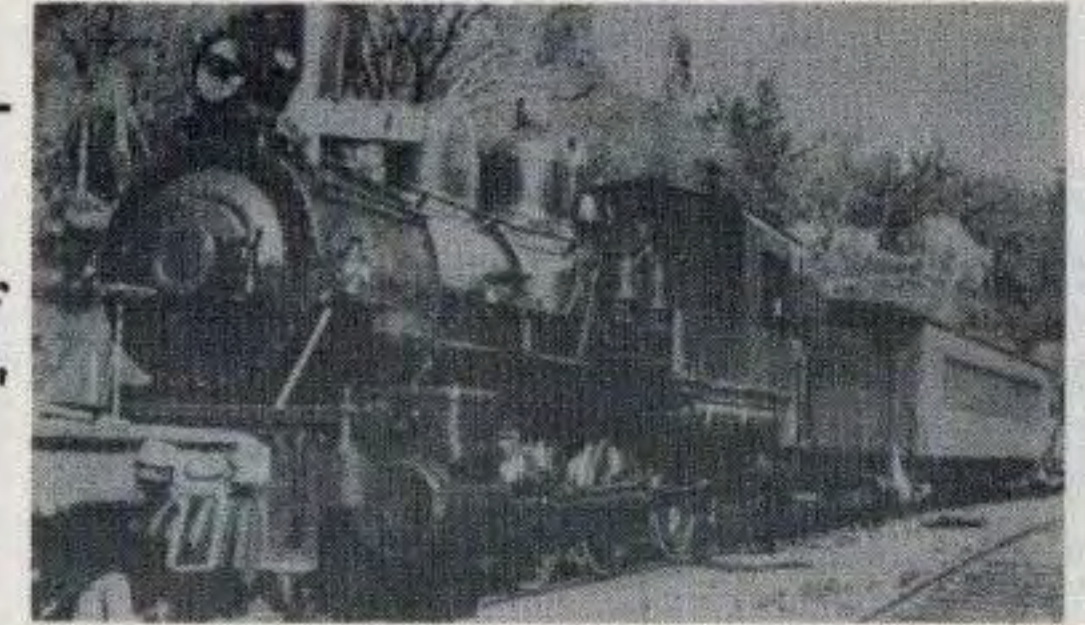
Bill never had to lay off for an injury, which is a record in itself. Only three "close calls" does he remember; On August 8, 1914, when he was Fireman on Narrow Gauge No. 84, when it turned over near Lagunitas, on July 20, 1920, when he was Engineer on No. 19, and the engine fell through a small trestle near Laton (Liberty Saw Mill) and on August 8, 1926, while Engineer on No. 113 when a cut of gravel cars rolled out of a spur and crashed into the front of the engine.

Romance was also in the "indicators" for Bill, for on October 2, 1915 he was married to Ida Marshall whom he had met at Point Reyes while working on the narrow gauge. They make their home now at Sausalito. Son, Marshall, is following in his father's footsteps in being a fireman on the NWP.

In 45 years of railroading many numerous incidents take place and Bill tells of one of the funniest. One night coming south with a 60 car drag, and half way between Fulton and Santa Rosa, he spotted two lights coming at him. When they kept coming he halted the train. Still the lights came, and finally crashed into the front of the engine. Yes, it was an auto and the driver stated that he was lost - then he turned to Bill and bluntly told him that he had a lot of nerve driving a steam locomotive down a public highway. Bill says that autos were always the greatest problem - trying to beat the train to the crossing or other foolish stunts.

Probably no one has had a greater love for the steam engine than Bill. He has seen them disappear from the NWP roster one by one and now there are no more left in service. When Fred Stindt, Chairman of the Pacific Coast Chapter, Railway and Locomotive Historical Society, asked Bill what he would like to run on his retirement trip, the answer was of course, a steam engine. Fred went into a huddle with George Morrison, General Manager of the NWP and James Corbett, Vice President, System Operations, Southern Pacific, and the result is that the sixty year old 2248 is with us today in all its old time gaiety. As there are no water tanks left on the NWP, George H. Magee, Chief Santa Rosa Fire Department and Ass't Chief E.J. Duignan came to the rescue with their equipment and will replenish 2248's tank at Santa Rosa.

Bill has handled many special trains amongst which were many General Manager's specials, Bohemian Grove extras, and also the special of Governor Richardson from Willits to Sausalito. However, Bill says that the proudest he was to handle was the excursions of our Society - an organization he has belonged to since practically its start. It is then fitting and proud that we honor Engineer Willis A. Silverthorn on his retirement with this train.



(No. 106)



(No. 2248)