



# The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

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MARCH APRIL 1985

ISSUE No. 12



## Centennial

UNION PACIFIC RAILROAD'S 6900'S

### NEXT MEETING

Our next social meeting will be April 20th and will be held at 7:30 PM in the Portola City Hall. Chris Skow will again present one of his outstanding movies, this one is on South African steam.

### LAST MEETING

Good weather encourages attendance; 38 members showed up and were treated to another outstanding movie by Chris Skow. Our second anniversary cake was prepared by Barbara Holmes; the cake soon disappeared. A new 30 cup coffee maker was purchased from funds collected in the refreshment "kitty" and saw its first use.

### CALENDAR of UP COMING EVENTS

- |            |  |
|------------|--|
| April 13th | WP film-FRRS booth United Methodist Church, Highland, Calif. 7:30PM                      |
| April 20th | Work weekend and meeting   |
| May 2-5    | PCR/NMRA Convention Fresno Convention Center-FRRS Booth                                  |
| May 18th   | Work Weekend and training  |
| May 25-27  | <b>GRAND OPENING</b>   |
| June 8th   | Great Pacific Coast Railroadiana Show- Sacramento Capitol Plaza, Holiday Inn- FRRS Booth |
| June 15th  | Work weekend and social meeting  |
| June 29-30 | Operating weekend  |

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt California Corporation, operates the **PORTOLA RAILROAD MUSEUM** In Portola, California.

Formed in February, 1983, to establish a railroad museum in Portola with the purpose of preserving local railroad history in general and Western Pacific Railroad history in particular. As a Society we are involved with restoration and collection of railroad equipment, photos, artifacts, historical information and data specifically Western Pacific.

In doing so the **FRRS** has become the **HISTORICAL SOCIETY** of the **WESTERN PACIFIC RAILROAD**.....

The **WP LIVES** on in Portola for the benefit of railfans, authors, modelers, historians and friends of the **FEATHER RIVER ROUTE**.....

Single membership dues are \$15 per Calendar year. Our mailing address is;

Post Office Box #8, Portola, Calif. 96122

President and Founder, Norman Holmes

**"THE TRAIN SHEET"** is edited and layed out by

John J Ryczkowski, anyone wishing to send

articles/info please write; **THE SHEET**

Post Office Box 1663, Sparks, Nevada 89432

#### BOARD OF DIRECTORS

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#### From the PRESIDENT'S DESK

The California Dept. of Parks and Recreation has turned down our request for grant funds to build a picnic park, RV parking area and/or visitor center (depot). Like-wise Portola's application for funds to fence the property, build a new access road and for building improvements were denied. This puts up back to square one as far as funds are concerned. There is a slim possibility that the City can reapply for funds for 1986-87, but we shouldn't count on it. Meanwhile we are trying to find a source of fencing for low or no cost that we can install ourselves. We want to at least place a 6 foot cyclose fence on the north side of our property to separate the railroad yard from the museum. This would require about 1000ft of fencing cost around \$3000. If any of our members have any ideas where we can get fencing cheap, please let us know.

Our Grand Opening scheduled for Memorial Day weekend will be our 1st public showing of what we have accomplished so far. We will be needing

the help from a number of members to make it successful. Particular emphasis will be placed on **SAFETY**. We cannot afford to have anyone hurt. With many children and adults wandering around the property, great care must be taken to be sure no one gets in the way of the moving trains. Safety of our volunteer museum workers is also of utmost importance. Most of the tasks performed by our people have accident potential. Please look out for yourself and the other fellow.

#### From the EDITOR'S WORKSHOP

With this issue I have again up graded the **SHEET** a little we are now being printed by the off-set method. My hope is to build the **SHEET** into a 1st rate publication with the next step more photo's and going to a slick cover and a magazine layout with folded pages stapled together. With more and more **WP** articles.....still looking for cover photos and articles from the membership. Ski

#### 10% DISCOUNT TO MEMBERS

Our March 5th Board of Directors meeting, it was decided to offer a 10% discount on **FRRS** merchandize to all 1985 dues paying members. This will become effective on April 1st and applies to all purchases of \$5.00 or more. Those of you who are not current, pay up & take advantage of this.

#### NORM HOLMES NEW BOOK PRUNE COUNTRY RAILROADING STEEL TRAILS TO JAN JOSE

The President of the Feather River Rail Society, Norman Holmes just came out with this new book. It covers all the railroad action in and around San Jose, California, including Western Pacific. 191pages hard bound for \$34.95 thru the **FRRS**.

#### AFRICAN STEAM TOUR 1985

Chris Skow will be escorting a group of railroad photographers back to Africa leaving Sept 1st. The tour will take in most all the steam lines in South Africa, Swaziland and Zimbabwe. The tour will be set up so a person could join or leave the group at anytime or spend the entire four weeks with the group, if interested please write to Chris Skow, PO Box 312, Portola, 96122

#### DAMAGED COPIES

Our efficient postal service manages to damage a few copies of **THE TRAIN SHEET** each mailing. If you receive a copy with damaged or missing pages, drop us a note and we'll send you another copy.

**SALES****By Dept Head CHRIS SKOW**

We have a number of new items to add to our ever growing list of Western Pacific and Union Pacific merchandise. We are please to announce that you can now buy our merchandise using your Visa or Master Card. Just send us the card number name on the card and the expiration date along with your order. Also remember we now offer a 10% discount to all paid members for any merchandise from our catalog. I am working on a big four page catalog now which will be ready in about a month. This will be sent to all members. California residents please add the 6% sales tax. Shipping cost---.75¢ per item a maximum of \$2.25 per order.

Several new itemsto only name a few; Custom painted HO model Diesels and cabooses, offered in several colors and styles and have been very popular at all FRRS booth sales.

And at \$35.00 per powered unit and \$15.00 per caboose are a good value.

T-shirts with the 921 pulling the Cal Zephyr a beautiful four color design, in s-m-l-xl-xxl for \$6.50 each add \$1 for xxl.

We also have current books, Timetables, WP pen sets hat tacks and key rings.

**DONATIONS**

Chris Skow donated a number of employee and public timetables for sale by the Society, George Wentworth also sent us some old WP timetables along with some Exposition Flyer and CZ menus for our collection. Roger Stockland gave us two five horsepower motors and a gear type oil pump, Bill Garner reduced his Santa Fe collection of timetables by seven and Oden Lorimer cut a WP herald stencil from hard board for our car work. Jim Harper, of High Sierra Models in Reno, gave us a much needed air spray gun, Wayne Monger donated a roll of air hose and fittings, Bob Turner sent us a set of plans for the Clio and Keddie bridges plus track plans. John Fisher, an architect, has drawn us a set of plans for our motor car shed suitable to obtain a building permit. Longfellow Lumber donated a load of two by lumber for our use. Howard Wise, who has gotten the 921's sister 918 running again and did a fantastic rewiring job replacing all the burnt out wiring, gave a complete wiring diagram which will help in the future, and extra dynamic brake gribs for the 921. An extremely rare item arrived on March 6th; a very old four wheel hand car last used in 1919. Mr. Flannery spotted the car in the Union Pacific Pocatello Motor car Shops and directed its relocation to Portola. We really appreciate Mr. Flannery's interest in our museum.

**GRAND OPENING**

We are planning our Grand Opening for Memorial Day weekend May 25-27. A ribbon cutting ceremony will occur on Sat. at 10AM, marking the official opening. Train rides for the public, going around the balloon, will follow until 4PM. Train rides will continue on Sunday and Mon. The train will consist of WP 921 & 608 (if running), two cabooses and one or two flat cars. A ticket good for train rides all day will be available for \$2 each or \$5 for families. Food and drinks will be available on museum grounds. Other special events including special photo runs will be held. We will need the help of some of our members for train ops, ticket sales, item sales and hopfully crowd control. If you can help please let us know.

**TRAINING CLASS**

On May 18th at 10:00am we will have a training class for this years operations, needed are Engineers Fireman, Conductors, Brakeman, Switchtenders, Ticket takers, and Guides. This will be a hands on class and is open to all members.

**The WHEEL REPORT**

Equipment donated by Union Pacific continues to arrive at our museum. On Jan 23th WPMW 0813 arrived, it is one of six 40' double door box cars used for Ford transmission service. It was last used as a storage car a Pulga. Ourlast Box car from the east arrived Jan 29th WPMW 0220. former WP 20807, was one of the orig. compartmentizer cars which were painted silver with a large orange feather. Car Director John Ryczkowski is planning to have this car repainted back into it's silver scheme for our grand opening. Horm Holmes has purchased a SP\_UP PFE steel 40' ice refrigerator car from Stockton. it was moved to Portola on its own wheels courtesy of Union Pacific. arriving Feb 11th. Ice reefers in running condition are rare since mechanical reefers replaced them more than twenty years ago. This car PFE #11545 was blt in 1957, and was among the last if that type blt. WP 6550, a 50' Gon, loaded with rails was spotted on museum trackage Feb 13th. We now have only a 50' double door box from Keddie coming and the 481 tender from Sacto.

**BACK ISSUES**

Back issues of **The TRAIN SHEET** (1984 only) are available for \$1 each or the full year (6) for \$5. Just write to John for back issues.

## REAGAN WANTS TO KILL AMTRAK

by Russ Cain

The Reagan Administrations budget calls for shutting down Amtrak by eliminating Amtrack subsidies. This is being done despite it's exemplary efforts to reduce it's reliance on Federal Grants, which have declined 23.7% from FY1981 to FY1985 (by an even greater percentage using constant dollars) FY81 grant was \$868M, dropping to \$684M in FY 85. The reagan reward for Amtraks rare preformance of efficiency is the elimination of passenger rail service. Amtrack must "bite" the bullet like all parts of the budget, Amtrak should not be asked to eat the bullet. Please write now with your opinion to save Amtrak. Write to your U.S. Legislators.

Congressional hearings on Amtrak funding will probably be in late April, the sooner we can show broad support for rail passenger service, the better.

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### BRIDGES and BUILDINGS

Hap Mani and his workfare crew set a record Jan 23rd installing seventy window panes in a single day. This completed the glass in the machine shop area. The wall now sealed makes a noticeable difference in warmth within the building. All remaining broken windows on the n north wall, except for those high up in the shop area have now been replaced. Work is now progressing on the south wall with replacement panes for the 250+ broken in this area. We still need to buy 200 more panes plus metal sash putty. A two dollar donation will buy us one pane of glass. We have a serious problem with an ice build up along the north side wall. When snow melts on the roof, the water runs into the rooms then at night it freezes creating an unwanted ice rink, Hap and his crew tried to block the doorways, but to no avail. This problem has to be solved before we can put the rooms to use. Joe Way bought and installed hook hasps on the north side doors, heavy duty hooks are now in place making the building reasonably secure.

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### TAMPER

WP 6550, our 1945 steel drop end gon, returned from Reno Jct. with a load of original WP 1907 75lb rail. This rail is part of the track material donated by UP to restore and add trackage to the museum. We will be needing a crane to unload the car when rail laying resumes this spring. Also at Reno Jct, were several hundred ties including switch ties. We were gived permission to pick them up for museum using. Norm Holmes made nine trips with his pickup, Al Thomsen used his trailer with help from Hap, Mel Moore and Ken Roller. We need some 500+ more as work on the old weed burner spur has started, plus all the other track work we need to do.

### SHOPPING LIST

We are in need of the following items to be used for the restoration of our equipment: Steam cleaner, sand blaster, plus other power tools. For the kitchen we need a refrigerator, a good gas cooking stove and a sink cabinet unit.

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### THE INJECTOR

Sat. Jan 19th was unseasonably warm. Diesel Motive power Dept Head Dave McClain finished hooking up the dynamic brake grids on 921 and it was decided the grids needed testing as well as the unit's batteries needed charging. Hap Mani arranged for a Portola Fire Truck to pump 200+ gallons of water into the unit, then a push of the starter and a shot of starter fluid brought the unit to life after two months of sitting. A stubborn relay refused to allow the DB to load so back to the house it went. The water was drained to prevent freezing.

On Feb 16th Dave again worked on the DB, but since it was quite cold it was decided not to start the unit. March 16 was warm, Dave and the 921 were ready, so again a little water from the Fire Dept. we started the unit. With Bob Larson at the throttle, Chris Skow as Conductor and Norm Holmes, Mel Moore and Dave McClain as helpers, we switched some of our cars around the yard and tried the DB's. They worked! and with that the 921 is now complete.

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### OUR LOSS-THEIR GAIN

Several months ago we inquired into the status of WP 2-8-2 No 334 on display at Rio Vista Jct. We have learned that the National Maritime Assoc. of San Francisco has decided to transfer ownership of the 334 to the Bay Area Electric Railway Assoc. We hope BAERA will give the engine the care it deserves as it has been sitting there a number of year with less than the needed work.

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### MUSEUM VISITORS

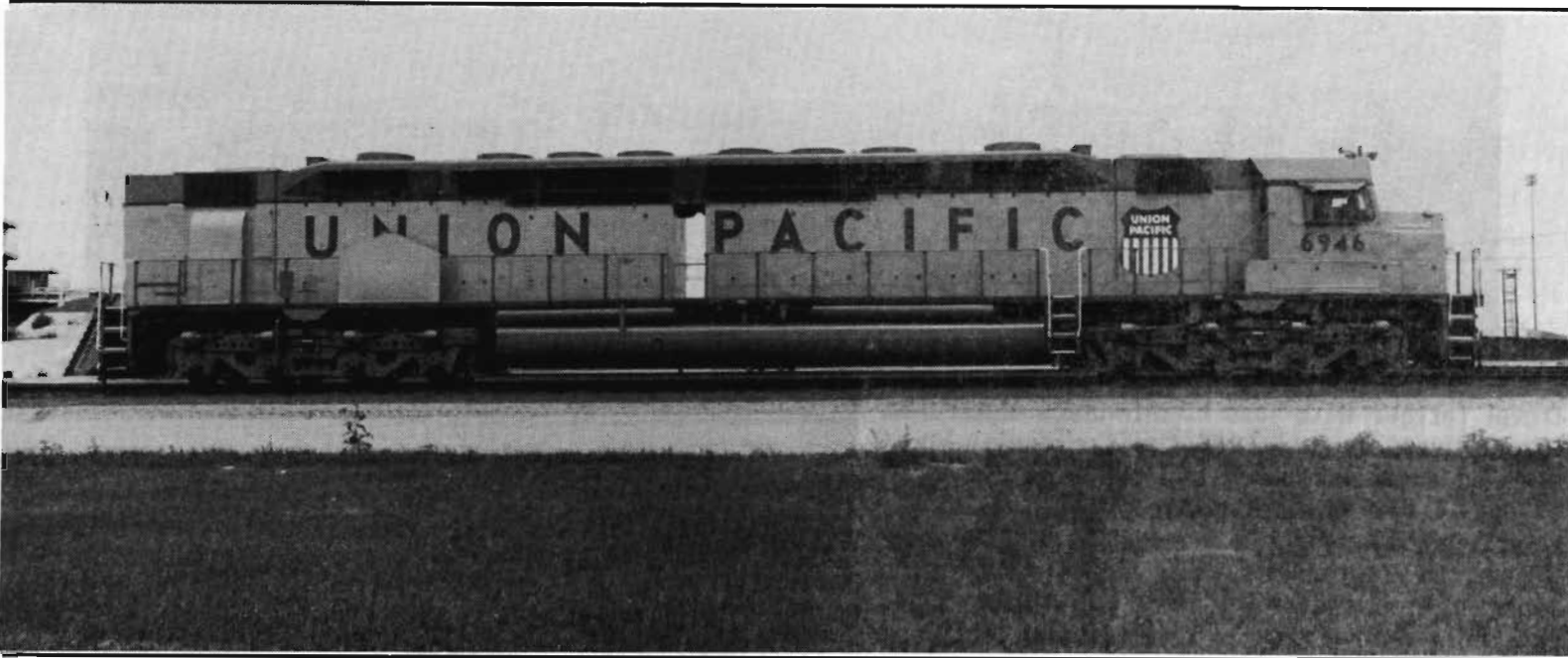
have a guest book to sign thanks to Bev Moore. It is located in the diesel shop building and if you are from out of town, members or not, please sign the book when visiting the museum.

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### FRIENDS of the NEVADA NORTHERN RAILWAY

A group has formed in Ely, Nevada with the very worthwhile effort to preserve, restore and develop the historic Nevada Northern Railway. Which was the last operating shortline in the state of Nevada and has a lot of old type equipment and building still in operating condition.

Please write to; Friends of the NNRy  
Box 608  
Ely, Nevada 89301 for info.



<b>Unit Numbers</b> . . . . .	<b>6900-6946</b>
<b>Builder</b> . . . . .	<b>Electro-Motive Division General Motors (EMD)</b>
<b>Years Built</b> . . . . .	<b>1969-1971</b>
<b>Model</b> . . . . .	<b>DD40X</b>
<b>Engines</b> . . . . .	<b>(2) 16-645 E3A</b>
<b>Horsepower</b> . . . . .	<b>6,600</b>
<b>Traction Motors</b> . . . . .	<b>(8) D-77X</b>
<b>Tractive Effort</b> . . . . .	<b>136,000 lbs. at start 19,800 lbs. at 90 mph</b>
<b>Gear Ratio</b> . . . . .	<b>59/18</b>
<b>Top Speed</b> . . . . .	<b>90 mph</b>
<b>Maximum Loaded Weight</b> . . . . .	<b>540,000 lbs.</b>
<b>Width</b> . . . . .	<b>10'4"</b>
<b>Length</b> . . . . .	<b>98'5" over couplers</b>
<b>Height</b> . . . . .	<b>17'3" track to over horn</b>
<b>Cylinders</b> . . . . .	<b>32</b>
<b>Fuel Capacity</b> . . . . .	<b>8,200 gallons</b>
<b>Lube Oil</b> . . . . .	<b>395 gallons per engine</b>
<b>Cooling Water</b> . . . . .	<b>300 gallons per engine</b>
<b>Maximum Track Curvature</b> . . . . .	<b>19.4 degrees</b>
<b>Cost Each</b> . . . . .	<b>More than \$500,000</b>

#### CENTENNIAL

Union Pacific Railroad's "Centennial" diesel-electric locomotives top a list of adjectives in railroading that add up to one word: BIG... The 6900's are the largest diesels ever built. They stretch more than 98 feet, have 6600 HP, weigh 270 tons and can run as fast as 90 MPH. They were built only for Union Pacific, and were named "Centennial" due to the 100th anniversary of driving of the Golden Spike on May 10, 1869. The locomotives were numbered in the 6900 series to mark the '69 date. The first engine No 6900 was delivered in time to participate in the Golden Spike Centennial celebrations in May 1969. Altogether 47 Centennials were built by EMD at a cost of more than \$500,000. each. The last one, No 6946, was delivered in Sept 1971. Designed for high-speed freight service, featured many new engineering advances. They represented



**UNION PACIFIC  
SYSTEM**

Union Pacific Railroad  
Missouri Pacific Railroad





a new generation of motive power that could travel farther with less maintenance than older locomotives. By mid-1980 the Centennials had been so successful they had run up an average of nearly two million miles apiece. Due to their high mileage and increasing maintenance needs, the Centennials were stored as a national recession reduced rail traffic. In March 1984, economic recovery brought a demand for more power, 25 were selected for return to service. As of this date several are still running but their days are numbered as component failures are side lining them, never to be repaired. Because of their fame, Union Pacific has set aside some of the Centennials for preservation. The first donated and the last built 6946 was selected for the City of Portola and for display by the Feather River Rail Society. This freshly painted Centennial is now on display at the museum along with other equipment for all the see and for the future.

Western Pacific F7-A 921 with DDA-40X at the Portola Railroad Museum, Portola, California

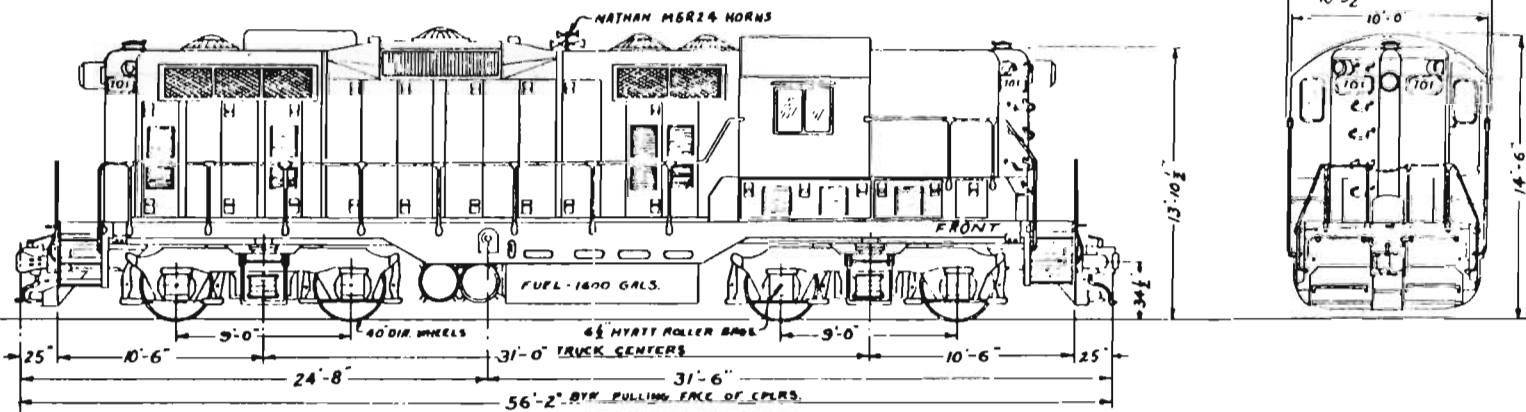


Photos by JJ Ryczkowski



EMD GP-7 708 SN 17056 WP class RS-62 was built in 1952 and received by WP in 10/30/52. The cost in 1952 was \$170,992 each.

This photo of the 708, in as delivered orange and silver paint, is in Stockton 1967. By T. Long from Aiken Rail Service.



**GENERAL DATA**

A.A.R. Designation - - - - B-B  
 Date Built - - - - - 1952-1953  
 Gear Ratio - - - - - 62:15  
 Weight Loaded - - - - - 251,700  
 Light Weight - - - - - 231,500  
 Maximum Curvature - - - - 150'R 39°  
 Maximum Speed - - - - - 65 MPH  
 Minimum Cont. Speed - - - 11 MPH

**SUPPLIES**

Fuel - - - - - 1600 Gal.  
 Lube Oil - - - - - 200 Gal.  
 Cooling Water - - - - - 230 Gal.  
 Sand - - - - - 18 Cu. Ft.

**DIESEL ENGINE**

Model - - - - - 16-567B  
 Engine - - - - - 16Cyl 2Cycle  
 Turbocharger - - - - - NONE  
 Spark Arrester - - - - - Farr Mod #5 & Cyclonic Manifold  
 Air Filter, Basic - - - -  
 Primary - - - - - None  
 Carbody, Engine - - - - Impingement

**ELECTRICAL**

Main Generator - - - - - D-12-D-14  
 Alternator - - - - - NONE  
 Traction Motors, Type - - - D-77  
 Number of Traction Motors - 4  
 Dynamic Brakes - - - - - Potential 600A  
 Headlights - - - - - 200W-30V  
 Auxiliary Generator - - - - A-7159  
 Rotating Warning Lights - - - NONE

**RUNNING GEAR**

Draft Gear - - - - - M-375  
 Journals - - - - - 6½" Hyatt  
 Trucks - - - - - Swinghanger EMD

**BRAKES**

Schedule - - - - - 24RL  
 Air Compressor - - - - - GD WXO  
 Brake Shoes - - - - - AAR-3-B  
 Safety Control - - - - - Foot Pedal  
 67 MPH Overspeed

**MISCELLANEOUS**

Whistle - - - - - Nathan M5R24 5 Chime  
 Toilet - - - - - Microphor H-12  
 Speed Recorder - Chicago Pneumatic Mechanical

**NOTES:**

Dual Control

WESTERN PACIFIC RAILROAD CO.

At this time the engine needs parts and lots of work by soon will be running again and in that great paint scheme of Silver & Orange.....



The 921-D early in it's service life with Western Pacific in WP's Freight Scheme.....

Photo by Bob Larson

FEATHER RIVER RAIL SOCIETY  
POST OFFICE BOX No 8  
PORTOLA, CALIFORNIA 96122

