



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 3 No. 6

NOVEMBER DECEMBER 1985

ISSUE No. 16



WESTERN PACIFIC PULLMAN-STANDARD PS-1 BOX CAR in SERIES 20821-21400

Information and Modeling article this issue.....This builders photo of 20983 shows the as delivered paint scheme of Box Car Red, Black ends and Silver markings.....Ski

NEXT MEETING

Our annual membership meeting will be held on Dec 21st. It will be held at the Portola City Hall at 7:30 PM. Chris Skow will show some spectacular footage of South Africa and refreshments on hand.

LAST MEETING

About two dozen members enjoyed seeing some of the Norman Roberts slide collection and Norman Holmes' slides of Colorado Narrow Gauge RR's. Refreshments were furnished by Barbara Holmes.

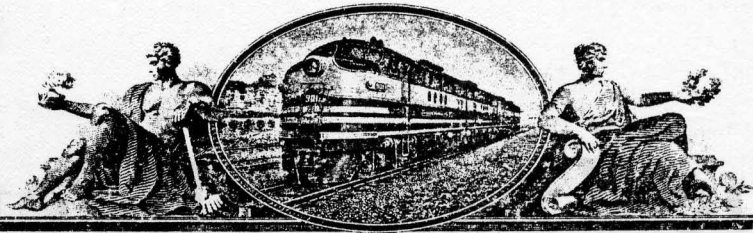
SCHEDULE OF EVENTS

- Dec 21st Annual Membership meeting
- Dec 21-22 Work Weekend
- Jan 18-19 Work Weekend
- Feb 15th Social Meeting
- Feb 15-16 Work Weekend
- May 23th Steam Expo, Vancouver, BC



**Western Pacific
Railroad Company**

"THE FEATHER RIVER ROUTE"



THE WESTERN PACIFIC RAILROAD COMPANY

The FEATHER RIVER RAIL SOCIETY, a tax exempt public benefit California Corporation, operates the PORTOLA RAILROAD MUSEUM in Portola, Calif. and is the HISTORICAL SOCIETY of the WESTERN PACIFIC RAILROAD. Formed in February, 1983, with the purpose of preserving railroad history in general and Western Pacific Railroad history in particular. The WP LIVES in Portola for the benefit of the friends of the FEATHER RIVER ROUTE.

Single membership dues are \$15.00 per Calendar year. Our mailing address is.....

FRRS, Post Office Box #8, Portola, Calif. 96122

BOARD OF DIRECTORS

- President and Founder Norman Holmes
- 1st Vice President Jim Boynton
- 2nd Vice President Hap Manit
- Member Chris Skow
- Member John Marvin

DEPARTMENT DIRECTORS

- Treasurer Bill Magazin
- Membership Charlene Marvin
- Diesel Dave McClain
- Steam Jim Boynton
- Cars John Ryczkowski
- Track & Grounds Norm Holmes
- Sales Chris Skow
- Signal Jim Atkins
- PR Hap Manit

"THE TRAIN SHEET" is Edited and Layed out by John (Ski) Ryczkowski, anyone wishing to send articles/info please write; THE SHEET Post Office Box 1663, Sparks, Nevada 89432

FROM the PRESIDENT'S DESK

Norman Holmes

WP is WILLING PEOPLE. This slogan was adopted the Western Pacific in the 1960's and reflected the attitude WP marketing people were using to gain new business. Willing People can also be a slogan by members of the Feather River Rail Society. We have a great thing going, we have made remarkable progress, but we need member ship help. Three places in the news letter we are asking for cash donations. While we have had a very good first year, the opportunities to acquire equipment and the need for restoration tools and supplies outstrip our present fund raising abilities. A precious few have supported efforts with time

and money and for those individuals we are indeed thankful, however, a few of us are shouldering the major part of the effort and are taxing ourselves to the limit. Therefore, if you like what we are doing and can afford a few dollars to help our efforts, it will be greatly appreciated.

I would like to take this opportunity to wish each and everyone of you a happy holiday season.

"HAPPINESS IS DRIVING DOWN THE HIGHWAY AND SEEING A WP TEE SHIRT HANG ON A LAUNDRY LINE".....

Also please find enclosed a list of questions that Ski would like back about the TRAIN SHEET and on the Society in general....Thanks.....

You can enclose it with your 1986 dues.....

FEATHER RIVER RAIL SOCIETY

PRESERVING

"THE FEATHER RIVER ROUTE"

ELECTION OF 1986 OFFICERS

In the last issue of the SHEET, we asked for nominations from anyone wishing to run for the Board of Directors. Incumbents James Boynton, Norman Holmes, John Marvin, and Chris Skow indicated they would seek reelection. Hap Manit decided not to run because of other commitments. John (SKI) Ryczkowski placed his name in the hat and since there was no other nominations these five will be the Board for 1986.....

MASTER PLAN

Member Larry Hanlon has prepared a professional Master Plan for our museum. This plan is necessary to aid the City of Portola in obtaining grant funds. It will also be helpful in our own grant applications. It establishes goals in the development of the museum.

1986 DUES

We are now accepting 1986 dues, which are \$15 each person per calender year. Your dues may be taken as a Charitable donation on your income tax return for the year in which they were paid.

Rember the tax ID numbers of the Society is 68-0002774 1986 dues for all members are due Jan One..... You will continue to recieve issues of THE TRAIN SHEET through the April issue.....

If 1986 dues have not been paid by then you will be dropped from the list. We have 568 SHEETS going out now. I hope you will all renew and make 86 a successful year. All new members who have just joined are 1986 members.

Membership renewals please send to FRRS PO Box #8, Portola, Calif. 96122

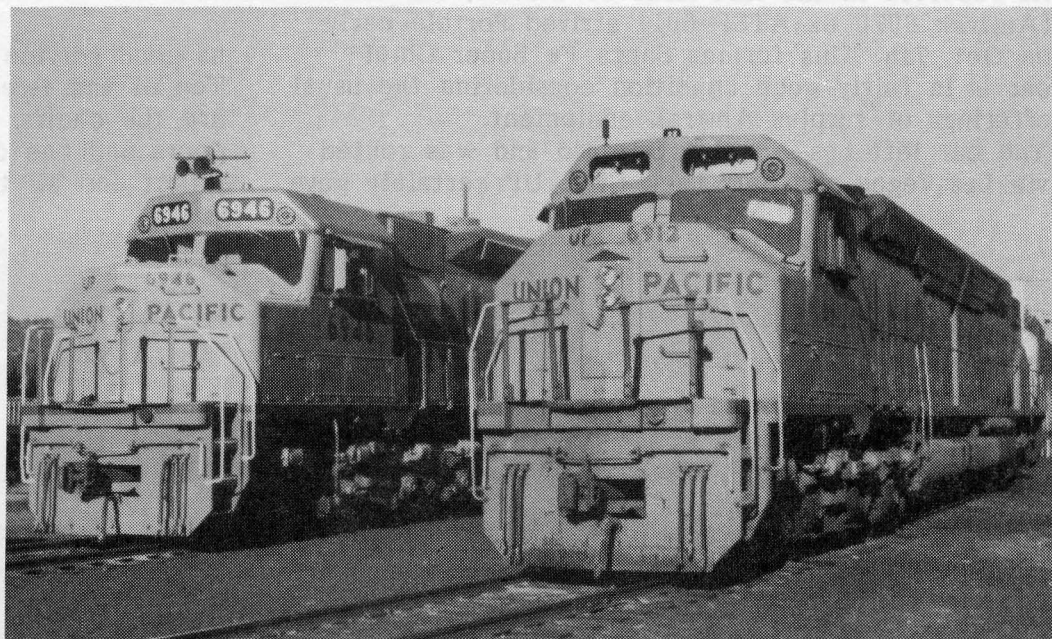
If you have any questions, complaints, address corrections or anything concerning memberships please let me know;

I am, Charlene Marvin

P.O.Box 1484 Quincy, Calif 95971

UP 6912 at PORTOLA

When 6946 was donated to our museum, the engine was more-or-less complete, and in running condition as possible. The 6946 will present a large challenge inasmuch as it needs engines, air compressors, wheel sets, traction motors and some electrical gear. Union Pacific agreed to help us return 6946 to operation and sent 6912 to Portola as a parts source. The 6912 has the electrical gear we need.....

**DUES ARE DUE**

President Norman Holmes

All Society members dues are due Jan 1st. We adopted the calendar year membership policy to cut down on our volunteer work load. Your dues may be taken as a charitable donation on your income tax return for the year. Present members will continue on the membership list until April if dues are not paid, we have over 550 members and growing every day....

If you joined our organization during 1985, we hope you feel you are getting your money's worth. We have been trying hard to make our Society worthy of your continuing support. When you send in your \$15. yearly dues, if you can add a little extra as a donation, it would be appreciated. Our restoration and acquisition program can always use more funding. It costs us about \$10. per member for THE TRAIN SHEET, membership cards and other materials for each member, so there isn't very much "profit".

One of our members suggested that we make a life membership category available to anyone interested in doing so. The Board agreed with the concept, therefore the following is available: For the fee of \$600, payable at one time or in six monthly payments, any member may become a lifer. This money will be put into a savings account to provide a financial base for the Society; the interest earned will replace the annual dues for that member. The advantage to the member is two-fold: 1 a \$600 tax deduction, and 2, no annual dues to remember to pay and protection from any dues increases.....

WORK WEEKENDS

Oct 19-20 Roger Arnold, Jim Boynton, Norm Holmes Doug Jensen, Jim Ley, Hap Manit, Dave McClain, John Ruchle, Ski, John Walker and perhaps one or two whom I missed worked one or two days at

the museum, Principal efforts were put into the removal of parts from the 6912 as well as the continuing work on the #8.

Nov 16-17 with a lot of snow on the ground there was not much enthusiasm, but work continued on the 6912, Dave brought six batteries donated to us through the efforts of members of the Pacific Locomotive Assn.

TRAIN CONVENTION

Earlier this year we joined the Tourist Railway Association (TRAIN). The principal benefit is our participation in their insurance program. There are 99 tourist railway and museum groups that are insured through TRAIN, making premiums reasonable considering the risk groups such as ours experience. TRAIN holds an annual convention, this year it was in San Francisco with Pacific Locomotive Assn. being the principal sponsor. Society President Norm Holmes was selected to attend and the following is his report:

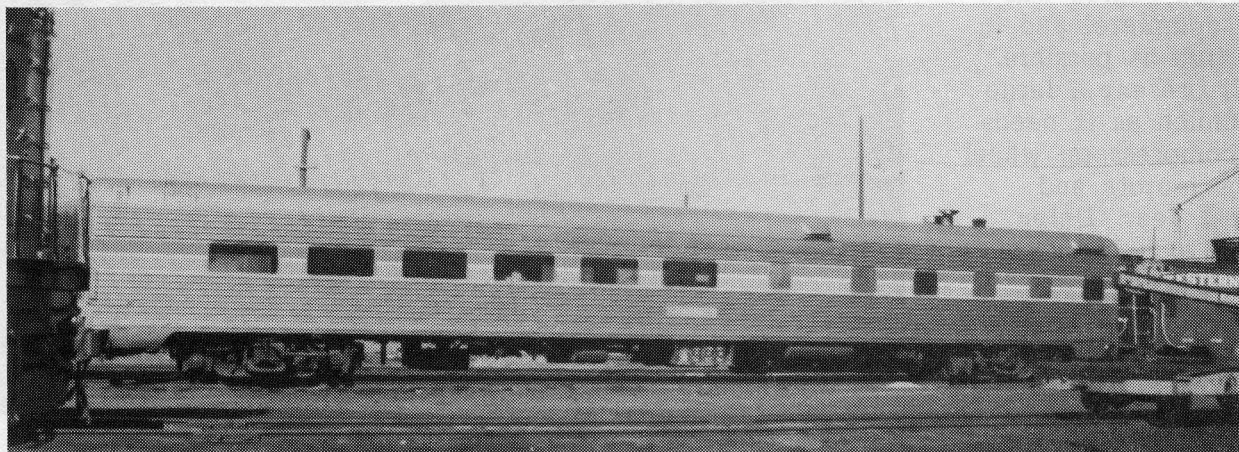
"I arrived in San Francisco Nov 8th and chose to attend seminars on Site development and crowd control presented by Pacific Southwest Railway museum and equipment acquisition and leasing put on by Sacramento Railroad Museum and Project 2472.

Saturday, I attended seminars on grant writing, diesel maintenance, gift shop operation and insurance and safety. All seminars were interesting and informative. I taped recorded each session and brought back any material available. Next years convention will be held in Texas on November 7-8-9....."

EQUIPMENT ARRIVALS

As reported in the last issue of the TS, our diner (Amtrak 8070 ex ATSF 601) arrived Portola early on Oct. 7th. This former Santa Fe Super Chief car is in fairly good condition considering the usual offerings of surplus Amtrak equipment. The car left Los Angeles Oct 3rd and was routed via Las Vegas and Salt Lake City. UP certainly gave

us good service in delivering it—and without cost. Ten of the twelve tables are in the car, missing are the chairs, door locks, cabinet and cupboard doors and one diaphragm. All the window glass is intact and all the light fixtures are present. The



carpet and walls are in good condition. A bonus was discovered in the form of eight locomotive size batteries. These alone are equal to one-half the cost of the car.

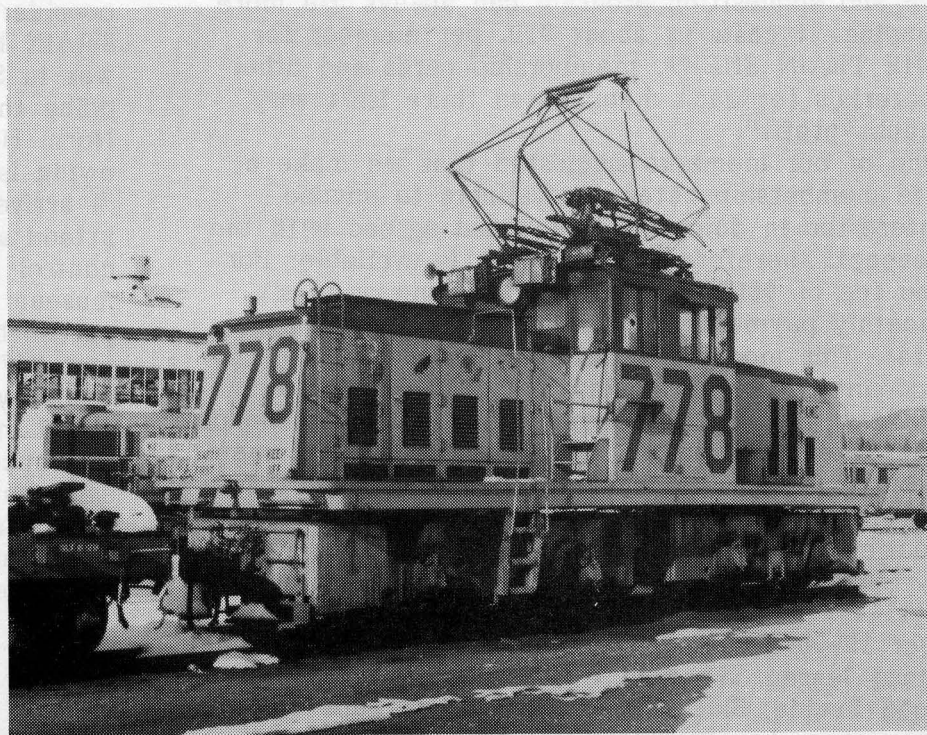
Plans are to repair and replace the cabinet doors and door locks, Charlene Marvin already is planning the first dinner in the car.

Funds to pay back the purchase price of the car are needed, wouldn't a nice donation look good on your tax return next year? Let Uncle Sam help pay for the car.

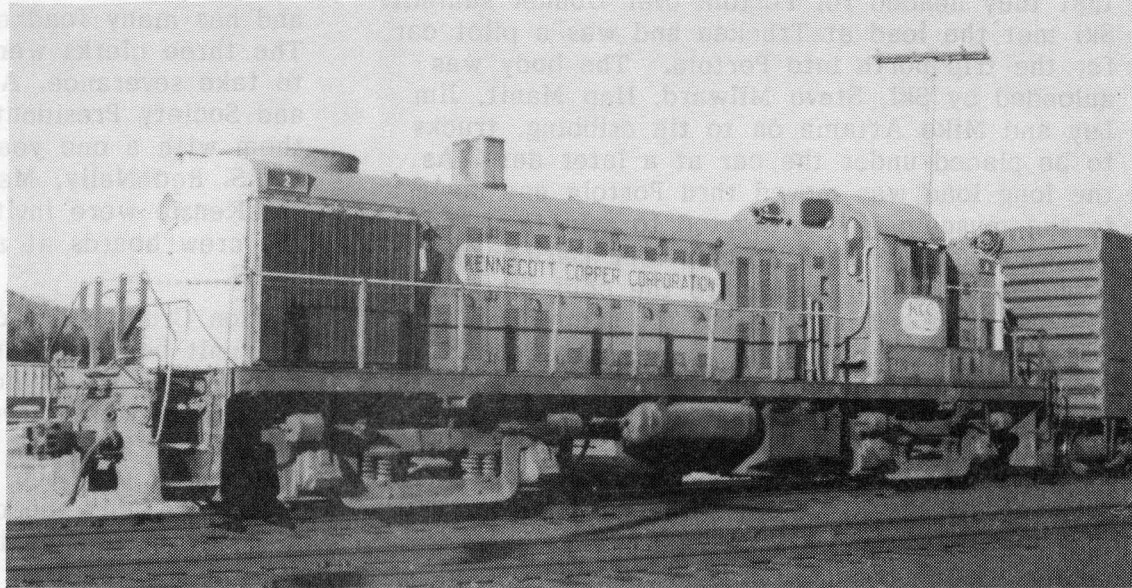
One of the last "uses" of our diner was a "cameo" appearance in the TV series **HARDCASTLE & McCORMICK**, Monday Oct 14th. A two second view

at the start and a short segment at the end was all that was seen. The TV show used some stock film of Canadian Pacific Budd equipment, 8070 was fitted with a red band to simulate the CP equipment and was used to film some scenes in LA. Hap Manitt's crew cleaned the car's interior, Norm Holmes removed the red masonite band and Steve Milward replaced the chimney cap to keep the weather out. On a trip to Sacramento, the Holmes located 25 metal office chairs at the state surplus yard and at \$5 each they are not exactly right, but will do until better ones are located....

ALL the ALCO's are in Portola!! As we reported in the last SHEET RS-3 #2 arrived on Aug 17th and that RS-2 #908 was returned due to a hot box. Norm Holmes on his way home from vacation stopped in Salt Lake and worked on the axle of the 908 and made the other two units ready for movement west. On Oct 23rd, in a special train (XSA-1) using UP SD-40 3191 and a caboose, #3, #908 and electric 778 started west out of Garfield, Utah. The train was restricted to 25 MPH because of friction bearings on the engines. 908 again developed a hot box (Hot Journal Bearing) and was set out at Delle. The remaining units proceeded west to Elko, Nev where the train tied up awaiting repairs to 908. The UP rebrassed the bad journal and it was moved west to Clive where it was set out with a hot box again.....



It was decided to continue #3 and #778 west in their special train and they arrived Portola Oct 26th. Norm Holmes missed the 25mph movement by one turn, but club members Dick Hussey and Chris Skow were lucky? to catch the train and they kept a watchful eye on the equipment enroute from Winnemucca to Portola. The #908 would now need a new axle before it can be moved. Ski checked around and found an axle by calling the exKCC Shop Foreman who now works for Utah

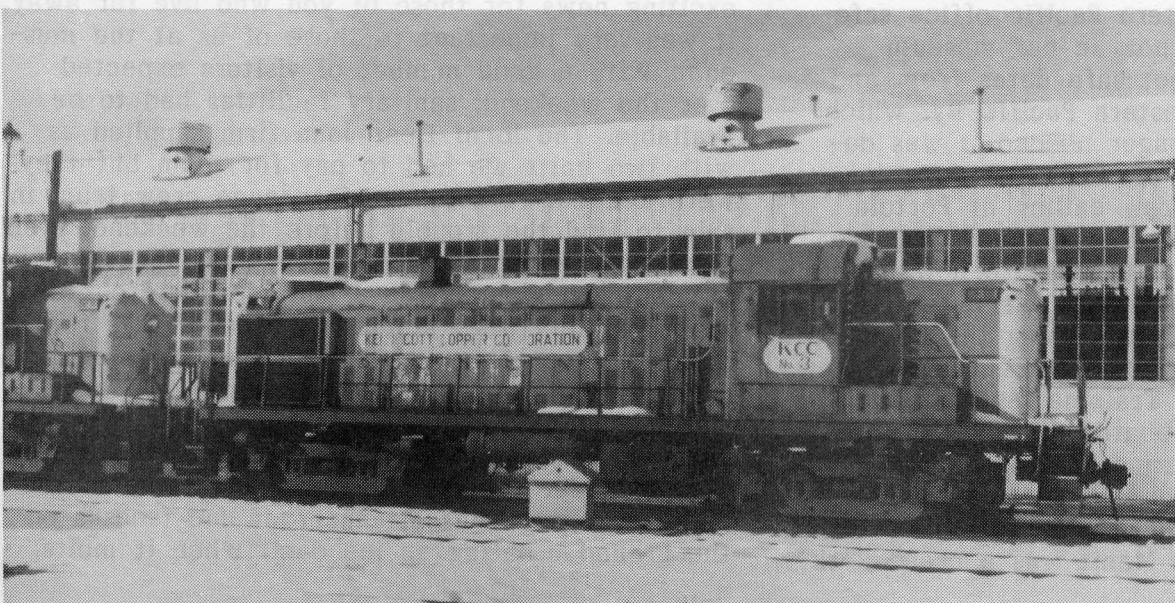


Railway and he knew the location of an Alco axle, and he called KCC to let them know. UP picked up the axle after Norm Holmes relayed all the information back and forth. Again the #908 was moved west in a special train and as luck would have it Dick and Chris got the movement again! They kept a watchful eye on the equipment enroute from Winnemucca across the Black Rock Desert and into Portola.... Coming along with the #908 was a UP flat car with the traction motor and old axle, we now have a new project to replace the motor and change out the axle and return same to KCC. It is quite a sight to now see three Alco RS type locomotives along the engine house. WP 3796 a fifty foot, double door auto parts car arrived from Keddie Nov 5th. This is the only example of this type of car left on the old WP and completes our 1940-50's steel box car collection.....

WP baggage car moved to the museum on Nov 27th..... On Nov 15th, Jim Ley and Norm Holmes loaded blocks, chain and jacks in Norm's pickup,

drove to Tracy, California and prepared WPMW 0912 for a truck haul to Portola. Through the assistance of Jess Porter, owner of Track Railcar Co. and member Larry Hanlon, the car was jacked up, trucks removed and loaded on an extended low bed trailer. The car is a former WP heavyweight baggage car WP 123 blt in Dec, 1923 and converted to an outfit kitchen-diner car in 1953. It weights in at 102,000lbs and is 60' long. It was sold to Tracy Railcar in 1975 and resold to a private party who intended to move it to the Lake Tahoe area as a mountain cabin. After sitting in Tracy all this time their plans changed and the car was available to us at their cost. Only two other WP baggage cars exist, we plan to restore this car to it's original appearance. But it's going to be a useful car in it's MofW style and on the WP it was orange with a silver roof.....

The trucks arrived on a low bed trailer Nov 19th and were unloaded at the museum. The car body had a delay due to a 4,000 lb overload and Murray Trucking of Stockton had to reload it on to a trailer with a dolley to lower the axle loading.



Due to weather it was not until Wed Nov 27th that they headed for Portola over Donner summit. Ski met the load at Truckee and was a pilot car for the trip north into Portola. The body was unloaded by Ski, Steve Milward, Hap Manit, Jim Ley and Mike Attama on to tie cribbing, trucks to be placed under the car at a later date. As the long load was moved thru Portola and down to the museum site it started to rain then snow! Ski who just got back from a long Caribbean Scuba diving trip got used to the cold that all of us have been getting used to for some time..... Old Man Winter has come to the high Portola area early this year.....

The car cost us \$2,500, the trucking bill has yet to come. We need financial help from the membership to pay for this important acquisition. One member already has contributed \$100 toward it's cost, can you help? We still have a REA express reefer coming soon.....

DONATIONS

Former WP engineer Bud Tabor visited the museum on Railroad Days. He was impressed with our efforts and subsequently donated a front number plate from WP mallet 258, two class lamps and a number of diesel engine manuals. Bud also arranged for the donation of a slide and photo collection from retired WP road foreman of engines Norman Roberts. The slides were taken between 1947 and 1962 and show many interesting views of the WP in the Feather River Canyon along with our CVL #8. While picking up the above items at Oroville, Norm Holmes observed some steam locomotive fire bricks stacked alongside the garage. Inquiry resulted in the bricks now being stacked in the engine house at Portola.

A request to Union Pacific for two UP shields to be placed on either end of the diesel shop building resulted in the delivery of two reflective decals mounted on heavy aluminum. When UP does something, they do it in grand style. We have two WP heralds of equal size and after the building is painted these will be mounted on the ends of the building oposite the UP shields. The safe is safe. The Western Pacific office safe from the Portola depot is now in our museum display room. This 3x3x4 foot safe dates from and is still lettered for the Western Pacific Ry. which disappeared in 1916. No longer needed it was donated to the Society.

Effective 9am Nov 14th, crew calling at Portola was transfered to the Crew Management Center in Salt Lake City, Utah. All boards are now maintained at this location. Employees wishing to see their position on the boards are using the computer terminal at Portola. This change made the old crew boards redundant. Through Trainmaster Jack Rich our Society removed both boards, leaving all the names in place as they were when last in use, and moved them to the storage room at the museum. They will be kept there until suitable frames are made for display. Hap Manit was a crew clerk

for many years when these boards were in full use and has many fond memories.....

The three clerks were also out of a job and chose to take severance. A party was held in their honor and Society President, Norman Holmes, presented them with a one year honary membership in the FRRS. Red Nally, Marion Crumpacker and Lola MacKenzie were invited to come on down and see the crew boards at any time and welcome to the FRRS.....

Marion Crumpacker donated an old oak desk and file unit bought by her husband, Bob (he was a long time diesel house foreman), when the engineman were moved from the diesel house to the depot. The desk had been in use at the Portola depot until the clerks jobs were abolished. Marion decided the desk should return to the house from whence it came. Earlier in the year Marion donated four track jacks and a number of old record books to the Society.....

During last summer's operating weekends, the American Legion set up a hamburger stand in the diesel house to feed our hungry operating crews and visitors. At the October membership meeting, Legioneer Walter Roode presented the Society with a check for \$150, part of their profits from sales. We appreciate them sharing with us and look forward to their participation next year.

Larry Hanlon donated electrical wire and fittings, Cash Donations were received from George Comer, Leland Thwaites.....

AND AROUND THE MUSEUM

Some of the county workfare people are back with us again. Because of an early snowfall in Oct, we were able to burn the piles of brush cut and stacked last summer. Under Hap Manit's direction, our RV park and picnic areas as well as the overflow parking areas are now clear of brush.

Two days before the Sept 28-29 operating day, our sewer line plugged up. While this may not be exciting news for those of you who live far away, it was very important to those of us at the museum. With a good number of visitors expected over the weekend, sanitary facilities had to be available. The local Deer John firm supplied us with two units we had to pay for them but they were needed. Portola's maintneance crew tried in vain to find the trouble before the weekend, even excavating a ten foot deep hole near the shop building. On Monday, as a last idea before the jack hammers were started, a "snake" was fed down the vent pipe on the roof and the clog disappeared. Thanks to the City crew, we are flushing again.

Last winter we had a serious problem with water coming under the doors on the north side of the building. Water runs off the roof and freezes on the ground creating an ice dam. When it melts,

the water runs into the building instead of away from it. It's too bad the designers of the building didn't raise the floor above ground level, but we have to live with its present configuration. To eliminate the water in the building problem, Norm Holmes built forms and mixed 12 sacks of ready mix concrete to construct curbs in front of the six north side doors, Hope this will solve the problem.

To prepare the building for paint, Wayne Monger patched all the holes in the roof left there when pipes and exhaust stacks were removed. UP has offered to paint the building for us, but the painting contractor had other commitments and was unable to do the job before winter set in. Next spring we should have a nice bright silver building.

PROJECT LIST

We have many projects at the museum that are just waiting for someone to adopt.

Projects already under way are:

CVL #8 (steam engine) Jim Boynton

WP 779 (caboose) John Marvin

SP 1345 (caboose) Vic Neves

WP 20806 (box car) John Ryczkowski

TS 520 (box car) Odie Lorimer

SN 5005 (covered hopper) John Walker

If you would like to adopt a car or a smaller project, or help on any of the above we'd love to have you. Just contact the Department Directors or project coordinators

WESTERN PACIFIC NATHAN M5

Here is a photo of the standard locomotive horn as used by the good old WP and a sound that can now only be heard in Portola.....

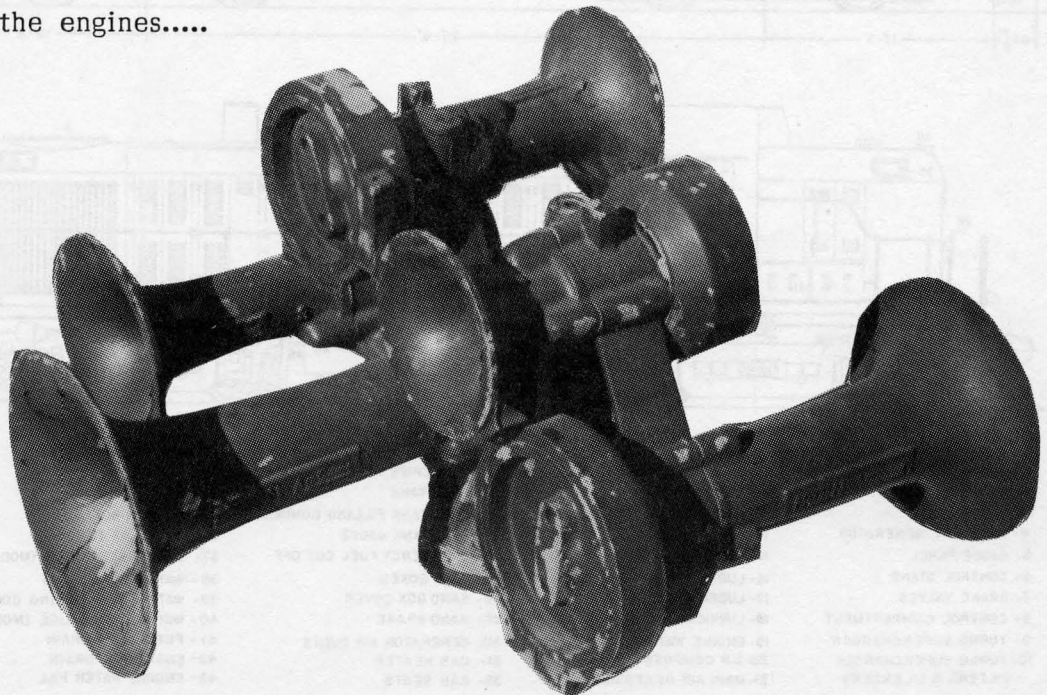
This will save you climbing up on the engines.....

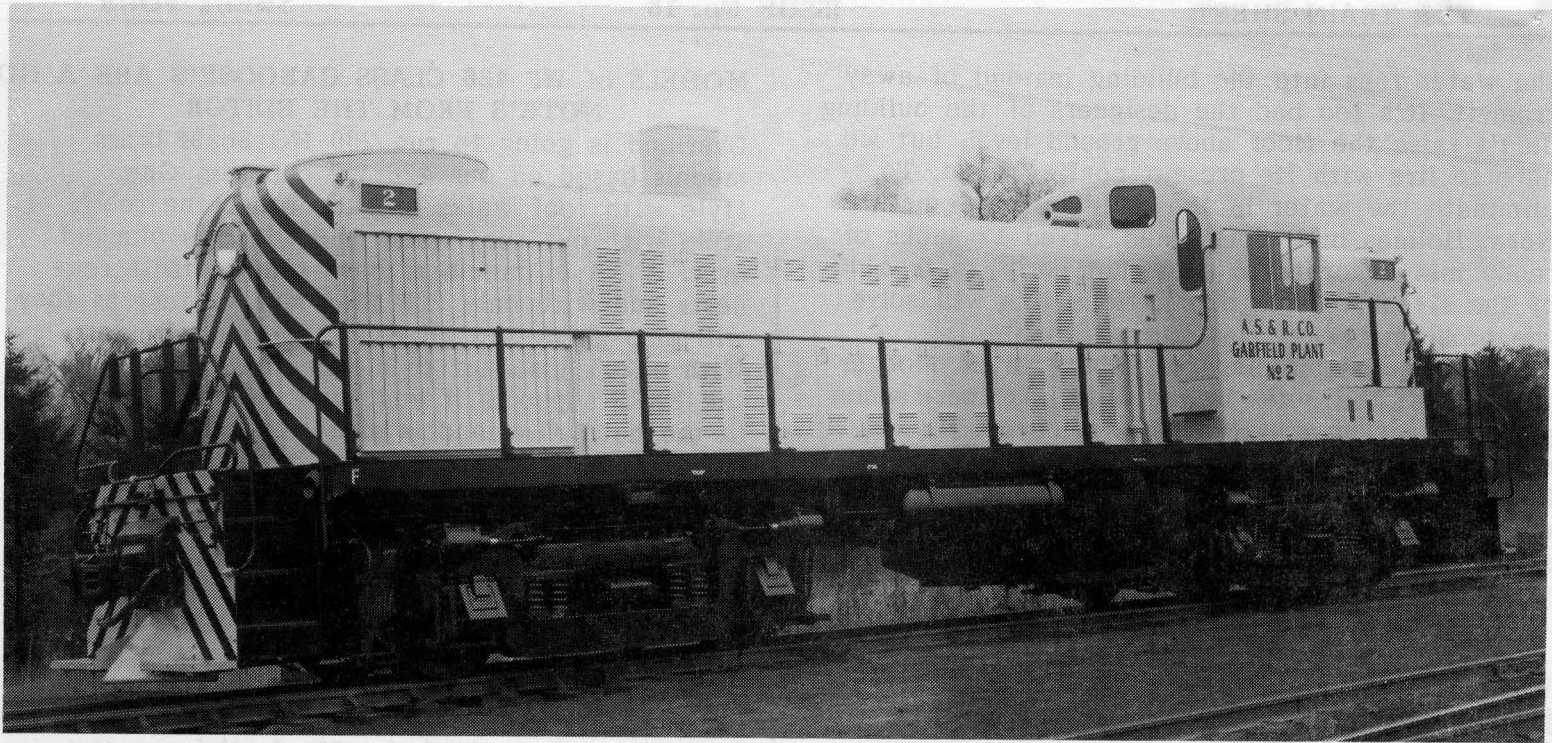
MODELS of WP 426 CLASS CABOOSE'S ARE A GO NOTE'S FROM THE EDITOR

Overland is going to run 200 HO Scale brass models based on our 428 WP caboose. One style with roof walks and the other the rebt style with out roof walks and windows blanked over. A lot of members have sent in their requests and with only 200 they will go fast as they will also go out to all other Overland Dealers. With a 20% discount to members on all models the FRRS supports, if you want one get your name in the hat....Overland is also going to do the early wooden cupola caboose based on our 779. I am sending in the drawings, data and photos on them. no delivery date as of yet but I'll keep you posted. Overland has shown interest in the Air Dump car and the SN ACF covered hopper. On models; Cascade Models is doing the WP business car "Feather River" if your interested in one please advise as we need more interest or the car may be dropped.....Oriental has done the WP exGN heater car as used on the CZ. (article on the heater cars next issue).....

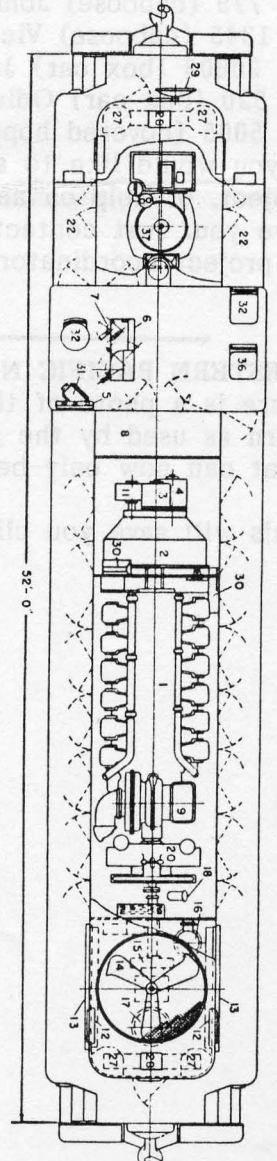
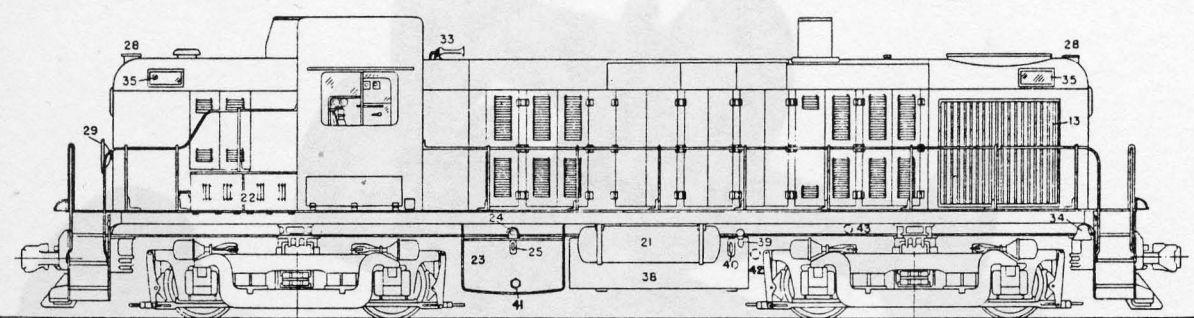
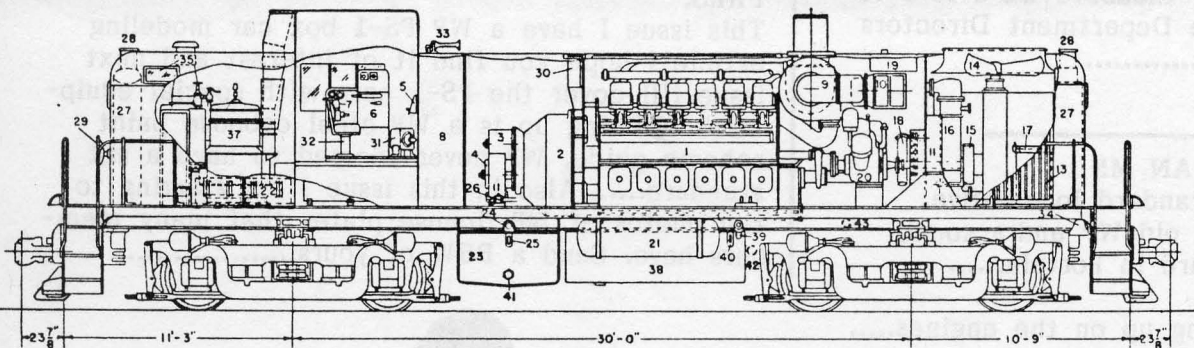
PLEASE take the time to fill out the questionnaire that Norm and myself made up and send it back with your 1986 dues... We would like to know in what direction to take the SHEET as articles to do, modeling? or history or just fokey museum news and how you feel about the FRRS.

This issue I have a WP PS-1 box car modeling article I hope you find it of interest and next issue I'll cover the PS-1 cars with special equipment. Coming up is a WP steel caboose paint scheme guide, WP never seemed to have a set standard.....Also in this issue I am starting to run photos of WP license plates that many members have. Send a B&W of yours.....





The above photo is the ALCO builder's photo of new #2, a RS-3 built for American Smelting and Refining. AM&R's RS-3s worked their complete service life at the large smelter west of Salt Lake City. The 1600 Horse power units were built in 1950, for AM&R serial numbers #2 78371, #3 78372. Kennecott Copper Corp. took over the smelter operations in 1959, both units worked for Kennecott until replaced by EMD MP15AC's.



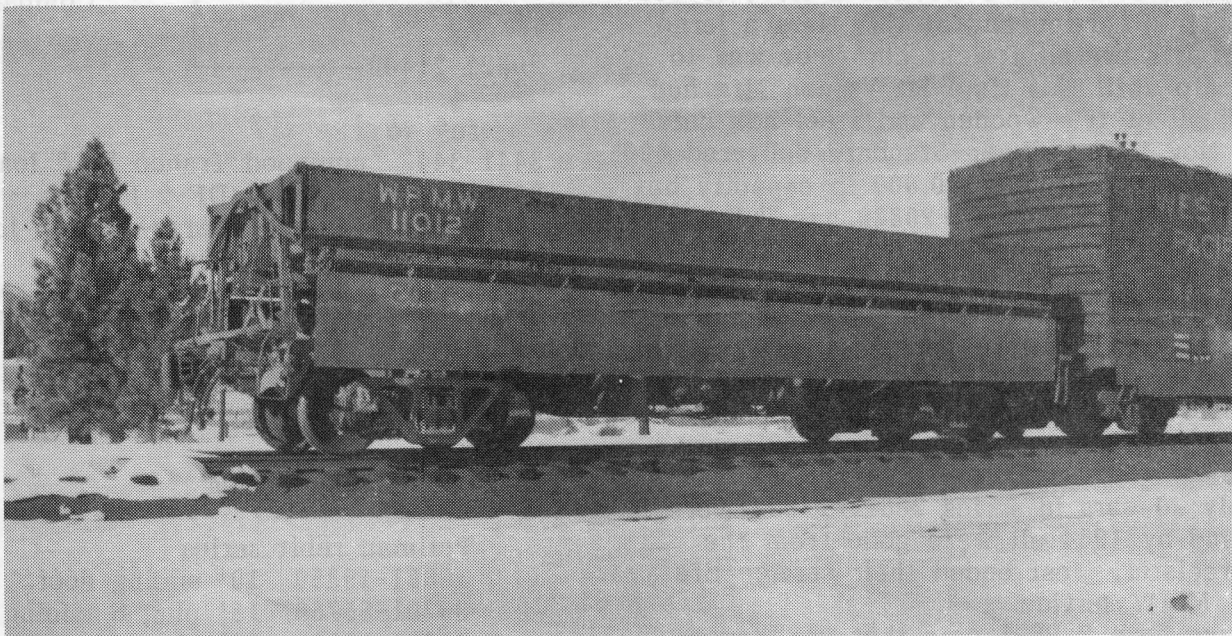
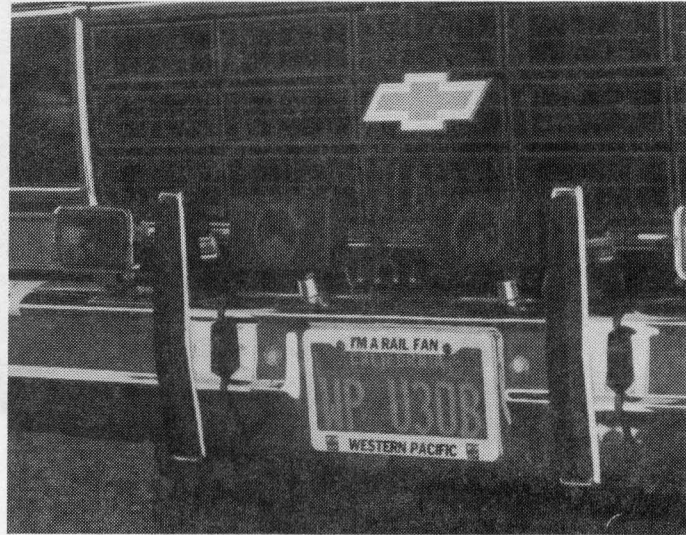
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|--|------------------------------|----------------------------------|---|
| 1- ENGINE | 11- TRACTION MOTOR BLOWERS | 22- BATTERIES | 33- HORN |
| 2- MAIN GENERATOR | 12- RADIATORS | 23- FUEL TANK | 34- BELL |
| 3- EXCITER | 13- RADIATOR SHUTTERS | 24- FUEL TANK FILLING CONNECTION | 35- NUMBER BOXES |
| 4- AUXILIARY GENERATOR | 14- RADIATOR FAN | 25- FUEL TANK GAUGE | 36- CAB SEAT (MOD) |
| 5- GAUGE PANEL | 15- RADIATOR FAN CLUTCH | 26- EMERGENCY FUEL CUT OFF | 37- STEAM GENERATOR (MOD) |
| 6- CONTROL STAND | 16- LUBRICATING OIL COOLER | 27- SAND BOXES | 38- WATER TANK (MOD) |
| 7- BRAKE VALVES | 17- LUBRICATING OIL FILTERS | 28- SAND BOX COVER | 39- WATER TANK FILLING CONNECTION (MOD) |
| 8- CONTROL COMPARTMENT | 18- LUBRICATING OIL STRAINER | 29- HAND BRAKE | 40- WATER TANK GAUGE (MOD) |
| 9- TURBO SUPERCHARGER | 19- ENGINE WATER TANK | 30- GENERATOR AIR DUCTS | 41- FUEL TANK DRAIN |
| 10- TURBO SUPERCHARGER FILTERS & SILENCERS | 20- AIR COMPRESSOR | 31- CAB HEATER | 42- ENGINE OIL DRAIN |
| | 21- MAIN AIR RESERVOIR | 32- CAB SEATS | 43- ENGINE WATER FILL |

California WP U30B

Is member Steve Habeck's of Los Osos.....

AIR DUMP WP 11012

This car in WP series 11001-11040 was built in 1927 by Western Wheeled Scraper Co. 40 cars of this type were used by the WP to haul rock and ballast in MofW service. Painted black with large white Western Pacific on the sides they ended up being painted yellow. Used by the WP right up to the UP take over they were changed very little, and 11012 is in working order.....

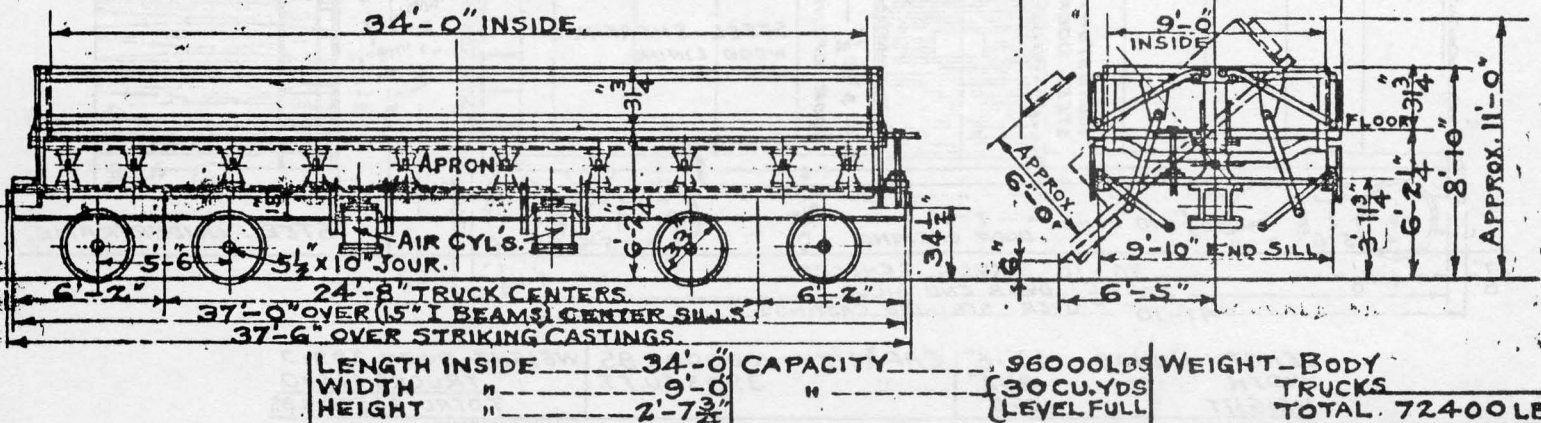


DUMP CAR BUILT BY WESTERN WHEELED SCRAPER CO. CAR NOS. 11001-11040 AURORA, ILL. ORIG. NO. OF CARS. 40. JUNE, 1927.

ARCH BAR TRUCKS FARLOW DRAFT GEAR. WESTINGHOUSE AIR BRAKE

CARS ALL STEEL EXCEPT WOOD FLOOR. WHICH HAS 1/4" STEEL COVERING.

NOTE. CARS EQUIPPED WITH AIR DUMP MECH.



| | | | | |
|---------------|-----------|----------|--------------|-----------------|
| LENGTH INSIDE | 34'-0" | CAPACITY | 96000 LBS | WEIGHT - BODY |
| WIDTH | 9'-0" | | { 30 CU. YDS | TRUCKS |
| HEIGHT | 2'-7 3/4" | | { LEVEL FULL | TOTAL 72400 LBS |



WESTERN PACIFIC'S PULLMAN 40' PS-1 BOX CARS

At the start of the 50's WP had a fleet of 800 steel box cars in service and at this time a large expansion of it's overall freight car fleet was to take place. Up until this time Mt Vernon Mfg had supplied WP all of it's wooden and steel box cars. Starting in Nov 1951 Pullman-Standard delivered 600 examples of their PS-1 40' 100,000 lb capacity box cars. The first 20 cars, 20801-20820, had Pullman's new compartmentizer equipment the rest 20821-21400, were XM class unequipped box cars. Later in their service life some were renumbered into new car series as they were equiped with special equipment.

When 40' cars were replaced by larger capacity cars many 40' PS-1's were rebuilt into 50' cars by Pullman.

By 1981 only 20 cars in series 20821-22022 were in service and by 1984 all were gone from the equipment register. Most ended their service life in company MofW service.

At Portola we have 7 PS-1 cars that are representative of all the renumbering and differant paint schemes they had in service on the WP.

Also 1 Pullman rebt 50'er WP 37007 with a plug door.....

20801-20820 re# 19501-19541 equipped Compartmentizer

20821-21400

re# to

3441-3442 equipped Tranco "SL" loader
 3451-3472 equipped DF-2 loaders
 3601-3602 equipped Cargo-Control loaders
 22001-22025 Flour service (lined)

21501-21513 DF-2 removed to XM car

MofW service

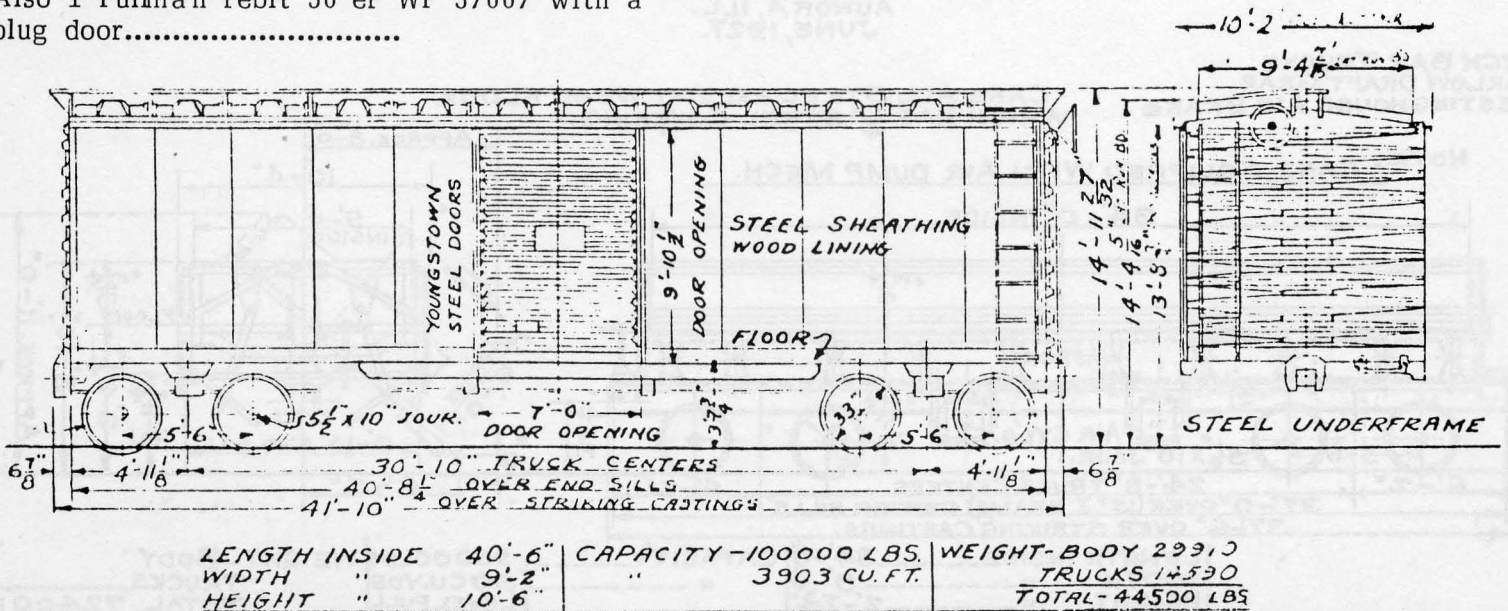
8100 and 8600 series

then to

0202-0260 MofW series

Pullman rebt series

19801-19850 10' sliding door
 35701-35750 15' plug & sliding doors
 37001-37100 10' plug door
 57001-57100 10' plug door



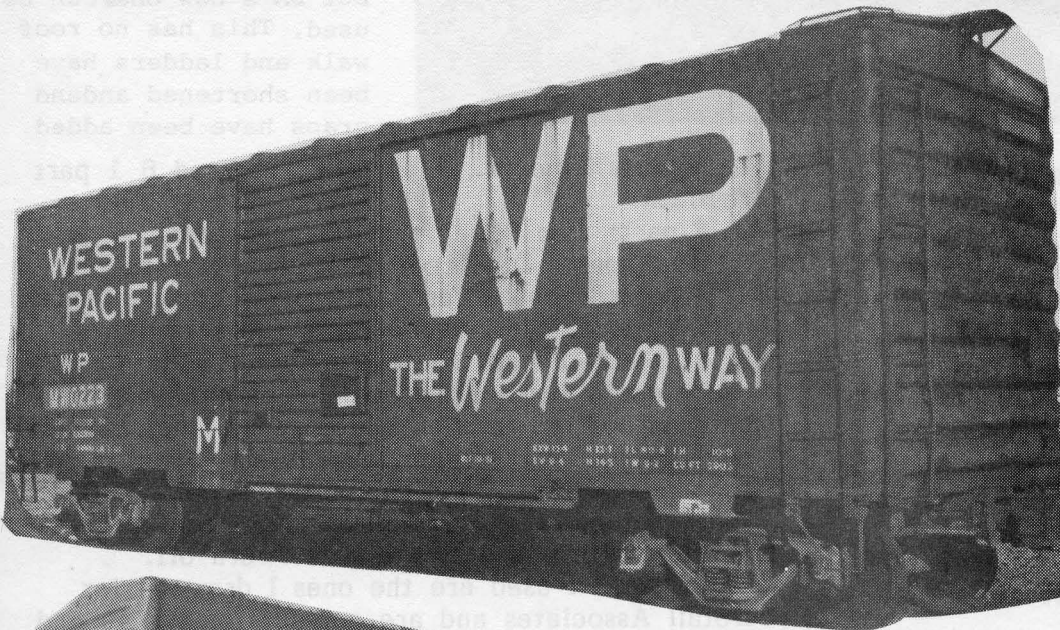
MODELING WP PS-1 40' BOX CARS.....

When McKean Models came out with the Master Series 40' PS-1 box cars there was finally a close car to WP's. Athearns 40' box car has dreadnaught ends and riveted sides. McKean's are welded sides and PS-1 type ends and with out roof walk holes and cast on ladders which make converting the cars a lot easier. Since McKean's car has a 8' door and WP a 7' I filled in the door opening with .020 styrene cut to fit.

Fill in any gaps with filler putty, sand smooth with 320 paper and polish with 500 grit. Which out for the weld lines as they are close to the doors. Trim the door guides down to 7' sizes and sand smooth, cut off the door stop and reglue it closer to the door.

The closest door is Athearn part #55201 which is for the Railbox box cars, cut down to 7 scale feet by cutting from each side. Put a scale 1x4 along the trimmed edges to finish off the doors. Note, the tack boards when the cars were delivered are high and centered and when the cars were repainted the boards were moved to the lower position. Most all nonrepainted cars (silver scheme) have the boards in the high position.

WP 22014 has a simplified paint scheme used by WP in the late 70's. Ladders cut short and no roof walk this car is in flour service with a "IMRON" clear inside finish. WP 0239/21255 is in MofW service and 0223/20834 has the scroll "THE WESTERN WAY" which not many 40's got. 37007 is a rebilt 50' from a 40'. WPMW 0242 has the block "THE WESTERN WAY" and is ex22023 which is ex21337.....





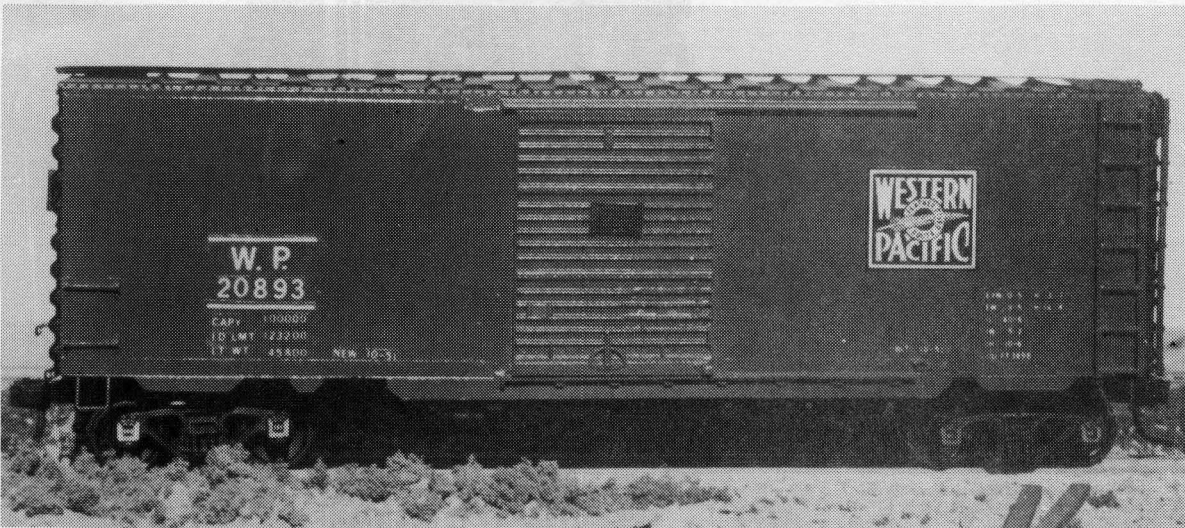
WP 21377, lettered with DA set 9003 painted blend #5 note the ACI plate and the data has been changed using white lettering from Microscale set 87-0001. WP 22005 is DA set 9004 which is complete for this series. Note the wheel dots, no roof-walk warning and consolidated stencil. I used Tuttle stirrups but DA's new ones can be used. This has no roof walk and ladders have been shortened and end graps have been added.

I used a #11 X-ACTO blade with the tip cut back to scrap the plastic away between the ribs and glued a new board in the high position. I used McKean's ladders, but found that the brake wheel and related equipment to be a little oversize. Cal-Scales Ajax brake wheel set is correct for WP cars and used it in place of McKean's. Detail Associates #6211 brake platform, #6909 bracket type grab irons, #2202 grab irons(ends), #2504, 2505 3/4, 1" scale brass wire, and #6205, #6203 running boards replaced McKean's parts. Trim the side sills to match the measurements shown and when installing the underside brake equipment turn the air reservoir length wise not cross wise as McKean has it.

Painting the cars....I used Floquil paints and by using paint chips from the cars at the museum and a paint control panel from WP, I have made up the following blends;
 WP box car red (new) 10 parts Zinc Chromate primer and 1 part Roof Brown
 And as it weathers WP box car red can be any of the following, they are a guide, mix them up and see how they match the photo or slide you have. Color matching is based on light and in different lighting conditions can be very different.

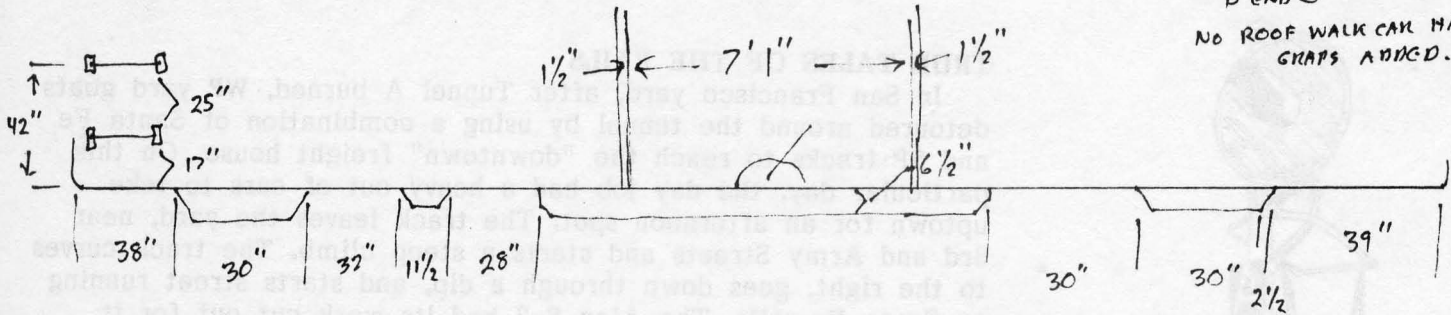
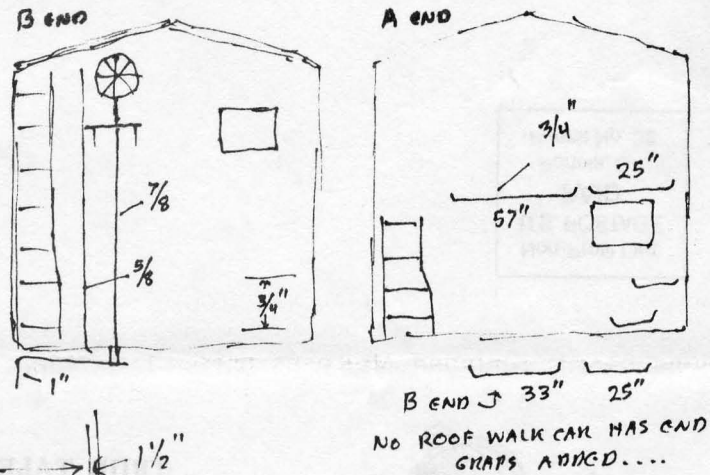
1. 5 parts zinc pr., 1 part box car red & 1 part rust.....
 2. 5 parts zinc Pr., 1 part box car red
 3. equal parts D&H red, box car red or tuscan
 4. 5 parts caboose red and 2 parts box car red
 5. 5 parts zinc pr. and 5 parts rail brown
 6. etc. etc. I work these combos around to make every car a little different. WP painted the later cars, a roof brown with white added, when repainted and roof walks removed. The simplified paint scheme is close to Floquil box car red. The roofs are painted 1/2 old silver and 1/2 reefer gray' as most all roofs have the paint worn off.
- The Decals I used are the ones I drew up for Detail Associates and are correct for WP 40 and 50 foot cars in WP's different paint schemes. They are due to be released soon and then the block "THE WESTERN WAY" will be available for the 1st time along with correct "RETURN TO" blocks and DF-2, Cargo Control etc markings.... Member Jim Harper of High Sierra Models, gives this advise on doing decals...and it works the best, Even using Glaze in the paint mix you need to over spray with High Gloss and after the decals are on and no bubbles after using Solvaset, go over the decals before weathering with a coat of High Gloss again and the decal film will be gone.....





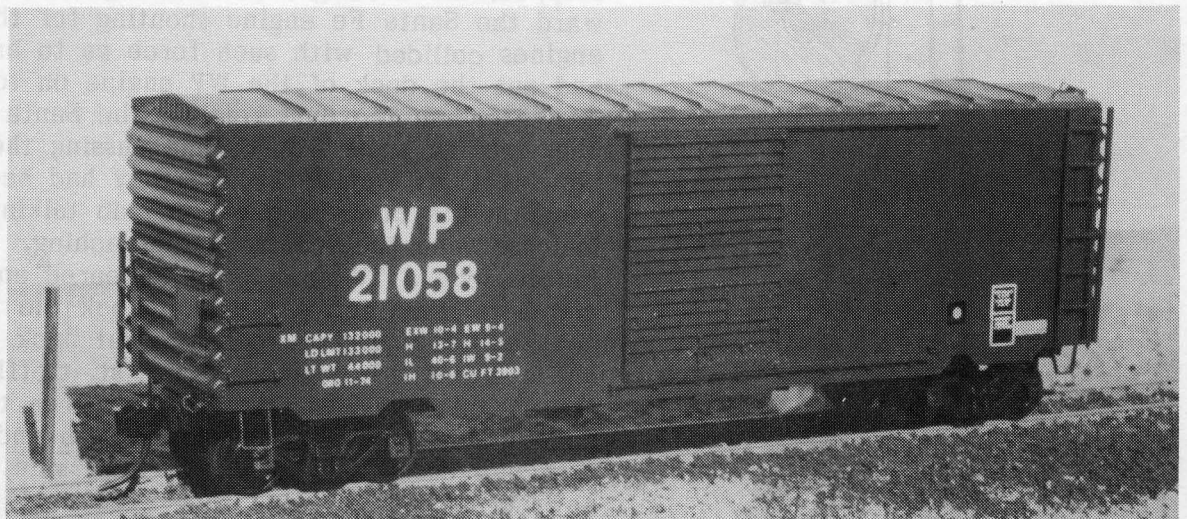
WP 20893, is lettered with DA set 9002 which has all the correct data for new WP cars in 40 and 50 feet. These cars came to the WP with black roofs and ends sides WP box car red. Many were never repainted and worked over 30 years with the same paint.

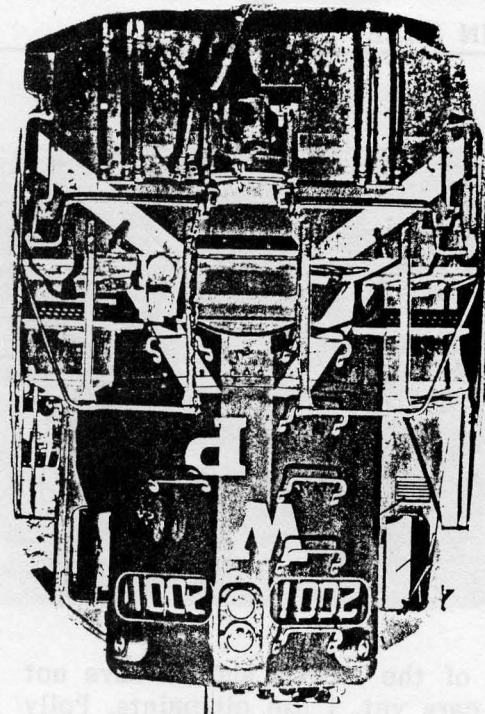
As the photo's of the models show I have not weathered the cars yet, I use oil paints, Polly S weathering color kit paints and then over spray with Floquil weathering colors..... This is the first time modeling has been in the SHEET AND I hope it rounds out an article on a specific series of WP equipment. Since WP used many differant paint schemes on their box cars that will be a up coming article with drawings.....



NO ROOF WALK CAR HAS END GRAPS ADDED....

WP 21058 is lettered with DA set 9001 which has all the correct data for 40 and 50 foot cars. Painted plain box car red with cut down ladders no roof walk and Microscale U-1 wheel dots, consolidated stencil and yellow no roof walk warning label. This scheme was used by WP as a cost saving as it was very simple.





.....Address Correction Requested.....

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TRUE TALES OF THE RAILS

In San Francisco yard, after Tunnel A burned, WP yard goats detoured around the tunnel by using a combination of Santa Fe and SP tracks to reach the "downtown" freight house. On this particular day, the day job had a heavy cut of cars to take uptown for an afternoon spot. The track leaves the yard, near 3rd and Army Streets and starts a steep climb. The track curves to the right, goes down through a dip, and starts street running on Santa Fe rails. The Alco S-2 had its work cut out for it and was making only 3-4 mph when the WP crew observed a Santa Fe goat approaching them from the opposite direction. The Santa Fe engine was moving slowly also. The WP train stopped, the crew got off the engine and a switchman ran toward the Santa Fe engine shouting for them to stop. The two engines collided with such force as to break both draw bars and put the deck of the WP engine on top of the Santa Fe engine. When the dust settled, the Santa Fe crew exited the cab, rubbing their wounds and cussing the WP crew for not blowing their whistle (which they had been!). They admitted they were on the other side of the cab talking to the engineer and had not seen the WP train approaching.

Before long a TV news crew appeared and interviewed crew members, then the yardmaster took the WP engineer back to get another engine to pull the cut back to the yard. After the air was pumped up and the 3rd st. traffic signal turned green, the cut of cars was started back down the hill. What was forgotten, however, was a spring switch under the train. Four of five cars derailed and laid on their side in the street! The TV news crew returned and this event made the 5 O'clock news.....

