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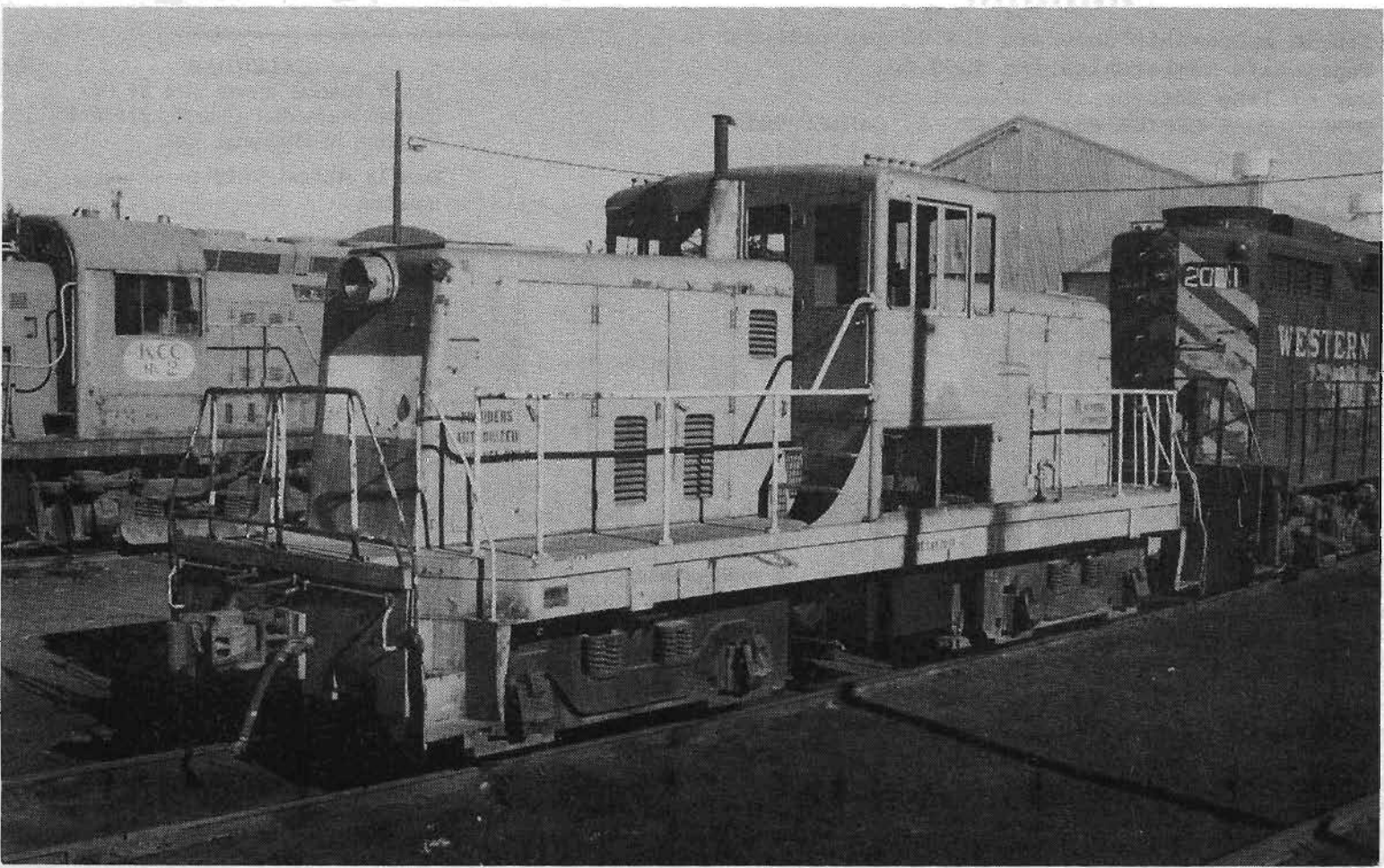


The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 4 No. 6 NOVEMBER DECEMBER 1986

ISSUE No. 22



UNITED STATES STEEL #12 A TWIN ENGINE GE 80 TON CENTER CAB, NOW AT PORTOLA
Ski PHOTO

FEATHER RIVER RAIL SOCIETY'S ANNUAL MEMBERSHIP MEETING DEC 13th.....
Please plan to attend this very important meeting and vote on many changes that will deal with the up coming year. Also your ballots will be counted at this meeting.....

THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY CO.



Feather River Rail Society

Preserving "The Feather River Route"

The FRRS, a tax exempt public benefit California Corporation, is the HISTORICAL SOCIETY for the WESTERN PACIFIC RAILROAD and operates the PORTOLA RAILROAD MUSEUM in Portola, Calif.

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 late great FEATHER RIVER ROUTE.

Single membership dues are \$15.00 per Calendar Year. Life memberships are \$300.00.

Our mailing address is.....

FRRS POST OFFICE BOX 8 PORTOLA, CALIF. 96122

Our information phone number is 916-832-4131

"THE TRAIN SHEET" is Edited and laid out by John SKI Ryczkowski. Assisted by Mary Ryczkowski with typesetting and proofreading. Articles/Info please write, THE TRAIN SHEET Post Office Box 1663, Sparks, Nevada 89432

ISSUE No. 22 with 800 PRINTED

From the PRESIDENT'S Desk

Norman Holmes

What happened to our volunteers and visitors this year??? Did cheap gas invite longer trips? Did EXPO 86 syphon off some? Did the Feather River Highway closure discourage some from coming up? Who knows. We were hoping to get a lot accomplished this year-quite a bit was done, but not as much as we would have liked. Even on operating days we barely had enough train crew members to have a full crew. Where did everybody go???

Our list of accomplishments are something to be proud of, however. A concrete walkway has been installed, the exterior of the Shop was painted, the meeting room and two other rooms painted, the east side fence installed and 908 -2001 were made operable. New equipment arrivals included Business car 105 and GP-30, 849 both courtesy of the UP. Many smaller projects were finished also, but much more remains, with new ones everyday. Those of you who visit the museum, why not plan to spend a few days helping to make it more attractive. If you can't come, your donation of a few dollars will help all projects and buy supplies, etc.....

About the Feather River Short Line

An Editorial

Due to the sudden emergence of the Short Line at the museum many questions have been raised. This is a brief explanation.

The Feather River Short Line is a group that has been around for some time with many members in the Portola-Quincy area, their equipment, #8, sat in the fairgrounds at Quincy until the Feather River Rail Society was formed and started the museum as we know it in Portola. At that time the FRSL was invited to relocate their equipment in Portola for restoration and operation on society trackage. The move and the restoration has been funded by Short Line funds and their sudden socialization for members, donations and letters proclaiming the Short Line while on Feather River Rail Society grounds is in support of the restoration of the #8. Many members of the FRRS are assisting in the restoration and we are happy to let the FRSL use a section of our engine house, as their future participation will be of great benefit not only to the Short Line but to the FRRS. When operating the #8 will run under an operating agreement with the FRRS and under our rules.....

WP LIVES

member

TRAIN



Tourist Railway Association Inc.

CALENDAR

Dec 8 Special movie nite at the United Methodist Church, 27555 E Baseline in Highland, Cal.

Dec 13 Annual FRRS membership meeting

Jan 3-4 Booth at Great American Train Show, Shrine Civic Auditorium in Los Angeles

Jan 10-11 Booth at Great American Train Show, Oakland Coliseum

Feb 8 Booth at Great Western Train Show, Solano County Fairgrounds in Vallejo, California

Feb 21 Members social meeting

Feb 28 Booth at WinterRail, Stockton

Mar 8 Booth at Great Western Train Show Solano County Fairgrounds in Vallejo, California

OCTOBER 19th MEETING

Some 20 members attended our fall social meeting. A museum progress report was presented by Dept heads, then Dale Sanders and Mark Hemphill announced they formed a group to buy six of the seven F units from the Alaska Railroad. They will be stored at our museum on a long term lease and will be available for operation and display. This will give our museum more F units than any other museum in the country and more diesels than any other museum in the west.

John Walker reported that a coalition group of Northern Calif RR Preservation groups has been formed as a mutual aid organization and to foster cooperation among the 8 or more groups in the area.

TRACK ACTIVITY

On 20th Sept, Dean Hill, Norm, Jim Ley, Mat Parker and Hap ripped up three rail lengths of track on the ramp track in preparation for the installation of a switch to our much needed rip track connecting link. Switch parts and ties were salvaged from an unused switch on the balloon with points from an unused switch in Reno. It has now been installed, nearly 500 feet of track laid and before long we will have another track in service. This track and the two tracks to the north are badly needed for storage space for our ever growing collection. In addition to those listed above, Rose Hersted, Steve Milward, Wayne Monger, SKI and Hank Stiles helped. A special thanks is due Ken Roller, who has almost single-handedly spiked down the rails.

DEDUCTIONS.....**and your TAXES.....**

A major change in IRS rules will be in effect in 1987. Among the many changes Congress made is a limit on itemized deductions. Although the tax rate on income will be less for most people, the number of items one can claim as itemized deductions are reduced, thus it will not be advantageous to many to itemize. A donation to a charitable organization this year will off-set higher 1986 tax rates instead of lower taxed 1987 income. A donation can also be made on a Visa or M/C card even though it is not paid until 1987.

The tax ID numbers of the FRRS is....68-0002774

With an almost certain increase in the cost of diesel fuel in the coming year, we are going to purchase at least 2000 gallons of fuel this year. Membership contributions are requested to help cover costs, this we feel will be "money in the bank".

RENEWAL TIME

Charlene Marvin, membership

It's time to renew again! Membership is on an annual basis-Jan 1 starts a new year, if a member has joined after Oct, he/she is credited for the following year. If a member has not renewed by April, he/she will be dropped. We need all our members...Annual membership dues are still only \$15 per year. Life membership is available for \$300. If you don't want to renew let us know why so we can address the issue....Thanks...

We have many things planned for 1987 and need your support. If you can add a little "extra" to your dues, our preservation and restoration programs will appreciate it. Remember dues and contributions are tax deductible. We now have 674 paid up members.

SENIOR DAY

Nearly two dozen senior citizens attended our senior appreciation day, Sat Oct 25th. The senior housing unit is located on a bluff overlooking our museum, here the residents not only have an unequalled view of museum activities, but they also are subjected to the sounds the trains generate when we have operations. Some of the seniors have been keeping watch over our facility and report to Hap or the Sheriff's office any unusual activities.

To show our appreciation for their watchful eyes and patience with our sounds, Hap and Councilwoman Fran Roudebush suggested we give them a free train ride. So, we coupled 921 to the diner and a caboose, loaded the passengers aboard, including a great lady in a wheelchair and gave them a two-loop ride around the balloon. Aboard the diner, Barbra Holmes served hot-spiced cider and donuts to our friends. The train crew consisted of Jim Ley, engineer, Steve Jackson, fireman, Matt Parker, conductor and Hap Manitt, brakeman. Norm Holmes, Virginia Larson and Bill Magazin helped in loading.

DONATIONS

New member Paul Bourget learned of our need for an answering machine and helped out with a donation of a fine machine from his parents Radio Shack store.

Another new member, Walter Harper a former WP employee in San Francisco, sent us a box of WP material including a WWII war bond flag that flew over the WP-SF freight station, a collection of MILEPOSTS, a 1929 newspaper, and other data. These are all welcome additions to our archives, especially the NCE items.

Models of WP 2-8-8-2's

Member John W Brown writes about getting a strong showing of interest on the two styles of these big mallets. He would like to see the project started by Key/Samhonga finished, some needed info is rivet detail, top of the tender, etc. Please write to the TS and let us know about your interest in these models.

EARLY AMERICAN RAILROADING

A new magazine is out for the railroad enthusiast who likes the 1830 to 1930 time period. This magazine put out by a non-profit group can be had by writing.....

EARLY AMERICAN RAILROADING
P.O. Box 101RP

Allegan, MI 49010

\$7.50 per year or a sample will be sent for two 22¢ stamps.....

MAILING

Due to a lack of interest, 1st Class mailing will no longer be available for the TRAIN SHEET.

Thanks to Joe Way, our mailing list has been updated to include ZIP + 4. Joe supplies our mailing labels for the SHEET and keeps it up to date. Please advise of any changes in your address.....

FAIRMONT A-8 MOTOR CAR

Courtesy of the Union Pacific a A-8 arrived Sept 29th. This large for a motor car, track gang car has a flat head Ford V-8 engine and a four speed transmission. The engine is in need of major repair and may need to be replaced.

"MILEPOSTS"

I have cataloged the society's collection of Western Pacific Mileposts. We are missing the following.....

March 1956

December 1958

April 1959

December 1969

The issues between...

SPR SUMMER FALL 1978 Vol30 #1 to

May/June 1980 Vol 32 #1

Missing are..Vol 30 No2 Winter 1978?

All Volumes 31 1979 up to issue

Vol 32 #1 May/June 1980.

For some reason 1979 and 80 are

hard to find.....

I would like to fill out the collection and will return any Milepost after a copy is made....Thanks SKI

WP DECALS AVAILABLE

Detail Associates long awaited WP decals are now out and the 7 sets cover most all box cars used on the Western Pacific. The gift shop will have them for you and the cost is \$3.50 ea less disc.....

Set 9001 Modern 15" White

Set 9002 Early 50's Silver

Set 9003 Late 50's Yellow

Set 9004 "THE WESTERN WAY"

Yellow Block Lettering 40'

Set 9005 "THE WESTERN WAY"

Yellow Block Lettering 50'

Set 9006 "THE WESTERN WAY"

Yellow Script Lettering 40' & 50'

Set 9007 Yellow "CUSHION

PROTECTION" 50' boxcar

USS 12

by Norman Holmes

Some things just don't come easy. Way back in August 1985 I asked Ken Boynton, who lives in Antioch to check around the USS plant in Pittsburg to see if they would have a retired Baldwin switcher we might acquire for our museum. The Baldwin fleet was still active, but they had an 80 ton GE center cab unit that was no longer in use and if I would write a letter we might obtain it.

I made a trip to Pittsburg, inspected the locomotive and felt it would fill a need in our collection. It has two Cummins diesel engines (one is in need of repair) which would make it economical to operate and one that we could operate in winter. Several letters, phone calls and a personal intervention by Bob Attama, a former USS executive and father of Mike Attama, gained tentative approval of our request. In Feb the USS plant joined with POSCO Industries of Korea to form a partnership. Changes in management delayed final approval of our request. Finally on May 22, 88 a letter arrived stating the engine was ours. UP Division Superintendent Jeff Verhaal was contacted about arranging for transportation of the unit to Portola. On May 30 Ken, Barbara and I worked on the GE, oiling journals, and gear boxes, repairing the hand brake and replacing air hoses and angle cocks. UP sent an inspector to look it over. He disconnected the traction motor leads and checked the wheels and air system—everything seemed OK for the move. USS put the unit outside on the interchange track and the Pittsburg turn coupled into it and started to pull. At 5mph the unit was bouncing so bad they were afraid to go any faster with it. They set it out to await further inspection. A UP mechanical supervisor was present when a second attempt was made to move it. Again it bounced so bad fear was it would derail. Speculation was that it had oblong wheels.

What to do? The unit sat outside the plant for a week-time enough for vandals to break all the windows and gauge glass and for someone to steal the horn. (We took the bell & builders plates off) I conferred with UP mechanical people and they offered to furnish use of their Petty-Bone crane and two flat cars to load and transport the loco to Portola. We would have to hire a second crane to help load the GE.

Another trip to Pittsburg was needed to determine what course of action was to be taken and what materials would be needed. Ken accompanied me again on this Oct 10th inspection. Four hours after I left Ken in Antioch, he was involved in an auto accident and hospitalized for a week. His help and expertise would be missed. A tentative date to load the engine was set for Oct 15th, however, on Oct 13th UP had a serious wreck on the High Line at Westwood. This took all UP's available cranes and crews, furthermore USS could not spot the GE for loading until Friday.

Finally, the loading was scheduled for Wed, Oct 22th. At 3:45 am, I aroused Jim Ley with a blast of my pickup horn. Time to hit the road to Pittsburg. A hot cup of coffee awaited Jim as the 230 mile journey began. Loaded in the pickup were ties, blocks, chain, a cutting torch and tools. Pittsburg was reached a little after 8, a gate pass secured and we were in the USS plant. Doug Jensen met us at the gate to help with the work. No12 was located along with two MP flats spotted for loading. Before long a UP wrecker foreman, two helpers in the Stockton wheel truck and the Petty-Bone crane with operator arrived. Some preparation work was necessary before loading could begin; the end plates had to be cut off, the truck retaining blocks removed and air brake lines disconnected. When this was accomplished, the Petty-Bone positioned itself, the Concord Crane Service crane arrived and got into position and alift was made. We had to call on the USS Baldwin to shove the trucks out from under the GE's body and shove a flat car in their place. Once this was done and the body secured the second flat was spotted so that the trucks could be loaded. With their help temporarily not needed, Jim and Doug managed to get a ride on the Baldwin. Not an everyday opportunity!

With the trucks out in the open, the cause of the rough motion was evident. Several of the wheels have deep grooves worn on the tread, so bad a flange was formed on the outside edge. This was not visible when the trucks were under the engine body. If when we get a wheel lathe the wheels will have to be turned. Meanwhile, a set of grinder shoes will be installed to try to true them this way.

The next four hours was spent securing the body and trucks for shipment. On the way home we stopped by to see how Ken was doing. He is sore, but getting well and he presented us with the horn of the 12. Someone thought the engine was going to scrap and took the horn, but brought it back when the engine's salvage became known. Jim and I got back in Portola at 11 pm, a 19 hour, 460 mile day.

In the wee-hours of 30th Oct the two flats arrived with #12. It so happened UP was making a trade with wrecker outfit derricks in Portola, exchanging the Salt Lake derrick for the one in Portola. What better time to unload the 12, as a crew was on hand to test the equipment. The 200 and 250 ton derricks had no trouble lifting the 56 ton GE body from the flat and placing it on it's trucks. The next day the B&L local moved 12 to our trackage, at 5mph....We now have a fine soon running example of GE's industrial power.....

UPDATE on SHORTLINE #8

by Betty Boynton

Feather River Shortline #8 is now officially 79 years old! Her bronze and black builder's plates #32160 read "Baldwin Locomotive Works, Philadelphia, Pa., Nov 1907." Shortline #8 is a standard gauge 2-6-2 Prairie type that was built for the Sierra Nevada Wood and Lumber Co. at Hobart Mills, Ca. With ample wood slabs to keep her firebox full, #8 transported forest products six and a half miles to Truckee for interchange with the SP. In 1917 #8 became Hobart Estates although her name was never printed on the equipment. During this time #8 was converted from wood to oil fuel. From 1932 to 1937 she carried the road name Hobart Southern Railroad. In 1937, the Overton Forest reserves at Hobart Mills became exhausted. The milling complex and allied narrow gauge and standard gauge railroads were abandoned and sold for scrap. Shortline #8 was then sold to the Clover Valley Lumber Co. at Loyalton in Aug 1938 and became a "woods switcher". She gathered logs from landings and spurs to make up trains in the Squaw Queen and Clover Valley area north of Beckwourth, assembling cars for the mainline haul to the mill at Loyalton. In 1956, her work days over, #8 was switched onto the scrap spur with a bleak future ahead. A reprieve from the scrapper came in 1958 when the little

engine, a World War I ammo car and former WP caboose were sent to Quincy. On Dec 24th, 1958, the equipment officially became the Feather River Shortline Railroad and the engine acquired her present name, FRSL #8

Over the years #8 put on added weight from layers of paint, grease and grime but never had a complete "right to the metal" restoration. Jim Boynton was the last person to run #8 under steam on May 19, 1962. In Aug 1984 he founded project Sequoia and took on this overwhelming task. Wed and Sat are work days, though small in number,

the members are large in enthusiasm and continue to work away the layers of memories. Steve Jackson, Mel Moore, Dean Hill, Jim Boynton, Al Thomson, Bob Beattie, John Marvin, Eugene Vicknair, Jim Ley and Mike Attama have worked on the cab, piping, brake system, tender connections, and fuel has been hauled from Quincy to Portola. The fuel has been made available by the Clover Logging Co., Plumas County School Dept, Sierra Pacific Industries, Detrick Tire Co., and hauled by Jim to Portola. Guy Dunscomb, assisted by his son Don is now producing a pictorial of

Western Steam and Shortline #8 will have a spot in the book. Edward Brown of the Plumas County Historical Society is also compiling articles about the Shortline for publication soon.

NEWS FLASH...Engine #8's boiler and firebox have at last been certified! What a birthday gift...the months of hard labor and delays are now paying off. We thank Rose Hersted for her excellent research effort that has aided this project greatly. Although much work remains, we hope 1987 will find the #8 back under steam power.....

TURBO PULLED.....by DAVE McClain our Electro-Motive Tech.....

Our "new" GP-30 UP 849 came to us relatively complete, except for the batteries. Matt Parker, Doug Jensen, Ken Roller, and I installed batteries taken from one of the inoperable Alco #3's.

After installing some oil filters and checking fluid levels water was added to the cooling system. Luckily only a couple of leaks were found.

The decision was made to crank the engine. The 608, as always, was used as a jump unit to bolster the ailing batteries. Doug took the start switch and I was on the layshaft. The engine came to life with minimal cranking. After the smoke cleared water began to leak out of the rear radiator connection. Apparently the UP had considered removing the radiator or maybe the engine and had left the connection loosened.

Mary R photo

We shut the engine down reluctantly and fixed the radiator leaks. When we attempted to restart the engine it would not respond!

The fuel pressure to the injectors and rack position were checked out okay--plenty of fuel going into the engine. Then Matt suggested that the turbo didn't sound like it was turning. An air box cover

was removed; air was not being expelled from the block. I went to the roof and found no air was coming out of the exhaust stack.

Suspecting the turbo, I removed the intake pipe to see if it turned during cranking. It did, but a comparison with 2001's turbo convinced us that it was not turning nearly fast enough--possibly the planetary gearing was broken.

Ski and I started removing shrouds and air box connections, the first step for turbo removal. Never having done this before, we took our time and worked together on the difficult bolts. When the roof hatch was loose and all the bolts were removed Jim was summoned from his operating duties with

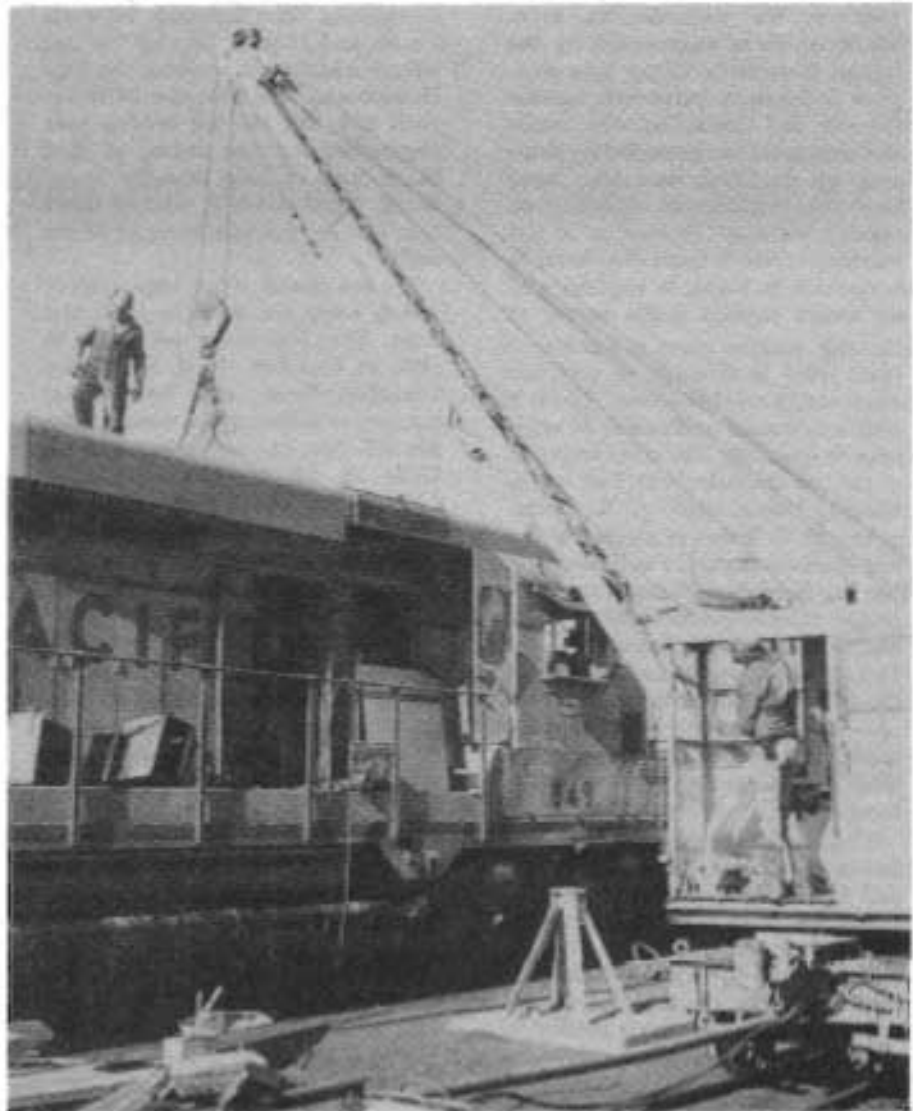


2001 to run the Burro Crane. Our very first turbo removal had to be preserved in entirety on film. Pam Hodson and Mary Ski were stationed on the roof of the Alco #2 for a great spot.

The turbo was rigged with cables and lifting was begun. I was on one side and Ski was on the other, both using bars to wedge it from the block. Jim began to lift. After carefully guiding it up through the roof with barely enough boom length the turbo hung above the #49—a feat that we thought couldn't be done in one day.

The turbo was lowered to the ground and inspected. There was no solid connection between the inner gear and the turbine shaft; something could be broken in the planetary gear chain. Part numbers were checked on the turbos of #849 and #6946; they were the same. Also the #849's engine block is stamped DDA40X EMD 645 Power Pack. Apparently the #849's engine is out of a Centennial unit and not a 567. This engine does have a derated governor rated full power at 835 RPM, so we have a 645 powered GP-30, another one of a kind first for the FRRS.

Our options are exchanging the turbo with the UP, repairing it with new parts, or removing the turbo from the 6946. In any case it looks like we'll have an operating GP-30 in the near future.



WESTERN PACIFIC *Mileposts*

NOVEMBER 1949

On a trip from the 25th Street yard in San Francisco to Oakland, November 8, Captain H. B. Lampman, mate F. Loch, deckhand John Kirk, bargemen A. R. Gustafson and S. Miraglia, engineer G. Fevrier, fireman J. O'Brien and oiler J. Hayes, crew of the tug Humaconna, found launch 28U407 on fire. Stopping the tug, they quickly put out the fire and turned the launch over to the Coast Guard. The launch was owned by Tex McGee and was abandoned at the time the Humaconna came along, and it was later discovered that the occupants of the launch had been rescued by another launch, "The Texas Rocket."

There is no finer department on the WP system than the marine organization and, in fair weather or foul, it is one of the superior marine organizations on San Francisco Bay.

WP'S MARINE ORGANIZATION

By Hazel Petersen and Henry Slapp

Possibly many WP employees do not understand how freight cars are transported to Oakland from San Francisco and vice versa. At the present time, approximately 300 cars are handled daily on barges, operated under the jurisdiction of the yardmaster at Oakland, who dispatches them between Western Pacific Mole, Alameda, and various points in San Francisco.

On advice from the superintendent of transportation, yardmasters dispatch stock, perishables, Rule 10 merchandise and other preferred loads, must be handled as soon as possible after arrival of trains, and our marine service must be coordinated with Encinal Terminal, State Belt Railroad, Alameda Belt Line, and WP's Oakland and San Francisco yards, to insure that

barges are pulled and loaded promptly. It usually requires from thirty to fifty minutes to make a trip between any of the two above mentioned points, depending on existing conditions.

Marine equipment must be kept in A-1 condition, and tugs and barges are dry-docked annually for inspection and any necessary repairs. Arrangements for dry-docking tugs are handled by the superintendent of motive power at Sacramento, in conjunction with the terminal trainmaster at Oakland, and the firm of Pillsbury and Martignoni, ship brokers, San Francisco. The tugs are fueled at Oakland and take water at 25th Street. We have two slips in Oakland and one at 25th Street.

Marine forces report to the terminal trainmaster at Oakland, and

their jobs are assigned on the same basis as switchmen to eight hour watches. We maintain an extra board which is augmented by the Inland Boatmen's Union who supplies deckhands, bargemen, marine firemen, and oilers. Captains, mates and engineers are provided by stepping up qualified men who have been working in lesser capacities on regular watches. Promotion in the marine service is from deckhand to bargeman, to mate, to captain, and the senior captain is the master of the tug. Engine room promotion is from oiler to fireman to assistant engineer to chief engineer. There is only one master and one chief engineer to each tug. The chief engineer of the tug Hercules is R. Taft and of the tug Humaconna, A. R. Curtz-wiler. M. C. Silva is master of the tug Humaconna and Pat Kearney of the tug Hercules. Masters, captains, mates, chief engineers and assistant engineers must be licensed by the U. S. Government and are subject to Coast Guard Regulations. The regular crew on a tug consists of a captain, mate, engineer, fireman, oiler, two bargemen and one deck-hand.

The tug Humaconna operates 24 hours daily, except between 8 a. m. and 4 p. m. on Saturday, with steel barge No. 3 in tow. The Hercules operates from 11 p. m. to 7 a. m. daily, except Friday and Saturday, with Barge No. 1 in tow. Our stand-by barge is No. 2, which is used in emergencies. Each barge carries 13

average cars. In the rush seasons extra crews are occasionally called to operate the Hercules between 7 a. m. and 11 p. m. During the last war, in addition to working the tugs Humaconna and Hercules 24 hours each day, the marine service was augmented by the rental of Red Stack tugs to haul standby barge No. 2, which made a total of three tugs and barges operating 24 hours daily.

We are proud of our tugs, both of which were sea-going tugs at one time. The Hercules was built in 1907 at Camden, New Jersey, by Dialogue Bros., and her official number is 204801, gross tonnage 409, net 120. She has a TE type engine, CYIs 17, 24, 41; stroke 30, IHP 1,000; boiler SES type, diameter 15; length 12; maximum speed 10 knots; fuel capacity 85,400 gallons; cruising range 21 days; bunks 18; provisions, 30 days. She was purchased from Moore Dry Dock Co. in 1924.

The Humaconna's official number is 218071. She was built in Superior, Wisconsin, in 1919; tonnage 418 gross; 190 net; steel hull, length 142 feet, beam 27.5 feet; draft 14.6 feet; engine 1250 h.p.; two Scotch marine boilers, reciprocating engines.

Barges No. 1 and 2 were built by Kruse & Banks at North Bend, Oregon, in 1908. They are of wood construction with an overall length of 266 feet; net tonnage of 934 tons and gross 1,339 tons; beam is 39½ feet and draft is 12¾ feet. No. 3 was



Named after a tribe of Indians from the Great Lakes area, the Humaconna originally looked like this.

built by Moore Dry Dock Co. in 1928, is of steel construction, 258 feet long, with beam of 38 feet, draft 12½ feet and net tonnage of 1,200 tons.

Before the tug Humaconna was purchased, WP had the Virgil G. Bogue in service, a wooden tug of 750 h.p. She was sunk by the Point Lobos about nine years ago near the Coast Guard lighthouse at the entrance to the Oakland estuary. Captain Silva and oiler Melvin Swasey state the Point Lobos was known as a "hoodoo" ship, as one of her captains was found dead aboard ship,

apparently from a heart attack, a mate was found dead aboard, and there was suspicion that he had been murdered, while another crew member was killed as the Point Lobos was docked in Alameda during a strike. Then this jinx ship sank the Virgil G. Bogue, forcing the crew to swim ashore to safety. Later on the Point Lobos floundered on the rocks just out of the Golden Gate, where she lays to this day.

Many interesting stories could be told by our marine employees as some of them have worked on ships all over the world.

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WESTERN PACIFIC RR ROUNDHOUSE AT PORTOLA IN 1939, LOOKING NORTHWARD

James E Boynton Photo

SURROUNDED BY STEAM LOCOMOTIVES DURING THE GRAND AGE OF STEAM

In response to our request for articles about people's past activities on the late great WP has brought us this wonderful story of operations in Portola during the Grand Age of Steam.....

by John R Daly

Over the deafening roar of about a half dozen of the fourteen steam engines surrounding my office at the Western Pacific roundhouse came the unmistakable sound of breaking glass. I remember instantly thinking that it could not be an earthquake because that region high up in the Sierra Nevada mountains of Northern California is not prone to quakes. But in a split second I saw loco #57 come charging right through the wall and in doing so it took down the walls and the ceiling of what had been the office containing the Enginemen's Board in the roundhouse at Portola, Calif. A hostler had just brought the engine in on a track which ended about twelve feet from my office but the cylinder cocks were not opened properly and this allowed steam pressure to build up in the massive main cylinders. Under those conditions nothing in the world will contain a loco until it has moved itself far enough to exhaust the built up pressure.

And loco #57 did just that, coming to a stop about half way through my collapsed office as the leading wheels sank into the ground under what had been the office floor. Luckily no one was hurt as I managed a very hasty retreat out a rear door but I still have a mental picture of hostler helper Dan Rascon as he leaped over a five foot high counter in the office with only a standing start.

That was just one of hundreds of experiences I had, some frightening, some sad, and some humorous, during the fifty-one months I was in the service of the WP during WWII. The WP was a major trans-continental carrier running for 928 miles from Salt Lake City to San Francisco and like so many other American railroads it performed with unparalleled effort night and day all through the war in transporting troops and mountains of war supplies in quantities never before heard of. I was in charge of the Enginemen's Board on the swing shift at Portola seven days a week for eight and sometimes sixteen hours a day and as such I dealt directly with all the locomotive crews running between Oroville and Winnemucca, Nevada. Because of its geo-

graphical location, right at the crest of the famous Feather River canyon, almost all locomotives going both east and west were changed and serviced at the Portola roundhouse and because of this I found myself constantly surrounded with steam locomotives including some of the largest and most powerful 2-8-2 mallet engines in the US.

Portola was actually the dividing point between the western and eastern divisions of the railroad so we had locos from both divisions as frequent visitors in the Portola roundhouse. I can recall at least ninety-seven different steam locos which were turned and serviced there including eleven of the 2-8-0 consolidation freight engines built by Baldwin in 1906. Almost twenty-five of the 2-8-0 engines built by Alco in 1909 were frequently in and out of Port. As were at least nine of the remaining 4-6-0 TP-29 passenger engines built by Alco at their Brooks plant in 1908 and 1909. This class of engines powered Western Pacific passenger trains for over 17,000,000 miles between Oakland and Salt Lake from the time the railroad started operations in 1910 until they were displaced by the larger mountain type 4-8-2 locomotives in 1936. These fast stepping 4-8-2

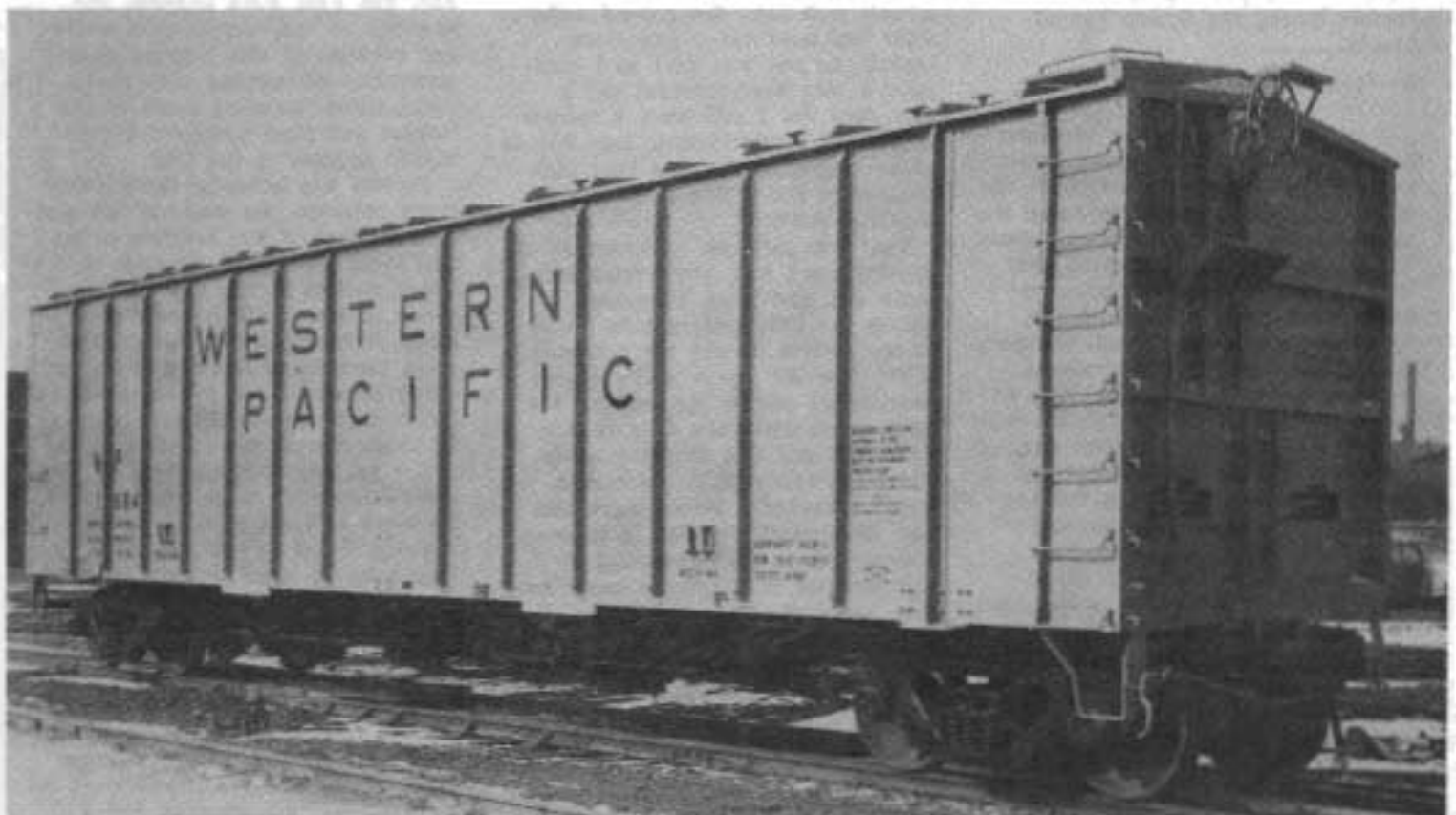
passenger engines with 73" driving wheels were constructed for the Florida east Coast in 1924 by Alco at Schenectady and were bought and reconditioned by the WP at Sacramento in 1936. All ten of these fine engines were frequently serviced in the Portola roundhouse. Then the ten huge 2-8-8-2 freight locomotives built by Baldwin in 1931 and 1938 were constantly seen at Portola as they handled almost all of the heavy freight tonnage up the ruling 1% grade in the Feather River canyon over the 116 miles between Oroville and Portola. These big engines weighed over one million pounds and were capable of moving trains of more than 3000 tons up the canyon with ease. All ten of these mallet engines were constantly in and out of Portola and two or more of them could always be seen on tracks adjoining my office. Likewise, Portola saw at least 23 of the 36 big 2-8-2 MK-60 engines built by Alco at both Dunkirk and Schenectady between 1918 and 1929. These engines were the mainstay of the heavy freight haulage across the many miles of the Nevada desert as well as in the Sacramento valley. Some of this class of engine also handled most of the passenger trains in the Feather River canyon between Oroville and Portola, and all 23 of them which I remember seeing at one time or another were frequent surroundings of my Portola office. And then beginning in early 1943 the Western Pacific purchased six new 4-8-4

passenger engines built by the Lima Locomotive Works and these big machines with 73 1/2" driving wheels weighed almost four hundred and thirty tons. After their arrival they took over most of the passenger service and all six engines were constantly seen in Portola. To this big array of motive power was added an assortment of steam switch engines which worked around the clock in the Portola yards, plus a number of the eastern division locomotives which never were in service as far west as Portola but came through on their way to and from the overhaul shops in Sacramento, California.

So here I was in a position which modern day steam locomotive enthusiasts would surely envy. I had daily personal contacts with nearly one hundred engineers and fireman and hostlers, as well as about eighty machinists, boilermakers, pipefitters, electricians, and their helpers, all of whom were men except for two women hired as engine wipers during the labor shortage of WWII. All of them, both man and woman, were truly a dedicated lot and worked long hours often under trying conditions. There were so many trains moving that every piece of available equipment was pressed into service and every passing track from Oakland to Salt Lake appeared to have a train passing another train either eastbound or westbound. Hundreds of times I watched Locomotive crews tie up and fill out their reports after nearly sixteen

continuous hours on the road, only to be called to go out again eight hours later. At one time the Portola Enginemen's Board had eighteen crews (36men) working between Winnemucca and Portola, plus another twelve crews (24 men) working in the canyon from Portola to Oroville. In addition to these the passenger trains were taken over by eastern division crews, and the passenger crews working the Feather River canyon. We likewise had a helper engine pool of five crews (10men) which regularly were dispatched east to Gerlach where they were turned and helped westbound freights over Sand Pass in Nevada and then up the Long Valley grade in California and through the Chilcoot tunnel in which the WP crosses the crest of the Sierras. From there it was just another 18 miles across the flat Sierra Valley to Portola. There also were crews for a variety of local runs including those to Reno, Loyalton, and Keddie and added to all of this was a large pool of extra board men who filled in for any vacancies. To keep an adequate supply of men on the extra board the WP had to bring in a number of what were called "boomer" firemen who had some firing experience elsewhere and for one reason or another were currently available. And finally, Portola at one time during the war had as many as six crews working switch engines around the clock in the local yards.

continued next issue....



WESTERN PACIFIC 4180 CUFT AIRSLIDE COVERED HOPPER CARS

WP 4180 cuft cars are as follows

11671-11675 Built 1964
 11676-11679 Built 1965
 11681-11685 Built 1966
 11686-11690 Built 1966
 11691-11698 Built 1978

With Walters new model of this type Airslide and Micro-scale doing a WP decal set for Airslides a look at Western Pacific's cars is in order.....

General American's Airslide design is primarily for bulk shipment of dry, granular or powdered commodities such as flour, sugar, plastics or chemicals. The car is unloaded by conventional systems such as suction, pressure pneumatic conveyors or by gravity into a pit under the car. In order to actuate the Airslide conveyors built into the hoppers of the car, a low-pressure source of air is required at each unloading site. This air is introduced into manifolds below the car, carried to a plenum chamber where it passes through the special Airslide fabric "fluidizing" or aerating the material above it and causing the lading to flow to a single pair of outlets at the bottom center of the car.

General American Airslides come in two sizes 2600 and 4180 cubic feet in which WP has both sizes.

Cars 11671 thru 11685 have the hand brake in the high position, but starting with 11686 built in late 1966 it is in the updated low position.

All of the WP cars were a light gray with black lettering and now when they are repainted by Union Pacific, they are a flashy silver with red and black lettering.

GATX



WP 11684 is one of the Feb 1966 cars that has the brake wheel in the high location.

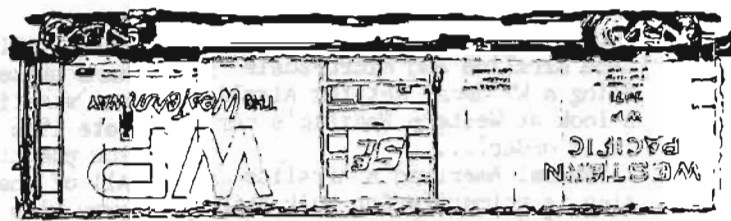
WP 11696 Blt in 8-78 is one of the newest cars in service for WP, shown here in Fremont 1982.

WP 11672 a WP/UP car painted silver at Pocatello 2-84 has RED "UNION PACIFIC" with BLACK DATA/REPORTING MARKS. This is UP class CH-100-51

WP 11690 (on back cover) has the brake wheel in the low position, note that cars with the high brake wheel have a complete ladder on the side not just 4 graps.....



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