



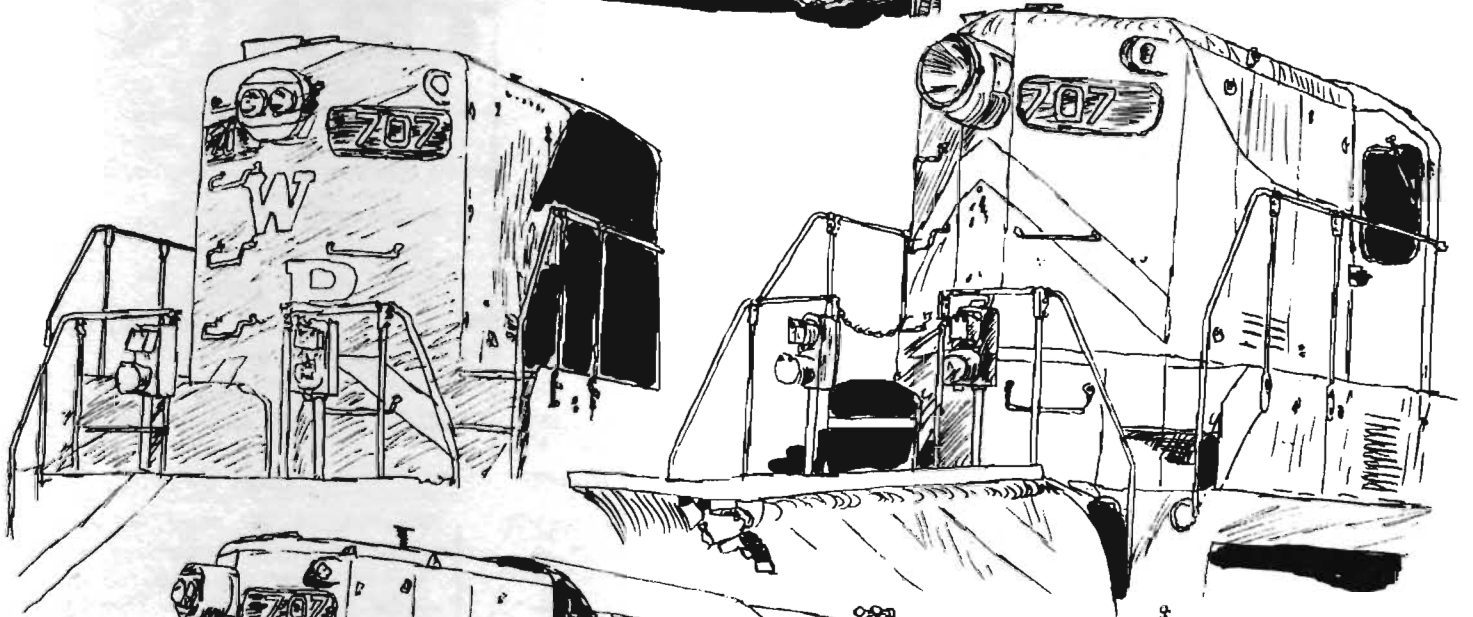
The Train Sheet

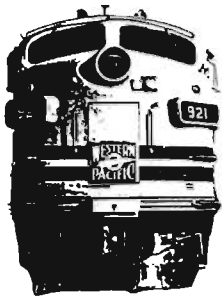
Preserving "The Feather River Route"

MARCH APRIL 1987

ISSUE No. 24

\$1.50





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. With 22 locomotives, 7 cabooses and over 45 differant types of equipment at the Portola Museum the FRRS is a outstanding society. Steam service is provided by the Feather River Short Line Railroad.

The WP LIVES in Portola.....

Single membership dues are \$15.00 per calendar year, and 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 or call 916-832-4737

"THE TRAIN SHEET" is edited by John J Ryczkowski and assisted by Mary S Ryczkowski.

Articles/Info please write, The TRAIN SHEET

Post Office Box 1663, Sparks, Nevada 89432

The Feather River Rail Society is not supported by, nor affiliated in any way, with the Western Pacific Railroad.....

FRRS tax ID number is 68-0002774



BOARD OF DIRECTORS 1987

President and Founder

Secretary

Director

Director

Director

DEPARTMENT OFFICERS

Museum General Manager

Asst General Manager

Treasurer

Membership

Operations

Training

Diesel

Cars

105 Business Car Manager

PR

On Site Caretaker

Retail Sales Store

Norman Holmes

John J Ryczkowski

John Marvin

Wayne Monger

John Walker

Norman Holmes

Hap Manit

Bill Magazin

Charlene Marvin

Steve Habeck

John J Ryczkowski

Dave McClain

John J Ryczkowski

Doug Jensen

John Walker

Jim Ley

Chris Skow

member



Tourist Railway Association Inc.

THE TRAIN SHEET

Volume No. 5 No. 2 Issue No. 24

800 issues printed

From the PRESIDENT'S DESK

It was recently brought to my attention that someone representing himself as a member of our rail society while visiting another railroad museum, made himself obnoxious and unwelcome in his attempt to convince them that former Western Pacific equipment should be transfered to our museum. We are new in this museum business and would like to maintain the good reputation we enjoy. Unauthorized contacts by persons using the society's name cannot be condoned. As stated before in this column, anyone wishing to help our society with equipment acquisition, donations, etc. is asked to please clear their efforts before making contacts. Many members have gotten many items for us and we need all to work together for a common goal.

Norman Holmes

SPECIAL MEMBERSHIP MEETING

There will be a special membership meeting May 16th at 7:30 PM in our diesel house meeting room to discuss several ByLaw changes.... This is the same weekend as the Work Weekend so please plan to attend and be a part of the museum operations.....see you in Portola....

UPCOMING CALENDAR

Saturday and Sunday May 16th & 17th First Annual Spring Work Weekend.....
Grand Opening May 23-24-25th.
Second Annual Feather River Rail Festival July 11th 1987.....

Please check your yellow 1987 calendar for all the events in Portola, if you need one or an extra please drop us a note.....

SEASON OPENING

May 23, 24, 25: Opening for our third season of operations. We will need everything to be in order for this event. The Portola Rotary Club has offered to put on a pancake breakfast for us on Sunday morning. These breakfasts usually attract a large number of local people, profits will be donated to our museum. Breakfast will be served from 7am to 11am in our museum meeting room. Cost is \$4 per adult \$2 per children, maximum \$12 per families. A free train ride ticket comes with each breakfast ticket.



FEBRUARY MEETING

Despite the somewhat late publication of the Jan-Feb TRAIN SHEET, a number of members attended our February meeting. Hap Manit showed movies of the transfer of the Feather River Short Line equipment to Portola and Norm Holmes showed some of his 1960 era railroad movies. Barbara Holmes made a cake to celebrate the 4th anniversary of our Society.

APRIL MEETING

Our April social meeting will be held April 18 at 7:30 pm in the Portola City Hall. A film program will be presented and refreshments served.

SALES DEPARTMENT

Now that everyone has received their 1987 merchandise catalog you can see we are serious in bringing you the best western merchandise available at the best prices. Orders are starting to come in and I will get them filled in the shortest possible time. Everything listed in the catalog is also on display at the gift shop if you would like to come on in. If for some reason you did not receive a catalog please let us know. I want to thank the following persons that helped out at the many sales shows, gift shop and getting the catalog ready for mailing. Without your help we never could have done it: Roy Lopez, Pat Duffy, David Dodds, Oden Lorimer, Vickie Krois, Larry Richards, Jim Atkins, Matt Parker and his Father, Nick and Dorithy Baldi, Paul and Michelle Robinson, Mr & Mrs Hartung, Craig Huddleston, Bill Garner, Elton Shell, Bill Marshall, Hap Manit, Joe Way and Rose Hersted. Charter Train In Ecuador..... Chris Skow is operating a private chartered train with steam into the Andes of Ecuador. To depart in August, room for 30 persons, if interested contact: Chris P.O. Box 312, Portola 96122

LIFE MEMBERSHIP FOR NORM HOLMES

Back in December Dave McClain, John, and Mary Ski conspired over the juices of fermented fruits. It was decided that Norm deserved

something extra for all the time, dedication, and soul that he has given to the museum. The idea of gifting him a life membership was hatched and Dave volunteered to handle the particulars. He solicited contributions from people acquainted with Norm and the museum and had no trouble collecting the \$300. Dave presented the check at the February meeting--a small way of saying thanks from your friends.

805-A

A bid for \$25,000 has been made thru Mountain Diesel Transportation to the owners of the 805-A. We have our fingers crossed they will accept the offer. The unit is reported to be complete but will need some engine and electrical work plus a complete repainting.

T-SHIRTS

Please find enclosed a special offer for "Home Coming of the Silver Lady" T-Shirts done by Oden Lorimer. These very nice shirts are in limited supply and the donation is going to the 805-A fund....Please order yours TODAY.....

Also Ski is working on several WP and FRRS T-Shirts for members only. First out will be a operating dept T-Shirts for crew member ID..... Followed by a green shirt with orange WP on the front, a brown one with yellow WP THE *Western* WAY, a silver shirt with orange WP feather and nose of the 921, a Das Boot shirt, and one using WP's new logo..... If your interested write to Ski so you can receive a brochure. The monies raised will go into a special freight car restoration fund.

RENEW MEMBERSHIP NOW!!!

Is this your last TRAIN SHEET?? If you have not paid in the months of Oct thru March 1987 your membership has expired..... Please pay now in the envelope enclosed in this issue so you will not miss an issue of the SHEET. Lots going on at the museum this year and we would like you to be a part of it. 62 new members so far this year but over 200 are current membership have not sent in their renewals, we need your support....see you in Portola.....

We also have four new life members
Stephen J Clifton
Bill Frasier
Norman Holmes
John J Ryczkowski
They bring it up to 17 Life Members

WORK PROGRESSING**ON SHORTLINE #8**

After two and a half years of work Jim Boynton reports that "finally things are being put back on #8 instead of being taken off". Re-bricking of the firebox is completed, rebuilding of the air system is underway and new wood work for the cab is planned. Plans are now set for replacing the lagging (insulation) on the boiler and the jacket material is on hand. An agreement for operations between the Shortline and the FRRS is being worked out and soon this logging 2-6-2 will be boiling water again.

TWO UPCOMING EVENTS**FIRST ANNUAL SPRING WORK WEEKEND****MAY 16 & 17**

see enclosed data sheet

SECOND ANNUAL FEATHER RIVER RAIL FESTIVAL

JULY 11th

Photo runby's, display's, trainrides, slide show's
movie's and night photo set ups!!!

Last year's event was a great time!!!

Tickets are \$5 in advance
or \$7 at the gate

For further info or tickets please write
RAIL FESTIVAL 87
1130 Galaxy Dr
Yuba City, Calif.
95991

EQUIPMENT ARRIVALS

WP GP-7 No. 707 arrived Portola Feb 4th. This Geep was an important acquisition for our museum because it spent so many years of it's service life working the Portola Reno local freight. It is the only unit of it's class to retain the large reflector headlight cannister, although it now has a sealed beam adaptor. Luckily someone donated one of the original headlight units, which will be installed ASAP. After UP purchased WP, 707 was placed in storage along with many other high mileage units. (The last date recorded in 707's cab is Jan 24th 1983 at Oakland.) The units were first stored in Oroville, then Portola and finally Salt Lake City. While in SLC the GP-7's and 20's were subjected to vandalism resulting in broken windows and gauges and 707 had all it's copper tubing removed. Hobo's lived in the cab's one, not ours, suffered a cab fire. The fate of the remaining 7 and 20's is unknown. After 707's arrival in Portola, Ken Roller cleaned two fifty gallon barrels of debris from the cab. Dave McClain and Larry Hanlon, our EMD "experts" have been working on the unit and John Ryczkowski has started replacing all the cab gauges and tubing. John and Dave got all the needed gauges from other units when in SLC last year. Hopefully after four years of inactivity another 567 engine will bring its sounds to Portola. The 707 and 2001 are top projects this summer to be repainted into Orange and Silver.....

Units remaining in the Salt Lake City area are: 701, 703, 704, 705, 706, 710, 2002, 2004, 2005, 2006, 2007 and 2010.

WP caboose 473 arrived Portola Feb 15th. This caboose was donated to the Nevada County Narrow Gauge



Ski & Dave ARE going to make her live again with the help of others.....

group who are rebuilding this railroad between Nevada City and Grass Valley. They had no immediate location to place the cab and asked us to keep it for them for a while. Volunteers from that organization may restore the cab while it is in Portola. We are happy to help out other preservation groups whenever we can. WPMW 90, a 50ton Industrial Brownhoist crane, along with boom idler car WPMW 8674, arrived in Portola March 15th. Rail Society President Norm Holmes was lucky (?) to catch the SCST (Salt Lake City-Stockton local) train at Winnemucca which had the above units in its consist. Because of speed restrictions on the crane and a thunder storm on the Smoke Creek desert which knocked out part of the signal system, the

trip took 11½ hours to cover the 211 miles to Portola. The crane needs some minor work on its lifting mechanism, but should be servicable soon. Arriving a few days before the crane was WPMW 79-4, a 1925 50' flat car. It is former WP 2328.

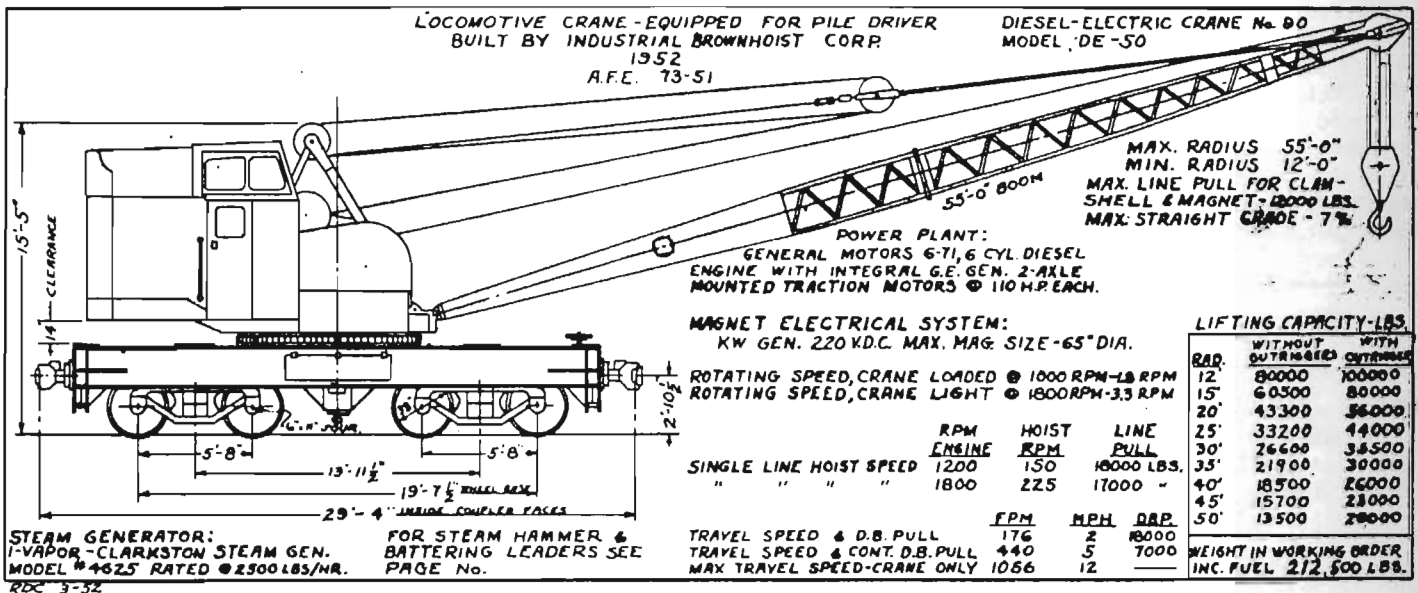
Heard around Portola.....

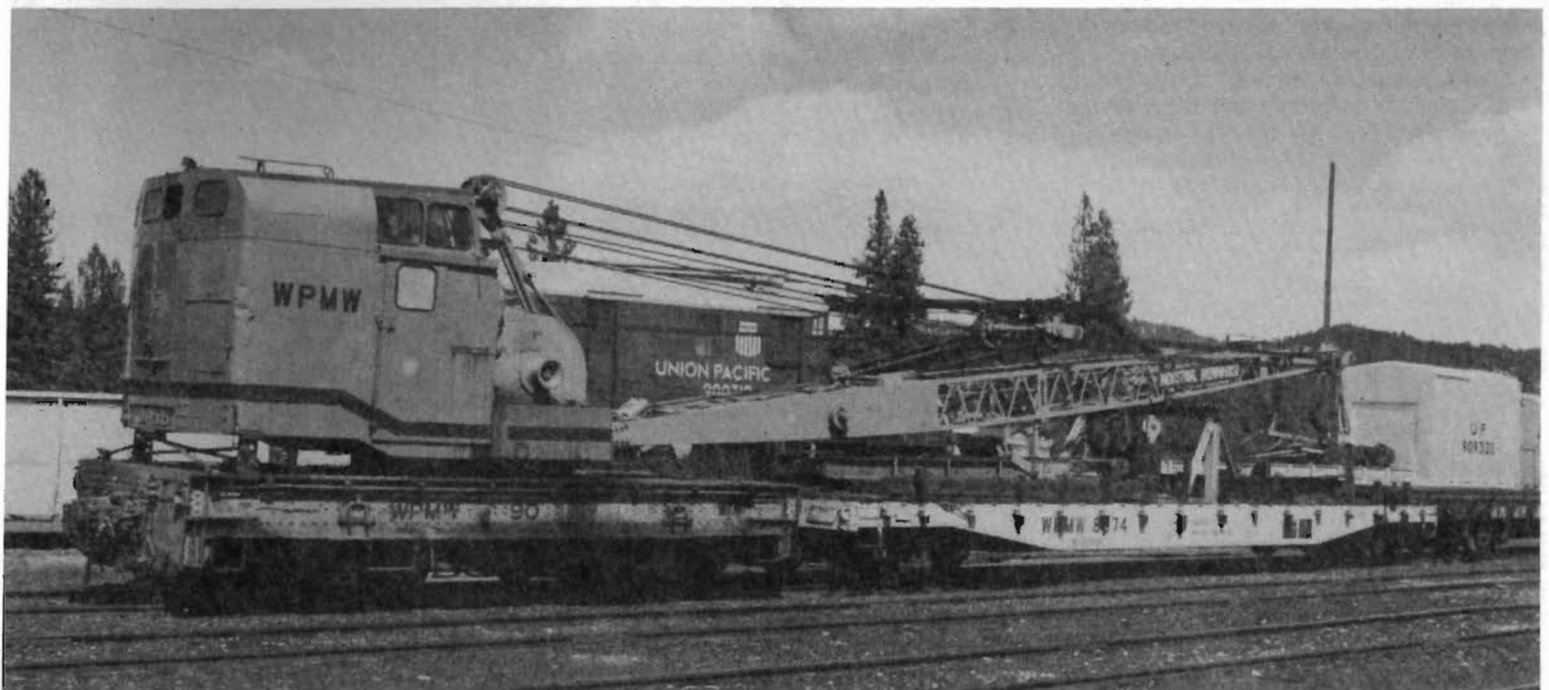
What does **SPSF** stand for?????

Shouldn't Paint So Fast

Railway Express Agency

A Modeler's History of this company done by J Ryczkowski is in the March 1987 issue of MODEL RAILROADING. We are still working on getting a exREA express reefer for Portola.





DONATIONS

Our dues envelope has met with a good response from our members. Many renewals have come in since January with many sending a little extra to help our preservation efforts. We thank you all for your continued support. Those contributing in February and March were:

- | | |
|-------------------|------------------|
| Norman Anderson | Tom Lerza |
| Galen Anderson | Roy Lindblom |
| James Breth | Les Madden |
| Richard Brickell | William Marshall |
| Don Brown | Bruce Maxwell |
| Greg Brown | John McCormick |
| Nell Brown | Helen McCavin |
| Betty Jean Carmes | Stan Miller |
| Leo Clewell | David Mitchell |
| Milne Collis | Barbara Morse |
| Clem Dickey | Tom Moungovan |
| Elmo Dito | Anthony Navarro |
| Don Douglas | Vic Neves |
| David Eatmm | F J Noble |
| George Fiene | Don Olsen |
| John Fisher | O W Perry |
| Henry Frick | Ernie Press |
| J Gauss | John Rodgers |
| Melvin Getzlaff | Gilbert Rogers |
| Clayton Guest | Mike Romies |
| Walter Harper | Alan Stark |
| Stan Hedlund | Kenneth Thompson |
| William Hess | Richard Thompson |
| Bernice Hettinger | Don Toles |
| Frank Hibbs | Joe Vondracck |
| Stan Hunter | John Whitson |
| Harry Jamason | Tom Winter |
| Victor Johnson | Eric Wright |
| Frank Kohl | Harold Yount |
| Werner Lang | |

Member Peter Parrish contacted his employer, Westinghouse, regarding a matching cash donation to our rail society. Westinghouse has such a program; so Peter donated \$100,

filed out the appropriate forms and soon—we hope—we will receive a check from Westinghouse.

If any of our other members has an employer or knows of other programs this may be worthy of your consideration.

Doing his taxes for 1987 John Ryczkowski found out he has donated \$316.95 in phone calls between Portola and Reno and traveled 7030 miles between same.....Plus many hours on the TRAIN SHEET and FRRS business....

Norm Holmes and Jim Ley drove to Yreka in March and came back with a pickup loaded with Alco S-4 parts. Yreka Western gave us the parts and a pair of trucks from a former UP switcher they are scrapping. The trucks complete with motors will be brought to Portola later.....

What is Orange and Black, runs, is not a EMD.....watch Portola for the answer

AROUND the MUSEUM

Our museum has purchased a fork lift truck through the government's property reutilization program.

Doug Jensen and Dave McClain inspected several available units in Sacramento and selected one that only needed a battery and minor repair. Doug volunteered to pick it up with a borrowed truck and to transport it to Portola. This Allis Chalmers Model F-60 PS has a six cylinder gas engine and will lift 6,000 pounds to a height of 14 feet. It weighs 9,600 pounds! It will be very useful to change light bulbs in the ceiling area of the diesel

shop (sic) and other chores. Our WP diesel machine shop once contained a wheel and axel lathe. It was gone long before we acquired the building. Part of the facility was a jib crane made from a flex van car frame. The boom hoist from the jib crane was also removed some time ago, but we now have a one ton chain block with trolley for use on the boom. It will be handy to unload items requiring a small hoist. Also part of the facility was a narrow gauge track which used a dolly to transport wheel and axel sets to and from the shop. Ken Roller dug out and jacked up the 400 feet of

85# rail for use in our rip track extension. The rail and tie plates will have to be cleaned before they can be used however. Whenever a worker is needed for a hard job Ken will volunteer, thanks.

Hap Manitt and Jim Ley have started conducting tours of the museum with two pre-school groups visiting our facility in March.

6912 RETURNED

UP Centennial 6912 was returned to Union Pacific for scrapping after being stripped of parts needed to repair our 6946. The 6912 was literally a shell of its former self. A great number of museum volunteers put in countless hours removing everything that we needed or thought we needed. It may be years before we find someone who will adopt the 6946 restoration job, but hopefully we have most of the

parts we need when this happens. Except for 6936 which UP has retained for their historic locomotive collection, all units have been either donated or scrapped. Of the 47 DDA-40X's built, eleven have been saved from the scrappers torch. Their numbers and locations are as follows:

6900	Omaha
6901	Pocatello
6911	Mexico City
6913	Dallas
6915	Los Angeles
6916	Ogden
6922	North Platte
6930	Kansas City
6936	Cheyenne
6944	St. Louis
6946	Portola

When the stripped 6912 arrived Salt Lake City, the reaction was "Its a wonder they didn't take the paint too!" It is now up for sale "As is, where is".

HELP WANTED

Member Don Olsen, Catenary Video Productions, has been putting together for many years a history movie showing Western Pacific locomotives and trains. Of particular need is shots of ten-wheelers, 171 class 4-8-2's, 401 class 4-6-6-4, and 481 class 4-8-4. Either 8mm or 16mm is acceptable. The film can be copied and returned. If you can help Don, contact him at.... P.O. Box 15185, San Francisco, CA 94115

Member Henry Bender is working on a two volume book on California railroad stations. He still needs more information on WP depot retirement dates, including SN & TS, pre 1916 SP depots and the plans thereof. Any abandoned short line depots, some LA&SL and PE. If you can help Henry, his address is 6257 Solano Drive, San Jose, Calif. 95119

Also on the help wanted list is our need for someone, preferably in the local area, who is an architect who can design and prepare a set of plans for our depot/visitor center. We have a set of WP depot plans that can be used as a guide. If interested, please contact us as soon as possible.

Member Vic Neves is heading up a FRRS project to do a WP calendar for 1988. We need for now B/W photos of WP, send in your prints or we can print negs, so we can have a WP calendar next year. This is a calendar that we would like to see members views of the WP shown.....

Send Attn. WP Calendar, FRRS Portola.....

Norman Holmes and John Ryczkowski are working on a WP History booklet to be sold in the gift shop. We are in need of again WP photos to be in this book, would like to use never used photos so send them in.....

Also from the membership the TRAIN SHEET is in need of photos of WP GP-40 and Gp-40-2's in UP paint, on the MKT, and any other condition since they have left the WP rails.....

TRUE TALES of the RAILS

Once while I was firing in the canyon freight pool, we had a heavy train out of Oroville with Big Mallet No. 253. The engine was steaming very poorly and we had to stop several times to "blow her up".

The sixteen hours it took us to reach Keddie (78 miles) put us dead on the law. The hog head told the road foreman of engines that I didn't know what I was doing so he pulled me out of service. The malley was put in the roundhouse where they found 23 broken flues. No one could have kept that engine hot. The road foreman apologized and the 253 was repaired at Keddie. It was in such poor shape it couldn't go anywhere.

Bud Taber-1943



**Western Pacific
Railroad Company**

"THE FEATHER RIVER ROUTE"

THE GHOST TRAIN of OLD ELY



Visit the Railroad Museum of the Nevada Northern Railway and experience the wonderful sight, sound and smell of a real old time steam railroad. Relive the early days of a western mining camp and ride the legendary Nevada Northern behind No. 40. A handsome Baldwin ten-wheeler dating from 1910.

The "Ghost Train" of old Ely will make five runs on each of the following dates:
May 23-25, July 1-5, Aug. 1-2, Sept. 5-7 and 26-27.

Exhibits include general office, depot, shops and rolling stock of steam-diesel-electric locomotives, antique passenger and freight cars and work equipment.

Call or write for information and reservations:

NEVADA NORTHERN RAILWAY MUSEUM
P.O. Box 40
East Ely, NV 89315
(702) 289-2085

Modern Prototype Modelers Will Meet Again At NMRA In Eugene

**Classic Prototype Modelers
Vintage Prototype Modelers**

**1987 gathering to include
prototype modelers of other eras**

The modern prototype modelers, a special-interest group whose meetings were high points of the 1985 and 1986 NMRA national conventions at Milwaukee and Boston, are planning their third annual meeting in conjunction with the NMRA national convention at Eugene, Oregon in July.

In previous years, modelers of modern prototypes (60s through 80s) have gathered during the early part of NMRA convention week to share information and ideas, display their models, and conduct an informal popular-vote contest. This format will be repeated in 1987. In addition, the concept is being extended to include classic prototype modelers (1930s-1950s) and vintage prototype modelers (1900s-1930s). Modelers of these eras will display their models separately, but all three groups will meet in the same room and will share in organizing the displays and contests. Informal clinics and social gatherings for the participants are also planned.

While modern, classic, and vintage prototype modelers focus on different periods in railroad history, they have a common interest in prototype modeling — the realistic representation of prototype rolling stock as it is, or once was in real life. All the models on display must recreate actual prototypes — "freelance" models are not eligible — and each entry will be accompanied by a brief summary of prototype data and, where possible, a prototype photo.

Entrants need not be NMRA members. They are encouraged to join the NMRA, however, and models displayed at the meeting may also be entered in the official NMRA contest, as the two events do not overlap.

This year's gathering of prototype railroad modelers is scheduled for Monday through Wednesday, July 27-29, in the convention's headquarters hotel. Modelers of all eras who are interested in taking part should plan to arrive early for the convention, and are encouraged to pre-register their entries. Further information and pre-registration forms are available by sending a large SSAE to:

Prototype Railroad Modelers
c/o Joe Delia
3432 Lucero Ave.
La Verne, CA 91750

Coordinators of this year's meeting are Joe Delia and Richard Hendrickson. Media inquiries may be directed to Joe Delia at the address above (phone 714-596-9045) or Richard Hendrickson at P.O. Box 711, Cotati, CA 94928 (phone 707-795-7363).



Alaska A-B-A set on the new rip track, Portola.....1506, 1517 & 1508

DATA on the ALASKA F'S

1506	F7A	Blt 12/53	#19045
1507	F7B	Blt 12/53	#19047
1508	F7A	Blt 12/53	#19046
1510	FP7A	Blt 12/53	#19064
1512	FP7A	Blt 12/53	#19065
1517	F7B	Blt 2/49	#5868

for the D&RGW as 555B sold to Alaska RR in 5/70.....

THE CABOOSES ARE COMING....

THE CABOOSES ARE COMING....

The Western Pacific class 426 steel cabooses in both the early version and modernized version have been announced by Overland. FRRS requested these cabooses done and supplied all the data so they are done correctly. At this time 24 members have reservations for 31% of the total run. If you want one and have not received a notification please write to Ski as soon as possible as they are going fast. The FRRS price to members only is \$63.60 per cab with \$2.50 shipping. These cabooses are a must for the serious WP modeler..... More models to follow with the success of these first FRRS try into WP models.....

Proposed Oroville Dam

On February 4 Governor Goodwin J. Knight signed a preliminary \$25,-190,000 appropriation bill to relocate Western Pacific's main line between Oroville and Intake, and U. S. Highway 40-A between Oroville and Jarbo Gap, first step before construction of the proposed \$1½ billion project.

The relocated portion of the railroad would be about 23 miles in length, about four miles shorter than the present line. By coincidence, the five tunnels shown on the map (Pages 18 and 19) would be numbered the same as five tunnels now existing on the present main line which would be inundated by 3,500,000 acre-feet of

water formed by the proposed dam.

If built, the dam, five and one-half miles upstream from Oroville, would tower 730 feet above stream bed, taller than Hoover dam. The dam would require 14 million cubic yards of concrete, would store three and one-half million acre-feet of water, and have a power plant with a capacity of 440,-000 kilowatts.

Construction of the project is designed to provide needed supplemental water, power and flood control by harnessing the turbulent waters of the Feather River, located in Butte, Lassen, Plumas, Shasta, and Sierra counties.

MILEPOSTS

MARCH, 1957





Wayne Monger
 Union Pacific News Editor
 CTC BOARD Magazine

The Port of Oakland is currently negotiating with the Union Pacific to help with the cost of enlarging tunnel clearances across the Feather River Division. This work would ease some restrictions on double-stack container trains traveling to and from the Port of Oakland. The estimated \$5 million cost to the Port of Oakland is just part of a \$226 million expansion project over the next 5 years to increase the size and efficiency of the port's facilities. (meaning more double-stack trains)

Currently, the Port of Oakland tends to handle more export versus import traffic, while the Pacific Northwest ports of Seattle and Tacoma, and the Southern California ports of Long Beach and LA are handling more import than export traffic. Union Pacific and Sierra Pacific Industries are in the process of negotiating the sale of the 11.8 mile Loyalton Branch six miles east of Portola. This line is better known to railfans as the B&L, as it is part of the old Boca and Loyalton Railroad. If the sale is concluded, the railroad will probably operate as part of the Quincy Railroad, as is the SP's Susanville Branch that connects the Sierra Pacific's mill at Susanville with the SP's Modoc Line at Wendel.

There has been no break-through as of late March in trying to bet the former Sacramento Northern lines in the Chico area running again. This is not to say that there has been no progress between the UP and Chico Central owner Bill Whyte. It is still a good bet that trains will once again run down Chico's Main Street by June 1987. Whether or not the SP-ATSF merger is allowed, it is almost a sure bet that the Rio Grande will bet the SP Overland Route into Roseville and then into the Bay Area. As mentioned in the SP's employee newsletter, when this happens, the Rio Grande wants nothing to do with the fills and railroad across the Great Salt Lake. The D&RGW and the UP are already studying the possibilities and costs of adding and extending sidings along the WP's former 7th Sub between Garfield, Utah and the end of SP-UP "Paired Track" at Alazon, Nevada. There are even possibilities of putting sections of double track in on stretches that are now the problem areas on this run, especially the climb up the east side of the Toano Range where the railroad climbs 1,700 feet from Wendover to Silver Zone Pass. In return, the Rio Grande may allow the UP to run some of their hot trains over the

shorter Donner Pass route between Winnemucca and Sacramento. The Rio Grande is also thinking of closing Carlin as a crew change point in favor of consolidated facilities with the UP at Elko. The new ballast pit at Elsey along side Table Mountain east of Oroville is now allowed to operate 24 hours per day. It will now supply most all of the needs of the railroad for ballast, while the pit at Pardo just east of Elko is no longer being used. The SP has bought 2500 carloads of ballast from this same pit at Elsey for resurfacing their lines in Northern California. The UP will be running shuttle trains from Elsey to the SP connection at Binney Junction in Marysville several days per week through the summer to move the loads and empties.

SUPER STEAM ENGINES

The Nevada State Railroad Museum located in Carson City, Nevada has three beautifully restored, operating steam locomotives on display. A cruise to Carson City is in order after coming to Portola as these engines are worth the trip. Virginia & Truckee No. 25 is a Baldwin 4-6-0 built in 1905, No. 18 is an American 4-4-0 built in 1873 and No. 22, the Inyo, is a 1875 Baldwin 4-4-0. Also in residence is restored V&T box car 1013. These steam engines are some of the best examples of early Baldwin steam power. Truly works of art!

FRRS 1986 FINANCIAL REPORT

INCOME:

Membership dues	11,465.00	
Train Fares	2,427.73	
Donations-Cash	7,420.93	
Special Funds-805-A	60.00	
Gift Shop-Contribution	5,706.75	
Interest	73.19	
Gift Shop-Income	52,392.55	
Total Income	\$79,546.15	

EXPENSES: (overhead)

Insurance	3,349.00
Postage	423.93
Trainsheet	3,330.83
Advertising	664.23
Telephone	900.90
Taxes	2,160.56
Merchandise	850.40
Hall Rental	85.00
Gift Shop	47,433.00

\$59,197.85

EXPENSES: (operation)

Locomotive Maint.	1,233.90	
Car Restoration	459.78	
Building Improvement	1,869.58	
Electricity	822.97	
Grading	414.20	
		\$ 4,800.43

EXPENSES: (capitol)

Locomotives	1,144.00	
Machinery and tools	1,977.82	
		\$ 3,121.82

Total Expenses \$67,120.10

GENERAL ACCOUNT

Cash on hand 1-1-86	\$924.89
Cash on hand 12-31-86	\$4,393.31 (checking)
	\$3,073.19 (lifetime accounts)

SALES ACCOUNT

Cash on hand 1-1-86	\$1,621.48
Cash on hand 12-31-86	\$1,204.64
Inventory 1-1-86	\$13,500.00
Inventory 12-31-86	\$18,347.00

SURROUNDED by STEAM LOCOMOTIVES DURING the GRAND AGE of STEAM

Part three of the series
by John R Daly

During my service with the Western Pacific I also had the opportunity to ride with some of my engineer friends. One of the highlights was riding one night with Engineer Joe Guffra in the cab of engine 482 as the big 4-8-4 roared across western Nevada and into California with train #39. Another time I rode with Engineer Bob Cronin in the cab of engine 78 on the Oroville to Portola Feather River Express. Engineer Cronin came to the WP soon after the railroad started operating and spent almost all of his 35 or more years with the WP on trains in the Feather River canyon. He made many thousands of trips on trains #3 & 4, #11 & 12, and #1 & 2, and I was there to greet him at the roundhouse as he brought train #2 into Portola for the last time. But I was the only one there to wish him well as he filled out his reports for the last time and I felt sad as I watched him slowly walk away from the only life he had ever known.

During the war years there were a number of father and son engineers working on the Portola board. On more than one occasion both father and son went out on the same engine. Among these were Bob and Emmett "Buzz" Cronin, F.T. Wood and T.C. Wood, "Old Pon" Poindexter and Bert Poindexter, and Noble and Bob Wakefield. There were many odd nicknames among the engineers too, such as "Wheezy Wood, High Miles Nelson, Burr-Head Fuller, Shorty Groom and Burr Outlaw". I remember odd combinations of names too as one night I called Engineer Earl Fightmaster and had to team him with a new boomer fireman with the last name of

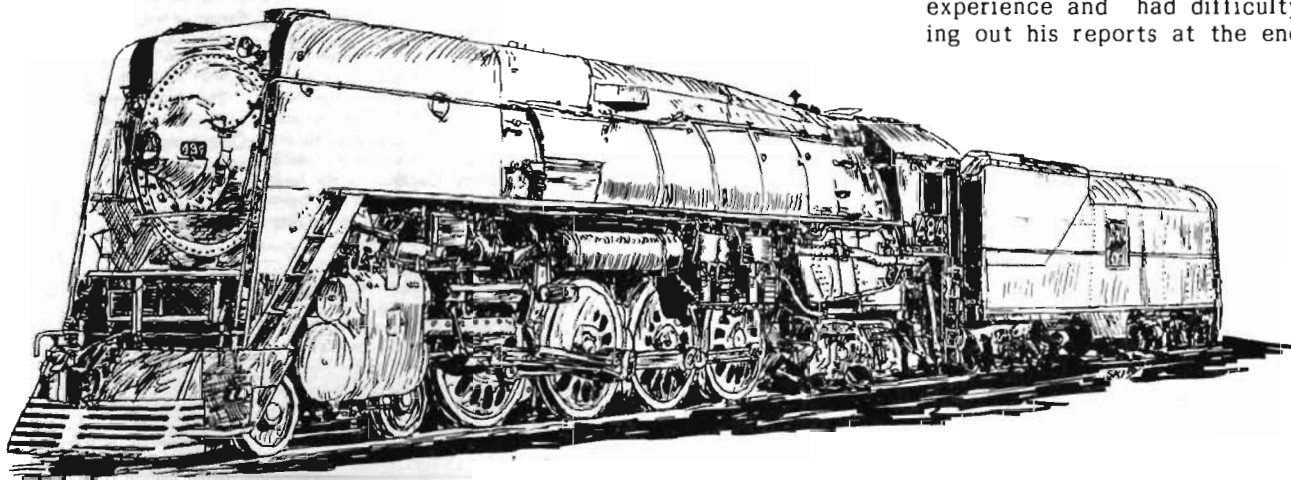
Peacemaker. And I also remember calling an eastern division crew in which the engineer was Pete Mennicucci and the fireman was named Jacobucci. Other names stand out in my memory for special praise too such as Engineer L.T. Davis who was the representative of the Brotherhood of Locomotive Engineers and later was a California State Assemblyman. Les Davis was most helpful to me in settling the inevitable disputes involving complicated union rules in regard to the handling of the men on the Portola board. Many a time I had to get him out of a sound sleep to solve a serious problem and this he always did without a word of complaint. Tom Hunter, the Road Foreman of Engines, was another real help and was highly respected by all who worked with him. Both of these men are now gone but they are high on my list of great railroad men.

Before the new Centralized Traffic Control (CTC) became operative all Western Pacific trains were run strictly on train orders issued by the dispatcher. I had access to thousands of these train orders which engineers left in my office at the conclusion of their runs and if I had only realized it I could now have a complete file of orders covering every possible condition on the railroad from Oroville to Winnemucca. Among the most interesting orders which I remember were those requesting the engine crews to be on the lookout for Japanese incendiary balloons which were then being released in Japan with the hope they would reach American shores and set our forests ablaze.

All kinds of food was hard to come by during the war years but some of the engine crews working in the canyon soon found a novel way to overcome this. The WP was carrying

many hundred of troop trains west and apparently their kitchen cars were supplied before leaving the east coast but with instructions to arrive in Oakland with nothing left over. The canyon engineers soon noticed that at a location just east of Oroville food was being dumped from the kitchen cars onto a high bank which sloped steeply into the river. The engine crews retrieved a lot of these unopened supplies by conveniently stopping at just the right spot to check on a "suspected hot box" or some other mechanical problem. I have seen crews arriving in Portola with such items as canned hams, canned peaches, canned coffee, and sacks of sugar and potatoes. We also had crews arriving at the roundhouse with deer on top of the tender behind the engine as many deer were killed by trains especially in the winter months. The engineers always expressed sorrow after killing animals as such accidents were entirely unavoidable. One night Fireman John Moore could hardly describe how his locomotive had struck and killed five big white horses which had wandered onto the main line just west of Doyle, California.

Yes, those were exciting days and I look back on them now with both joy and sadness but at the same time I am thankful that I had a part in the tremendous war effort of the Western Pacific. All of those with whom I worked were good friends and now almost every one of them are gone. Some of my sad memories come from times such as when Engineer Jack Hardy arrived at the roundhouse with engine 3 on the Reno local. His locomotive had just hit and killed three WP track workers on a hand car on the branch when they overlooked the fact that Hardy's train had not yet passed that area. Jack Hardy was truly shaken by the experience and had difficulty filling out his reports at the end of



that run. I remember also watching engine 77 being brought into the roundhouse from train #12 after it had struck and killed six teenagers in a pickup truck at a grade crossing near Tracy. The engineer on engine 77 was so overcome by grief that the train had to be taken on into Oroville by Engineer Bill Cope who happened to be riding in one of the coaches at the time of the accident.

But I also remember many enjoyable things involving the railroad and these included the fact that when our youngest daughter was born at the Western Pacific hospital on the stormy night of December 8, 1943, it was with the help of engine 33 that she arrived in this world. The schools had been closed because of a flu epidemic and late that afternoon the fierce winds blew down the electric power lines between Truckee and Portola. This left the entire community, including the roundhouse and the hospital, without electricity and so it was with the help of engine 33 which was providing steam to an emergency generator that our daughter arrived in this world. The generator made it possible to light both the hospital and the roundhouse until the big storm was over. The WP hospital was located on the hill directly above the roundhouse and although it was small it was well staffed and served Portola well for nearly fifty years until replaced by a larger non-railroad facility. In conclusion I feel very fortunate to have been in a situation where I was actually surrounded by those wonderful steam locomotives during the grand age of steam and I am forever thankful to have had the opportunity to play a part in the war effort of the Western Pacific working with such a great group of railroaders.

John R Daly
Hayward, California

We would like to thank Mr Daly for sending in this super article. He also sent this correction for the first part of this three part article. an omission.....

"In addition to these we had the

passenger crews which worked from Portola east to Gerlach, Nevada, where the passenger trains were taken over by eastern division crews, and the passenger crews working the Feather River canyon."

NEVADA STATE RAILROAD MUSEUM 1987 SEASON SCHEDULE

Open Fridays, Saturdays, Sundays and Holidays, 8:30 a.m. to 4:30 p.m.
May 22 through November 1.

STEAM OPERATING SCHEDULE

Saturday, May 23 and Sunday, May 24—V&T Engines No. 22 and No. 25.
Friday, July 3; Saturday, July 4 and Sunday, July 5—Engine No. 25.
Saturday, August 1 and Sunday, August 2—Engine No. 25.
Saturday, August 15 and Sunday, August 16—Engine No. 25.
Saturday, September 5 and Sunday, September 6—Engine No. 25.
Saturday, October 3 and Sunday, October 4—Engine No. 25.
Friday, October 30; Saturday, October 31 and Sunday, November 1 (Nevada Day Weekend)—Engines No. 22 and No. 25.

Feather River Rail Society
P.O. Box 1104, Portola, CA 96122
916-832-4737

MAINLINE MODELER Magazine
5115 Monticello Drive
Edmonds, Washington 98020

April 6th 87

An open letter to MAINLINE MODELER Magazine from the FRRS Membership

Dear Sir,

We have read your past editorial commentary with interest, for some time now we have requested you to include our society in your society listing. As each issue comes out the society page is checked and each time we have been omitted. And each time the magazine is returned to the rack unpurchased. We have only 600+ members of which about one half are modelers, FRRS members not buying your magazine are small in numbers but part of the whole picture. It's a disservice to your readers that may be interested in the Western Pacific not to include us. As the FRRS is filling the role of a historical society multi-dimensionally by preserving data, photos, negs, records, drawings and historical info plus preserving and restoring actual WP railroad equipment to operation and display.

We respectfully again request to be included on your society page.....
Thank you in advance for joining the other publications that support our society.

The membership of the Feather River Rail Society

New Marine Equipment

During the past five years Western Pacific has conducted studies looking toward the replacement of its present two steam-powered tugs, the *Hinnaconna* and the *Hercules*, and the two wooden barges now operating on San Francisco Bay. This equipment, used in barging freight cars between Oakland and San Francisco, is near the end of its physical life and extensive and costly repairs would be necessary to maintain the equipment in operation. The research project, which was completed last December, indicated that a single diesel-powered train ferry would be the most satisfactory solution. Approval has now been given by the Board of Directors to proceed with the construction of this vessel, pictured in the architect's drawing above.

The new vessel, to be called the *Feather River*, will by itself provide improved service, because of greater capacity; faster point-to-point speed;

and all-weather dependability, resulting from greater maneuverability and stability.

Although minor changes may still be made, tentative specifications for the new self-propelled car ferry are: overall length, 375 feet; overall breadth, 55 feet; depth, keel to deck, 16 feet; operating draft, nine feet; loaded displacement, 3,500 tons; capacity, 26 to 28 cars on four tracks, the exact number of cars depending on final on-deck truck arrangements. Direct diesel propulsion will be by three main screws at stern, each engine to deliver 700-horsepower maximum; providing a speed of approximately 10 knots when loaded.

The hull, in barge form with tapered ends fore and aft, will be of all-welded

steel construction, framed longitudinally, as a tanker is constructed. The bow will have a 200-horsepower diesel engine, driving through right-angle gears a bow propeller housed within the hull, and positioned to give thrust at right angles to the vessel for quick maneuverability. Contour of the bow portion of the vessel's deck has been designed to fit existing slips in the Bay area.

The control bridge and crew's quarters are located in a single-span bridge located amidship and over the freight cars. This superstructure will rise about 23 feet above the deck to the underside of the span, and about 15 feet from that point to the top of bridge. The engineer will be stationed approximately in the center of the engine

room, within a control room, whence he may view the rest of the engine room through large glass windows. Steering will be hydraulic, with three main rudders at the stern. Engines will be controlled from two locations, the bridge and the engine room.

The exact number of the crew is yet to be determined, depending on Coast Guard regulations and practical operating requirements.

Loading of the fuel tanks with diesel fuel will be accomplished by rolling tank cars aboard the vessel and filling by gravity flow from the cars.

The *Feather River* was designed by L. C. Norgaard, San Francisco naval architect. Cost is estimated at \$1,060,000, and it is contemplated that the contract for her construction will be signed in early May, with delivery tentatively scheduled for the second quarter of 1987.



Western Pacific Railroad Company has adopted a new insignia or "logo" that combines a modern look reflecting the company's status as a modern transportation company with a return to the railroad's historical roots as "The Feather River Route."

From the time of its founding in 1903, Western Pacific Railroad has been closely identified with the Feather River, whose North Fork, Middle Fork and East Branch the railroad variously crosses and follows for 114 miles. While Western Pacific's mainline was soon to stretch to close to 1,200 miles, or roughly the same amount of mainline track that the railroad operates today, the identification of the railroad with just one portion of its line was natural.

Many a 19th Century engineer and entrepreneur had dreamed of building a railroad through the Feather River Canyon as an approach to the Beckwourth Pass, a pass that offers a substantially easier crossing of the Sierra Nevada than does Donner Pass. Those dreams remained just dreams until the Western Pacific began construction and, in 1909, commenced freight service through the Feather River Canyon between the San Francisco Bay area and Salt Lake City.

The slogan, "The Feather River Route," came to be emblazoned on the company herald created in 1913 by Western Pacific employee Charles F. Craig for then president C. M. Levey. While Western Pacific has continued to use the historical herald in numerous applications—and while the company will continue to use the historical herald on such items as service awards to veteran employees—the complexity of the herald has resulted over the years in the substitution of a number of different insignia or logos for the historic herald.

Roger G. Meldahl, Western Pacific's Senior Vice President-Marketing, says of the new logo, "We sought a new corporate

symbol, in part, to reflect the fact that we had undergone a major change in our corporate structure this year when the railroad returned to its former status as an independent, publicly-owned, San Francisco-based company.

"While we were seeking a fresh, modern look for our corporate logo, one that was in keeping with a modern transportation company such as ours, we also have a more than sentimental attachment to our historical beginnings," he continues.

"When we selected Marc Gobe and Associates of San Francisco to design the new symbol, we instructed Mr. Gobe to develop a logo that gave a modern appearance to our historical symbol, the feather. We're more than pleased with what he accomplished," Meldahl says.

The new logo—which will generally appear with, at least, the words, "Western Pacific"—will replace all corporate signs that have revolved around the initials "WP."

Conversion to the new sign will be a gradual process. The sign will begin to appear on Western Pacific stationery and business cards this month. Conversion of stationery, as well as forms, will be phased in as existing stocks of those items are exhausted.

The first new pieces of Western Pacific rolling stock to bear the new logo are 100 boxcars delivered in October by their builder, FMC. Existing equipment will receive the new sign when undergoing scheduled repairs that include repainting. The use of decals on trucks will speed the conversion of Western Pacific highway vehicles to the new sign. All new equipment acquired in the future will bear the new logo.

A short manual covering the uses of the new logo is now in preparation and will soon be distributed to all Western Pacific offices.



SEPTEMBER/OCTOBER 1979 MILEPOSTS

**WESTERN PACIFIC BOX CARS
3421-3422**

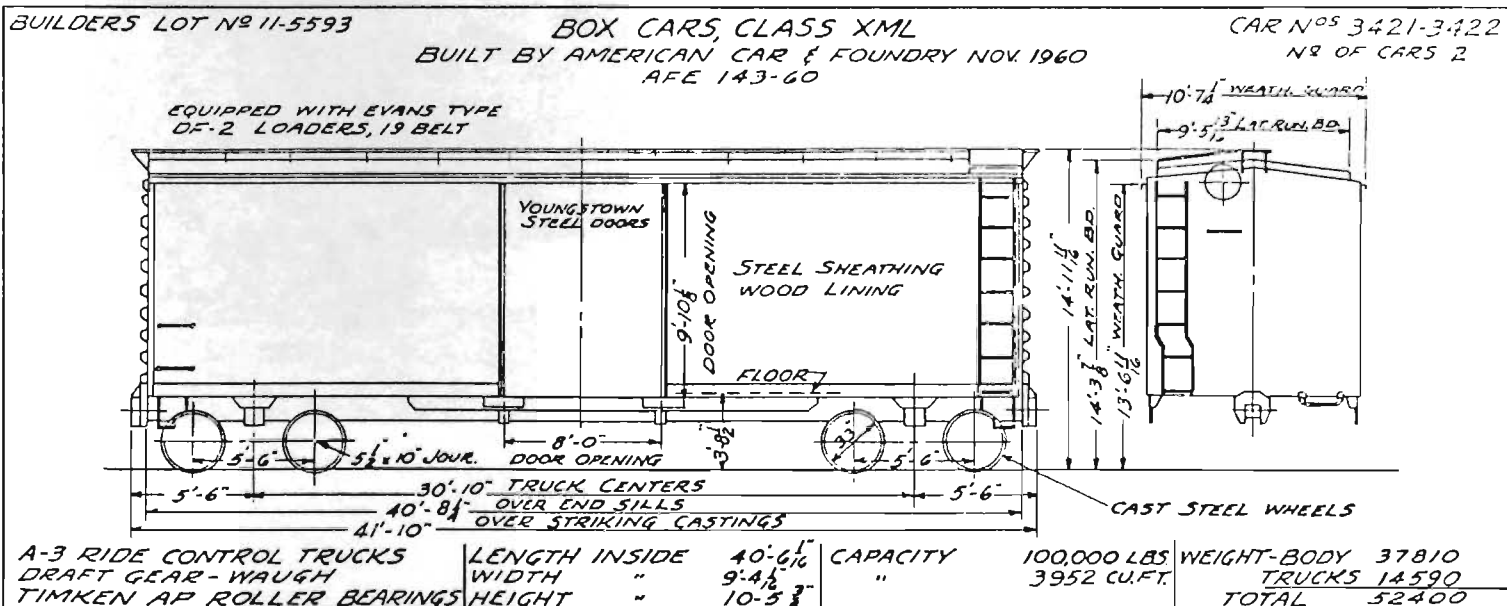
What would the SHEET be like with out a box car article???

WP ordered two 40' box cars from ACF in 1960 the only two such cars orders outside of Pullman and Mt Vernon. In fact other than hoppers and a series of rebt's ACF was not a major supplier of equipment

to the WP so these two cars are unusual.

Equipped with Evans type DF-2 Loaders they were assigned to special service thru the ATSF agent in Galesburg, ILL. by 1980 only 3422 was still in service, and by 1983 it to was gone.....

Model Die Casting's 40' AAR (modern) box car kit #1100 a model of WP's ACF 40 footers can be correctly modeled. Use Detail Associates decal set #9004 (Yes they are out!!!!) which has the correct marking right down to the "return to" block. 3422 was last in service with roofwalk removed and return to black painted over.



"THE FEATHER RIVER ROUTE"



Address correction requested.....Dated do not delay

*THE TRAIN SHEET
FEATHER RIVER RAIL SOCIETY
POST OFFICE BOX EIGHT
PORTOLA, CALIFORNIA 96122*

Non-Profit Org.
U.S. POSTAGE
PAID
Portola, CA
Permit No. 32

