



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA

VOL. #2 #2

MARCH APRIL 1984

ISSUE #6

The FEATHER RIVER RAIL SOCIETY, a tax exempt California corporation, operates the PORTOLA RAILROAD MUSEUM at Portola, California. Housed in the old Western Pacific Railroad engine house the Society is doing restoration and collecting of WP equipment and data.

Mailing address is,
Post Office Box 1104, Portola, Calif. 96122

President Norman Holmes

Vice-President James Boynton

Secretary/Tes. Chris Skow

Single membership dues are \$10 per calendar year

"The Train Sheet" is edited and printed by John J Ryczkowski anyone wishing to send articles/info please write;

"The Train Sheet"

Post Office Box 1663, Sparks, Nevada 89432

MEETING NOTICE

Our next social meeting will be held at 7:30 P.M. April 11th at the Portola City Council Chambers. A movie showing Clover Valley Logging and Railroading will be presented by Chuck James, USFS Archaeologist at Quincy and and 2nd movie Equadorian steam trains by Chris Skow.

SPECIAL MOVIE MAY 25TH

On May 25, 84 at 7:30 PM at the Community Methodist Church of Portola. Member Don Olsen will show his movie "Fifty Years on the Western Pacific-1910-1960." Included are; 1910 scenes in the Feather River Canyon, 1926 Scenic Limited through Niles & Feather River Canyons and a meet with Nevada Northern at Shafter, the 1931 Golden Spike ceremony at Bieber with construction scenes of the "high line" 1930's trains mostly east of Oroville. Reel II has postwar travel from San Francisco to Salt Lake City- Exposition Flyer, Zephyr Royal Gorge, Zephyrette including steam locomotives and WP's 50 year celebration with No. 94 from Oakland to Niles.

This will be a memorable show that you will not want to miss! Don has spent years finding and assembling this historic film. Due to an expense allowance for the film maker and the hall rental costs, we will charge an admission fee to see the show-\$2.50 each. We hope we can recoup our costs and make a small profit for the Society. Advance sale tickets will be available from the Eastern Plumas Chamber of Commerce, Nevada St. Portola, May 23rd.

PIE BOOK to 2-29-84

Dues Income	\$250.00		
Contributions	\$291.00		
Interest	\$11.88	Checking	\$ 76.25
Misc.	\$2.17	Savings	\$850.00
	<u>\$555.05</u>		<u>\$926.25</u>

Expenses Tools & Mailing \$262.90

Income	\$555.05
Expenses	<u>\$262.90</u>
Balance	\$1218.40

LAST MEETING AND DIRECTORS MEETING

The February 8th meeting was well attended with progress reports made on museum property and equipment acquisition possibilities. Mel & Bev Moore brought a TV set to the meeting so that we all could see the National Geographic Special on Trains. This was followed by a movie by Chris Skow.

A special Board of Directors meeting was held on March 9th to discuss the Chamber of Commerce's objection to Portola's planning grant application. It was decided to cooperate with the Chamber in a joint letter requesting the City to amend the application to delete the Planning Group's name and to ask for bids if and when the grant is approved. Other action at the meeting was to send a letter of acceptance of additional equipment offered by Union Pacific.

GET READY FOR A WORK PARTY

ATTENTION ALL GANDY DANCERS: We will have a track work party at the Museum May 26-27-28. There are switch parts to be replaced in several locations and a switch to be re-located. Your help will be appreciated. bring a spike mall and a shovel, if you have one.

FROM THE PRESIDENT'S DESK

Spring has arrived early in the high country this year, but until the property lease is signed there isn't much we can do at the museum except plan. There will be building clean up work, track rehabilitation work and when our cars arrive, restoration work. So, get yourself in shape-there will be plenty of work to be done soon.

We are waiting for the property lease to wind its way through Union Pacific's corporate structure and expect that it will be presented to the City of Portola for signature in the very near future.

The City has applied for a \$10,000 matching fund planning grant. If the grant is approved professional planners will prepare a master plan for the property. Our Society, the Chamber of Commerce and the public will have input. We are open to ideas from all our members. If the grant is approved, it is expected it will be put to bid by July 1, 1984. When the plan is completed, it will be used to apply for a larger grant to make the necessary property improvements.

Union Pacific has offered several other pieces of equipment to our Society. Details will be announced when we have the information. Additional car and locomotive donation requests have been made to other railroad and car companies.

We were unsuccessful in bidding on some surplus Amtrak passenger cars-mainly because our bid and deposit was lost in the mail somewhere. If the bid had arrived we would own a former Santa Fe stainless steel coach. This was the last sale of Amtrak cars for quite some time.

FUND RAISING 921 BUCKLES!

Cash contributions came from Cal Dority, Clara Meyers, Mel & Bev Moore, Dan & Marge Parnell, Leslie Ploch and Graham Snyder. In addition the BLE "Lady Engineers" made a contribution in memory of William "Pappy" Meyers, a retired Western Pacific engineer who died recently. We thank you all for your financial help.

While we do not have a fund raising drive for any particular project, we will be in need of more money than we have soon to buy insurance and to pay for equipment moving costs. If you have a few dollars our treasury sure could use them. Don't forget any contributions to the Society are tax deductible.

JUST IN! Our very own 921 belt buckles and watch fob have just arrived. Chris Skow has arranged to have an exclusive design made for our use and sale only. The buckles, available in two styles (oval silver and square in brass color), will sell for \$7.50 each and the watch fobs sell for \$4.00. Please add 50¢ for postage if ordering by mail.

DONATIONS

During the last two months, we received the following donations; Norman Anderson-rebuilding and wiring information when 921 was worked over at M-K, Boise; William Caroni-old WP Zephyr paper items; George Comer-diesel maintenance books; Marion Crumpacker-set of steam engine books and four track jacks; Dave McClain-misc. hoses and gauges; Ken Roller-a 24x36 painting of WP 254 blasting up the Canyon; George Wentworth-several WP photos. These items will become part of the FRRS historic collection. WE THANK YOU ALL...

THE STEAM GAUGE

CLOVER VALLEY 8 LIVES AGAIN!

by James Boynton

On Feb 15th 84, Jim Boynton Board Member of the Feather River Rail Society met with the Plumas County Fair Board in regard to Feather River Shortline engine #8. After outlining the usual fate that befalls unprotected exhibits like the Ex Clover Valley Lbr. Co. 2-6-2.

I presented documentation showing preservation turned into junk by vandals. The sympathetic Fair Board decided to agree to the movement of the railroad exhibit (FRSL #8, WP caboose 779 and an ex government ammo-car) to the F.R.R.S. facility in Portola.

Shortline officers Bob Erbeck-Secretary Tres. and Myself-Vice President and Gen. Manager had previously decided to move this display before it was completely destroyed by those in whose favor it was originally preserved. Plans to move this equipment to Portola will be soon formulated. Future restoration and operation of this historic rolling stock is assured and Clover Valley's little prairie engine lives again thanks to many interested persons.

With this issue it looks like the Society is growing at a steady rate and the future is bright for a outstanding collection of cars and operating locomotives and a place to run them. I hope to make "The Train Sheet" into a very informative publication. And anyone that would like to add information or have something to share please feel free to write. With the next issue "The Train Sheet" will be formed into the following interest areas;

FROM THE PRESIDENTS DESK

THE INJECTOR...Diesel report

THE STEAM GAUGE...Steam report

THE WHEEL REPORT...Cars

THE TAMPER...Track

THE ENGINE HOUSE...Buildings

THE PIE BOOK...Financial

WAYS AND MEANS...Fund raising

THE FEATHER...WP Historic Info.

THE FLANGED WHEEL...Articles

DONATIONS...Items

CONTRIBUTIONS...Money

MOVIES AT QUINCY

Steam action movies of of trains in Ecuador were shown at Quincy, Calif. library community room on March 14th. Taken and narrated by Chris Skow, the exciting films were enjoyed by 45 people who assembled to enjoy the colorful South American Locomotives. Also shown was an historic movie of the long gone Clover Valley Lbr. Co. Railroad which was once based at Loyalton, Calif. This movie was made available by Forest Service Archeologist Chuck James and dredged up much nostalgia of railroad logging in the Sqaw Queen and Clover Valley areas. Publicity was handled by Dennis Clemens who designed posters for display at various businesses in this area. Jim Boynton handled the community news releases through radio stations KPCO & KNXN as well as local newspapers. Exposure such as this helps put the Society in the "spotlight" and enhances our future credibility with the general public. A repeat performance of these movies will be shown at the next Society meeting Apr 11th.

THE FLANGED WHEEL

Do you know that the world speed record for a steam locomotive is held by a British engine named "Mallard"? This three-cylinder Pacific class A-4 (4-6-2) numbered 4468 on the London North Eastern Ry. was built at the Doncaster Loco. Wks. in 1938 and carried shop No. 1870. "Mallard" was designed by Sir Nigel Gresley and was equiped with Walschaerts valve gear on the outside gear frames and Gresley's gear for the center engine. The streamlined 4-6-2 had a Kylchap double exhaust system applied and the time was ripe for a record run A London Midland Southern Ry. 4-6-2 held the present (1938) speed record clocking a magnificent 114 MPH.

On July 3rd 1938, respendent in blue enamels, 4468 was coupled into a Westinghouse brake test train with Engineer Duddington and Fireman Bray in the cab. The 18x26 cylinders churred the 80" drivers up to 75 MPH in a short time and for six miles the speedometer crept up to 100. It took six more miles for "Mallard" to attain 114MPH matching the old record. Engr. Duddington let the old bird have her way and she flushed out to 125 MPH in response to a tangent on a descending grade of $\frac{1}{4}\%$. The 103 ton locomotive strained and rattled as tho she would disintegrate into a million parts. The needle on the speedrecorder glued itself on the 126MPH mark and would not go any higher as evidently full boiler and machine capacity had been reached. The speed dropped off to 120 for three miles more and Duddington prepared to stop the test train at Peterborough.

The pounding that became very noticeable as "Mallard" slowed was soon to tell the price she paid for the record. The brave little 4-6-2's center main rod brass was badly damaged in producing the record 126MPH speed. "Mallard" was taken off the train and returned to Doncaster shops light. No doubt her normal vivid blueface turning an embarrassed pink as she slowly negotiated the track over which she has recently streaked to a record.

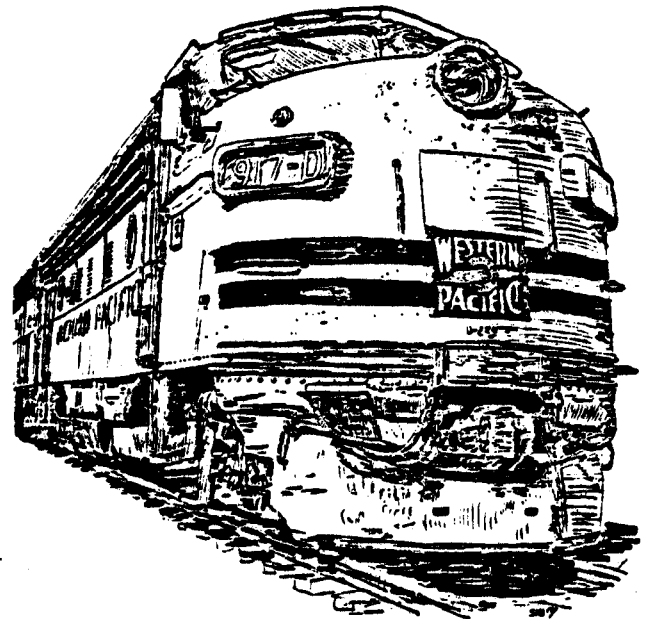
Up until March 25, 1961, 4468 had logged an amazing 1,311,000 miles and when retired in April 1964 must have totaled nearly a million and $\frac{1}{4}$ miles. "Mallard" now resides in the Clapham Museum of Transportation (acquired Feb. 1964). A plaque attached to her flanks proclaims: On 3rd July 1938 this locomotive attained a world speed record for steam traction of 126 miles per hour.

STEAM FOREVER, J.E. Boynton

NEW MEMBERSHIP ROSTER

We welcome the following individuals who have joined our Society since the last TRAIN SHEET; Tom Anderson, Portola; Bruce Chanpion, Quincy Leo Clewell, Reno; William Garner, San Bernardino; Steve Habeck, Morro Bay; Ellen Housen, Portola; Oden & Brenda Lorimer, Lodi; Greg Maltby, Hayward; John Marvin, Quincy; Clara Meyers, Portola; Jack Rich, Sparks; Ken Rattenne, Campbell; Nelson Van Gundy, Truckee. Thanks for your support.

Fifty-two members have paid their 1984 dues, sorry any 1983 members who have not paid 84 dues will be dropped from the mailing list May first.



UNION PACIFIC RENUMBERING OF WESTERN PACIFIC ENGINES

UP #	EX WP	UP #	EX WP	UP #	EX WP
100	701 GP-7	651	3501 GP-40	782	3001 GP-35
101	702	652	3502	783	3002
102	703	653	3503	784	3003
104	704	654	3504	785	3004
105	705	655	3506	786	3005
106	706	656	3507	787	3006
108	707	657	3508	788	3008
109	708	658	3509	789	3009
110	709	659	3510	790	3010
111	710	660	3511	791	3012
113	711SN	661	3512	792	3013
114	712SN	662	3513	793	3014
115	713	663	3514	794	3015
		664	3515	795	3017
300	725 GP-9	665	3516	796	3018
301	727	666	3517	797	3019
302	728	667	3518	798	3020
304	729	668	3519	799	3022
306	731	669	3520		
308	732	670	3521	900	3545 GP-40-2
		671	3522	901	3546
477	2001 GP-20	672	3523	902	3547
478	2002	673	3524	903	3548
479	2004	674	3525	904	3549
480	2005	675	3526	905	3550
482	2006	676	3528	906	3551
483	2007	677	3529	907	3552
485	2008	678	3530	908	3553
488	2009	679	3531	909	3554
489	2010	680	3532	910	3555
		681	3533	911	3556
520	2251 U23B	682	3534	912	3557
521	2252	683	3535	913	3558
522	2253	684	3536	914	3559
523	2254	685	3537		
524	2255	686	3538	1880	601 SW-9
525	2257	687	3539	1881	602
526	2258	688	3541	1882	603
527	2259	689	3542	1883	604
528	2260	690	3543	1884	605
529	2261	691	3544	1885	606
530	2262			1886	607 NW-2 SN
531	2263	-	1501 SW1500	1887	608
532	2264	-	1502		
533	2265	-	1503		

THE FEATHER WP F7-A 921-D

The 921's journey to the Feather River Rail Society at Portola started in January 1950. Built as WP 921-D s/n 8979 it was part of a 4 unit F7 set of 1500 HP ea made up by 2 cab A units and 2 cabless B units. The other cab unit 921-A s/n 8978 was retired Oct 1971 and sold back to EMD. The two B units 921-B & C s/n8996 and 8997 both were sold to GE, 921-B in May 1972 and the C in July of 1968. The 921-D after 27 years of freight service, and as one of the last 5 F's on WP property, she was badly damaged on June 17, 1977 in a collision with a sand truck. This damage mostly on the left rear car body is not the only damage scars the unit carries, there is damage marks that have been repaired to the nose and roof sections. (does anyone know of any wrecks that 921 was in?) At that time it seemed the old covered wagon would never run again. But after a time on the stockton garden tracks it was off to Boise, and re-building with the 913 at Morrison-Knudsen. In service on the San Jose turn until Jan, 83, then put into storage, then repainted in North Platt. The 921 was presented to the City of Portola at Railroad Days Aug 26, 1983. Now fully operational, with a few bugs, she is going to be one of the attractions along with other restored equipment. The 921's newest paint scheme is some what incorrect and plans are to repaint it into the correct Western Pacific freight unit scheme.

BUILT		ORIGINAL COST		NO. 921	
MONTH	YEAR				
February	1950		\$653,382.29		
ADDITIONS & BETTERMENTS, CHANGES, ETC.			AUTHORITY	DATE	COST
From Electro-Motive Division, General Motors Corporation, La Grange, Illinois			AFE 50-50		
Additional grab irons & hand holds. A&D			AFE 27-51		
*** (All units)					
Fuel tank capacity increased by 300 gals.			AFE 197-51	(June '52 Dec. '52)	A&B C&D
Jump seat for swing brakeman applied.			AFE 98-52	11-18-52	
Cab Awnings Applied			AFE 177-52	A- Jan '53 D- Nov. '52	
*** 700 gal. boiler water storage tank - A unit			AFE 134-51	Jan. 1952	
VHF Radio apparatus applied - A&D Units			AFE 82-52		
Back-up headlites applied - B&C units & dimming and control switches appl. A&D units			AFE 11-55		
A Unit				Mar. 1956	
Brake pipe flow indicator applied - B Unit			AFE 9-55	Jan. 1956	
Prime windshield wing & rear view mirror applied			921-A&D AFE 26-57	Aug 1957	

THE WESTERN PACIFIC RAILROAD CO. RECORD OF EQUIPMENT
FORM 810-500 OF

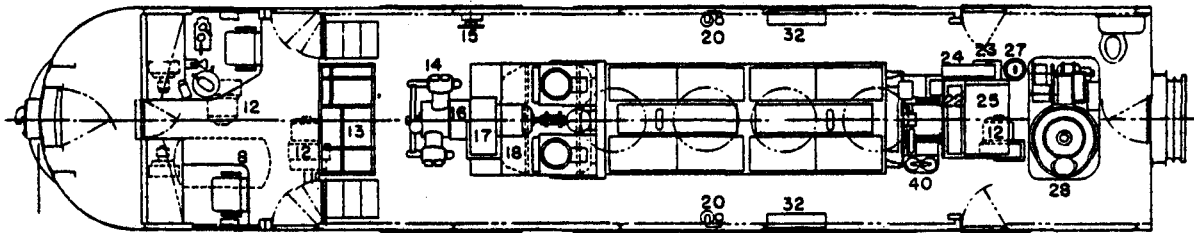
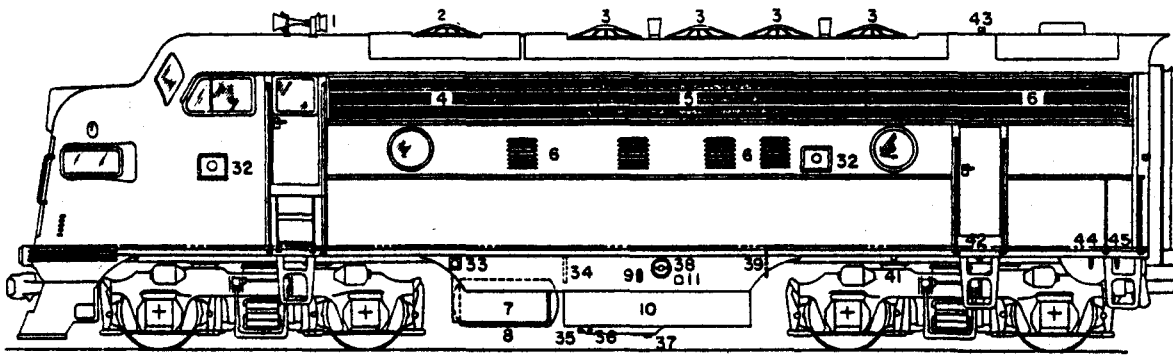
Card No. 2 No. 921

BUILT		ORIGINAL COST		NO. 921	
MONTH	YEAR				
ADDITIONS & BETTERMENTS, CHANGES, ETC.			AUTHORITY	DATE	COST
Modified Dynamic Brake Interlock 921-D			AFE 4-61	Mar 1961 Feb 1961	
Inst. Nose Recept & Jumper for Contr. Circuits 921-D			AFE 52-62	Dec 1962	
Apply Ladders, H. Holds etc (MM 184) & EB Valves MM 190 to cab units - required by ICC			AFE 35-59	Jun 1960	
Apply Emerg. Fuel Cutoff			AFE 31-60	Jun 1961	
Install Cyclonic Spark Arresters 921 BD MM 295			AFE 47-66	Jan 1967	
Apply Rearview Mirrors MM 277			AFE 85-65	Apr 1967	
Install Cyclonic Spark Arresters 921 AC MM 314			AFE 11-67	Jun 1967	
Apply Dsh. Brake Recept. & Jumpers 921-D MM 273			AFE 49-64	9-65	
(RE. 921C RETIRED)			AFE 115-68	Oct. 1968	
Apply Locking Device to Nose Door AD MM 327			AFE 178-67	June 1968	

THE WESTERN PACIFIC RAILROAD CO. RECORD OF EQUIPMENT
FORM 488

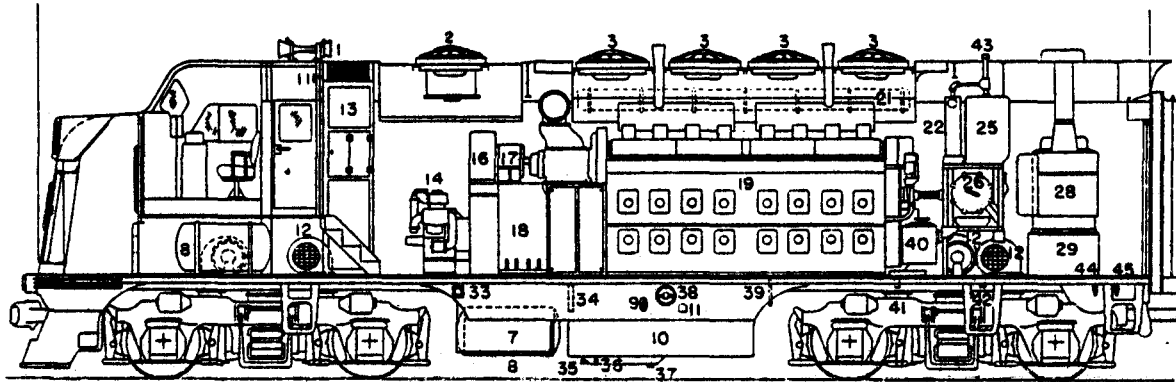
Card No. 3 No. 921

BUILT		ORIGINAL COST		NO. 921	
MONTH	YEAR				
ADDITIONS & BETTERMENTS, CHANGES, ETC.			AUTHORITY	DATE	COST
921-A RETIRED			AFE 11-71		
921-A Sold to EMD			S/O 186-71	Oct 71	
921B RETIRED			AFE 25-72	May 72	
921 D Renumbered to 921				9-75	



General Arrangement,

"A" Unit



FEATHER RIVER RAIL SOCIETY
 P.O. BOX 1104
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