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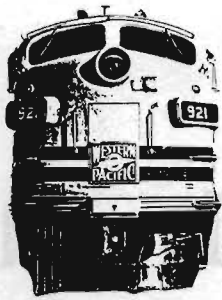


The HEADLIGHT

VOL. VI

OCTOBER - 1946

No. 10



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 Number 21, with 700 printed.....



BOARD OF DIRECTORS

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FRRS LIFE MEMBERS 1986

- | | |
|-------------------|------------------|
| 1. R. G. Flannery | 4. Dick Hussey |
| 2. Robert Dobbins | 5. E. T. Lavelle |
| 3. Dave McClain | |

FROM the PRESIDENT'S DESK

Norm Holmes

One of our members did not renew his membership because the TRAIN SHEET did not contain any WP steam information. Another indicated our publication acted as though WP started in 1950. We would be happy to publish any article or tid bit of info about steam or the early days if our membership would submit it. There are just a few of us who write news and historical articles and we can only write that we know or can research. Steam has been gone from the Western Pacific for 30 years. There are no engineers working today that were promoted as steam engineers and very few who even fired a steam locomotive. The ranks of retired steam engineers are thin, likewise for officials and mechanical people from the early days.

We have a number of members who are retired WP employees. We need your stories. The railroad was and is more than locomotives. There are cars, tracks building and people from operating crews to office personnel.

If this information is not recorded it will be lost. There are a million stories out there- send us a few. We'll publish them, don't worry about your writing ability, just send it in.

Ski advises that the TRAIN SHEET will have a series on WP's water operations, articles from MILEPOSTS and THE HEADLIGHT. And a new item copies of WP's Roadway standards. Ski has in the works articles on early WP freight equipment, the first plug door cars, rebuilds, and several series on GE loco's, the FT's, F3's & F's, and with Larry Hanlon WP's NW's and ALCO's. And more of those BOXCARS.....

OCT 18th MEETING

Will be held at the Portola City Hall starting at 7:30 PM.....

FRRS CALENDAR

November 15-16 Work Week End
December 13th, General Membership Business Meeting and Voting on any changes to the FRRS Charter. This meeting will be held at the Portola City Hall at 7:30 PM.....
Please plan to attend this meeting

member



Tourist Railway Association Inc.

BOARD OF DIRECTORS

Nominations are now open for FRRS Directors for the next year, please mail in your nomination for the election in early Dec.

Two of the items pending at the Dec meeting are increasing the Directorship to 7 so more members outside the area can participate and changing the terms to two overlapping years so that the board does not all change at once.

WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

DONATIONS:

Steven Bell delivered a large number of boxes containing WP paper items from the printing company who used to do the printing for WP in San Francisco. There are many interesting and historic items—a valuable addition to our archives.

George Wentworth donated some WP photos and CZ menus. EB Parsons delivered four boxes of legal briefs covering court cases involving WP. Bud Tabor donated a large number of WP MILEPOSTS and HEADLIGHT employee magazines as well as several very old equipment diagram and track chart books.

We would like to locate more copies of the HEADLIGHT which was published in the early 1940's to 1949. Also we need copies of the MILEPOST in the late 70s and early 80's.....Can you help, if you have copies please drop a line to SKI and we can fill out the collection. Issues can be copied and returned.

MEETING ROOM NAMED

With the help of Laura Edens, Dean Hill, Lynn Hanlon, Norm Holmes and Hap Manitt the tables have a coat of redwood stain and were sprayed with a clear finish; the floor was given two coats of gray paint. Pick Hobson loaned us 10 5'x6' sketches of steam locomotives which formerly hung in his Riverside Hotel in Reno. Now that the room has a finished look to it we have named it in honor of Mr Flannery, Union Pacific and past Western Pacific President. From now on the meeting room is the "Mike Flannery Room".

PORTOLA RAILROAD DAYS

The main event of the 1986 season is RR Days and this year our willing and ready staff greeted, answered questions and offered train rides to the thousands of visitors who came to Portola for the 4th annual event. A parade through downtown Portola opened Saturday's events, while in the City Park food, crafts and game booths fed and entertained the throngs. A model railroad exhibit was set up in the High School Gym and UP, combining their Bi-annual Family Days with the RR Days event provided a train ride to Blairsden and exhibited a number of railroad cars and a SD 40-2. SD-60's were the power for the passenger train.

In the next issue of the SHEET we are hoping to have Wayne Monger's "News of the Feather River Route" back with us and his report about the Motor Car Races.....

CAR IMPROVEMENTS

Larry Hanlon and John Ryczkowski painted our two "Vista Flats" yellow, John is also painting our Logo on plates to be mounted on the flats. Matt Parker built new cross-over platforms and Steve Habeck otherwise readied the "train" for RR Days.

Business Car 105 The collective editors from CTC BOARD held their first annual meeting on the 105. The car provided a nice quiet place with a railroad atmosphere. We were happy to provide the accommodation. Prior to RR Days, Doug Jensen spent several days (and nights) completely cleaning and waxing the outside finish of the car. It shone like a million dollars. The rugs were steam cleaned and this made the interior look and smell better.

CHARTER

On Aug 19th, two bus loads of people arrived from Reno on a "Mystery Trip". Hap Manitt resplendent in his WP conductors uniform escorted the group through the museum and gift shop, then they were given a twice around the balloon track train ride. Hap, Hank Stiles, Jim Ley and Norm Holmes were the train crew, 608 provided the power. After the museum stop, the group went to dinner at the Log Cabin. The tour agency that arranged the tour was very pleased with our part and would like to bring other groups here in the future.

GROUND IMPROVEMENTS

Thanks to Wayne Monger and Steve Milward, with the help of Jim Ley and Hap Manitt along with finishing by John Ryczkowski, we now have a nice concrete walkway between the parking lot and the Diesel Shop for our main entrance. This replaces the gravel walk which now makes it easier to traverse with wheelchairs and open toe shoes. Wayne also obtained painted and installed several old WP and SN cross bucks at our crossings.

AT THE GIFT SHOP

We now have a full color calendar AMERICA'S EXCITING TRAINS in stock and at a discount to members. This 87 calendar by Bo-Tree Productions is a must for all railfans.....

A short note about the GP-30 849, all missing parts are back in place and for a short time she ran and will load, but the turbo is B.O. By next SHEET we'll have a full update on the 849 but it looks like the turbo-whine of a 30 will join that of a 20..... Watch RAILFAN for a upcoming article on GP-30's....

OPERATIONS 1986

With this years operations closing on the last weekend of Sept. we can look back on another successful year. The High spots were many riders, GP-20, 2001 running again, and ALCO's alive, and the low spot was the Railroad Days derailment of the 921. We split the switch starting out and put the trailing truck of the F "on the ground". No real damage was done. The 921 went onto the ties at about 3 Sunday afternoon and it was not until 8 PM that she was back on the rails. The operating crew working together using jacks, blocks, small sections of rail and sweat demonstrated their ability in getting 921 back on the rails. Looking forward to next years operations and many of our members coming up to Portola and joining in on the operations and becoming part of the crews.

ITEMS AND GROUPS

On the cover of this issue are covers of WP's publication "THE HEADLIGHT". Note drawing of WP's main office at 526 Mission St, San Francisco...

ZEPHYR NEWS

Ralph Orlandella, P.O. Box 162729 Sacramento, Calif 95816 is putting out a California Zephyr Newsletter about the late great CZ with excursions, roster of CZ equipment, restoration, etc.....FRRS and Ralph are both asking "where have they all gone". Please read the roster of CZ cars and see if we can add to it.

PROTOTYPE MODELER

Sept 1986 issue has an article by SKI on WP Centerflow Covered Hoppers. A well done modeling and prototype info article. PM is starting to come back on track and become a leader in modeling magazines. Also Nov 1985 issue of PM has a WP GP-20 modeling article.....

FREIGHT CARS JOURNAL

in the last issue 17/18 July 31 86 has an all time roster of Western Pacific cabooses.

Published by; Society of Freight Car Historians P.O. Box 1458 Monrovia, Calif 91016

THE GREAT YELLOW FLEET

Newest book out from Golden West Books a complete history of reefers used by PFE, FGE, & others.....

Available thru the gift shop
LOCOMOTIVES IN PARKS SIG
Dick Nedrow of P.O.Box 501
Manchester, Wash 98353-0501 has started a special interest group that will exchange information on preserved locomotives steam and diesel/electric in parks and museums.

CALIFORNIA ZEPHYR

ROSTER OF CARS

(All car names carry the prefix "Silver", which has been omitted here)

<u>CAR NAME</u>	<u>OWNER</u>	<u>NUMBER</u>	<u>CURRENT DISPOSITION</u>
<u>VISTA DOME CHAIR CARS</u>			
Bridle	CB&Q	4716	Alaska RR? - Alaska
Lodge	CB&Q	4717	Alaska RR - Alaska
Lariat	CB&Q	4718	C. Burt Hermey - Chatsworth, CA
Ranch	CB&Q	4719	Salt Lake G&W
Rifle	CB&Q	4720	Project 2472 - San Francisco, CA
Saddle	CB&Q	4721	Scrapped
Stirrup	CB&Q	4722	Alaska RR - Alaska
Bronco	D&RGW	1105	D&RGW - Denver
Colt	D&RGW	1106	Alaska RR - Alaska
Mustang	D&RGW	1107	Alaska RR - Alaska
Pony	D&RGW	1108	Alaska RR - Alaska
Dollar	WP	811	Anbel Corp. - Brownsville, TX
Feather	WP	912	Jim Stephenson, Houston, TX
Palace	WP	813	Merle Haggard - Palo Cedro, CA
Sage	WP	814	?Ronald Buhro - Walbridge, Ohio
Schooner	WP	815	?
Scout	WP	816	Wilson Engineering - Cleburne, TX
Thistle	WP	817	Ralph Orlandella - Sacramento, CA
<u>VISTA-DOME DORMITORY-BUFFET-LOUNGE</u>			
Club	CB&Q	250	William Barmore - Rancho Palos Verde, CA
Lounge	CB&Q	251	Charles Barenfanger - Vandalia, IL
Roundup	CB&Q	252	Wrecked 1970
Shop	D&RGW	1140	D&RGW - Denver, CO
Chalet	WP	831	Dave Rushenburg - St. Paul, MN
Hostel	WP	832	D&RGW - Denver, CO (inoperable)
<u>VISTA-DOME 1-DRAWING ROOM, 3 DOUBLE BEDROOMS, BUFFET, LOUNGE, OBSERVATION</u>			
Horizon	CB&Q	375	John Baldwin - Los Angeles, CA
Penthouse	CB&Q	376	AMTRAK - Beechgrove, IN
Solarium	CB&Q	377	N.P. Fosse - Nashua, Iowa
Lookout	CB&Q	378	Carl Weifenbach - Columbus, Ohio
Sky	D&RGW	1145	D&RGW - Denver, CO
Crescent	WP	881	Gold Coast Museum - Miami, FL
Planet	WP	882	Mexico
<u>DINERS</u>			
Cafe	CB&Q	193	AMTRAK
Diner	CB&Q	194	AMTRAK
Restaurant	CB&Q	195	AMTRAK
Banquet	D&RGW	1115	AMTRAK? - Beechgrove, IN
Plate	WP	841	State of California - Jamestown, CA
Platter	WP	842	Mexico

<u>CAR NAME</u>	<u>OWNER</u>	<u>NUMBER</u>	<u>CURRENT DISPOSITION</u>
<u>10 ROOMETTE 6 DOUBLE BEDROOM SLEEPER</u>			
Point	CB&Q	423	Scrapped 1977?
Shore	CB&Q	424	Rail Passenger Services, Inc.
Butte	CB&Q	425	? Bchgrv., IN
Cliff	CB&Q	426	Canadian Pacific RR - Canada
Falls	CB&Q	427	?
Valley	CB&Q	428	AMTRAK
Crag	CB&Q	429	AMTRAK
Chasm	CB&Q	430	AMTRAK
Pass	D&RGW	1130	Mexico
Summit	D&RGW	1131	Mexico
Gorge	D&RGW	1132	Mexico
Creek	D&RGW	1133	Mexico
Glacier	D&RGW	1134	Mexico
Rapids	PRR	8449	Dave Goodhart
Arroyo	WP	861	Mexico
Canyon	WP	862	Southern Pacific - Oakland, CA
Mountain	WP	863	Mexico
Palisade	WP	864	Mexico
Range	WP	865	Mexico
Bay	WP	866	Mexico
Surf	WP	867	Mexico

<u>16 SECTION SLEEPER (Converted to chair cars 1963-64)</u>			
Maple	CB&Q	400	AMTRAK
Larch	CB&Q	401	AMTRAK
Cedar	CB&Q	402	AMTRAK
Aspen	D&RGW	1120	Fantasia Trains, Colorado
Pine	D&RGW	1121	C&NW ?
Palm	WP	871	? - Florida
Poplar	WP	872	?

<u>5 COMPARTMENT 6 DOUBLD BEDROOM SLEEPER</u>			
Dove	CB&Q	450	Scrapped
Quail	CB&Q	451	AMTRAK
Thrush	CB&Q	452	AMTRAK
Gull	D&RGW	1135	Mexico
Crane	WP	851	Mexico
Swallow	WP	852	Mexico
<u>BAGGAGE CAR</u>			
Bear	CB&Q	903	AMTRAK
Buffalo	CB&Q	904	Tuman Demolition - Scrapped 1976?
Coyote	CB&Q	905	AMTRAK
Antelope	D&RGW	1100	Algoma Central - Canada
Beaver	WP	801	James Strates Shows - Taft, FL
Stag	WP	802	Gold Coast Museum - Miami, FL

Abbreviations

CB&Q = Chicago Burlington and Quincy
 PRR = Pennsylvania Railroad

D&RGW = Denver and Rio Grande Western
 WP = Western Pacific

The HEADLIGHT

December, 1941

NEW DIESEL SWITCHERS

By P. L. WYCHE

The last-minute flash in the November HEADLIGHT, hinting at more new Diesel power for the Western Pacific, became a reality November 10 when the court formally authorized the purchase of eight additional Diesel-electric switch engines. These engines are now under construction at the American Locomotive Works and delivery is planned for February and March of next year. The new engines are of the same size as our present E. M. Co. switchers, being rated at 660 h.p., and weighing 198,500 pounds.

While the engines will work at various terminals along the entire line, assignments during the heavy season will probably be two each at Portola, Stockton and Oakland, with one each at Oroville and Sacramento.

Experience with the E. M. Co. switchers has shown them to be well-adapted to yard work and also more economical than the regulation steam "goat." The greatest element of saving displayed by the Diesel switcher over its steam brother is in fuel cost. Following in order of importance are the other sources of savings: repairs, water, engine house expense and supplies. Enginemen's wages are the same, while lubricants show a slight increase. The net result is a reduction in hourly operating cost of \$1.42, in favor of the Diesel.

Fortunately, the Diesel is vested with a high degree of availability, permitting it to work continuously over relatively long periods. Thus, while the initial cost is high (\$485,000 for the eight locomotives) the hourly saving can be translated into a substantial daily saving, because of its ability to average 20 to 22 hours of service daily against 10 to 12 for the corresponding steam switcher.

Of course, the Diesel has some disadvantages. Probably the most noticeable is the rapid decline in tractive power as the speed increases. While the Diesel at the outset has nearly twice the pulling power of its steam companion (60,000 pounds vs. 32,000), by the time 5 m.p.h. is reached the steam and Diesel are on a parity and above that speed the steam is definitely superior. A Diesel cannot run at 10 to 25 m.p.h. with as heavy a cut as can a steam switcher.

This is no disadvantage in ordinary switching work where high acceleration and low speeds are desirable, but when heavy transfer cuts are to be moved over comparatively long distances, or the yard is on a grade, the Diesel is inferior to the corresponding steam switcher.

For the character of work in the locations contemplated, the eight new Diesels are eminently better suited to care for the switching than the steam engines they will displace. Their acquisition will also permit the release for road services of several consolidation locomotives which have been forced into yard service because of the small number of switching type locomotives owned.

Thus the acquirement of these new Diesel switchers will serve the dual purpose of raising the efficiency of yard operation and at the same time contribute a welcome addition to our quota of available road power.

SAFETY ALERT —
CONTACT LENSES

Two recent incidents in the Army have revealed a previously unknown but extremely serious safety hazard. An electrical worker threw an electrical switch into the closed position which produced a very quick sparking. An employee at another company flipped open the colored lens of his welding goggles to better position the welding rod. He inadvertently struck the metal to be welded producing an arc. Both workers were wearing contact lenses. When they got home from work each person removed the lenses. In both instances, the cornea of the eye was removed along with the contact lenses. Both workers are now permanently blind. The electric arc generates microwaves that instantly dry up the fluid between the eye and the lens causing the cornea to become bonded to the lens. The trauma is painless and the operator never knows he/she has been injured unless he/she removes the lens. If you are a contact lens wearer, please check with your eye care specialist about this issue.

E. M. T.

*Electro-Motive Tech Dave McClain
a Diesel Update*

Back in April Ski and I made another trip to Salt Lake City to get more parts for 2001 and our "new" GP-7 707. We spent two days working sun-up to sun-down getting enough glass, bells, engine and electrical parts, and horn apparatus to fill the back of my truck.

Next we went to Derbano Metals in Ogden to discuss the availability of electrical and engine parts. Ski and I departed with four more WP whistles and the numberboards from WP 2008 which was next in line for the torch. Derbano gave us access to practically anything that we could haul away; turbos, power assemblies, and electrical parts.

Rumor via Ski says that the dozen or so WP units in SLC are coming up for bid and Derbano has expressed interest in all of them. We need parts for the GP-7s and GP-20s--nice to have a source.

On coming home my attention turned to the 2001. I replaced the horn piping and charged the batteries. The engine fired up but refused to move. The next work weekend in April Howard Wise, THE electrician, and Randy Leber from Castro Point Railway arrived to help with the electricals. After extensive testing Howard and Randy found the console control, fuel pump, and generator field switches to be defective. They were replaced and at last the complete control system energized. These two guys then

proceeded to get all of the lights, gauges, and other accessories working--well above the call of duty.

Unfortunately a check of the engine uncovered a case of emulsified oil. The next day Howard and Randy filled the cooling system and pressurized it. Water was leaking out of the O ring seals at the head. All water connection bolts between the heads and the block were the culprits.

Ski located a special set of tools to remove the crab nuts which were torqued at 1700 ft-lbs. Then Steve Milward and I used a 12 ft cheater bar to remove half of the 16 crabs.

Larry Hanlon talked to EMD and Glen M. (who owns the E-3), about O rings. Within one week Larry sent the complete O ring kit to Portola. Thanks Larry--quick work!

While Norm ran the passenger trains for July operations Matt Parker and I tackled the rest of the crabs, hoping for a Sunday afternoon fire-up and passenger train call. We worked the entire day and in the rain to get them all replaced. Matt and I had very tired arms.

Sunday morning we pumped new oil into the engine but had no usable filters. Up provided an answer in the form of our new GP30 #849 with good filters. Doug Jensen and Matt helped hook the 2001 to the 608 for a jump start. Tricky because the 608 was between passenger runs and we

only had ten minutes to complete the task. Steve Habeck watched the oil pressure, I was on the layshaft, and Doug cranked on the start button. In about 20 seconds she fired, what a sound!

For the first time the isolation switch was turned to run without activating alarm bells. Using very nervous and sweaty hands I opened the throttle to run 1. At last, 300 amps to the ground. After a few switching moves the 2001 was MUed with the 921 for passenger train duties. All systems were go. Steve Habeck, the conductor, was notified that our brand new power was ready for work. The 608 was removed from passenger train work and put back in the yard. The 921/2001 was backed up to the passenger cars. A brake test was successfully completed and then a hi-ball was given. Away we went. This was the first time at FRRS that two units were MUed with each under it's own power.

After passenger train operations were finished everyone got a well-deserved hand at the throttle during switching chores.

With a little bit of cleaning and a fresh coat of paint 2001 will be complete. The important tack is done though, to have her operational for Railroad Days.

Our next task is our new GP30. It looks like she is relatively complete, including lube oil and fuel, thanks to the UP.

All my thanks go to Steve Milward, Steve Habeck, Ski, Howard Wise, Randy Leber, Jim Ley, Norm Holmes, and Matt Parker for helping with the most difficult task of 2001. We really do have a good crew.

Also special thanks goes to our new member Pam Hodson. She spent numerous occasions photographing and cheering us up during some of the worst engine repairs.

Mileposts

WESTERN PACIFIC

SEPTEMBER, 1956

"The Red Light Was a Fake"

A story of the Deep Creek train robbery, as told by Percy T. Hewitt, fireman on the train

"ON October 16, 1917, in the early morning, I was called to fire for Engineer Bill Veasey on the Gold Hill run of the Deep Creek Railroad.

"I believe this was Bill's last trip before getting reinstated on the Southern Pacific to work out of Ogden. However, we left Wendover at 2:45 a. m. and followed the Utah-Nevada line south for 17 miles.

"As we approached a siding called Salt Springs, where we had to cross over into the state of Nevada, we noticed a red light on the track. Upon stopping, we found a push car with a hayburner lantern on it, covered with a lady's red sweater. Not knowing what it was all about, we thought some duck hunters were having a little joke on us because we had been giving them water and coal off our engine.

"In the meantime, the rear brakeman came up to find out why we had stopped and went to take a look at the red light. Suddenly someone shot out

the brakeman's light and called out for us to keep quiet and we wouldn't get hurt. The brakeman ducked under the tender and came out on my side, wanting to know wotinell was going on, but I didn't know the answer.

"It was then that I saw outlined against the sky, the figures of four men, two of them running toward the combination coach. A few minutes later one of the men against the engine fired a gun. The whine of the bullet was pretty close to us in the cab. However, it may have been a signal for the other two to return. One of them shouted in a feminine voice, 'Back up, and keep on backing up,' then fired three shots.

"We backed all the way into Wendover, where we found that one of the passengers had been shot in the lower part of the leg, tearing away the flesh and heel bone. The Western Pacific ran a caboose hop into Salt Lake City with the injured man.



Conductor Bucky Rogers, Engineer Hewitt and son, Fireman F. R. Hewitt, ready for last run.

"ALL the passengers had been backed up into the baggage compartment. Conductor Bill Turner had some valuables in a pouch which he pushed into his pants front. While he stood there shaking, with his hands up, the package began to slip down his pants leg. When he lowered his hands to pull up the pouch, the robber fired a shot. Old Bill carried a star as a deputy sheriff, but his badge was found among the baggage and mail sacks, and we kidded him a lot about throwing away his badge.

"What the robbers were after was a payroll of several thousand dollars

which was being taken up to Gold Hill for the miners' pay day. The man who usually went for the money from a Salt Lake bank was ill, so the bandits didn't know which man carried the money. They took a first-class mail pouch, cut it open, and stole money and jewelry.

"When we got back to Wendover a posse was formed who went out to Salt Springs where they found diamond tire-tread marks in the sand. Following the trail into Ely, Nevada, they came upon the bandits lined up at a bar. They were put under arrest and later sentenced to 25 years in jail.

"It was discovered that the man who had a feminine voice had been a fireman on this run and had made several trips also as a brakeman and was familiar with what was carried in the coach. I recognized his voice, told the sheriff who I thought he was, and it was found to be correct.

"Brother Veasey was reinstated after this incident, and I ran the engine until the road was abandoned in August, 1939. The last year of operation I was made manager."



The Railroad

The Deep Creek Railroad was organized in 1916. Construction was financed by Captain Duncan McVichie and associates, who included the late Charles Levy, then president of the Western Pacific, and United States Senator Reed Smoot, of Utah. Grading began on November 1 and the railroad opened for freight traffic in March, 1917, and for express and passenger

service one month later. Two locomotives, one freight car, one water car and a combination passenger coach operated over the 46-mile single-track railroad. A daily schedule was maintained by the railroad during its heyday, leaving WP's Wendover station at 6:30 a. m. for the three-hour trip to the southern terminus at Gold Hill, Nevada, returning at 5:00 p. m.

Although Gold Hill was primarily a gold-producing district, copper, tung-

sten, arsenic and other minerals were added sources of income. But copper mining, for which the line was originally built, failed to materialize as had been expected, and the road was left without a source of supporting revenue. Western Pacific, which absorbed the railroad, recommended abandonment and the Interstate Commerce Commission authorized the plan on July 12, 1939. The last run was made on the 28th of that month.

UPDATE ON SHORTLINE #8

Betty Boynton

The Fascination with a steam engine was very evident during RR Days as Shortline #8 received countless visitors. Polished and painted and clean as a (train) whistle, she showed off progress made in the last two years on her restoration by members of Project Sequoia. The work of many months on the grinders by Mel Moore, Dean Hill, Steve Jackson and Laurie Edens removed paint of the past from the tender and cab..finally reaching bare metal. A new coat of black paint was applied and Odie Lorimer then went to work. Starting at midnight the Friday before Railroad Days, he worked until 5 AM to give #8 something she had not had for several years..her name and number painted on the tender and cab. 9" white letters and a big #8 leave no doubt that she is the Feather River Shortline Railroad.

New railings were added to the steps up to the cab of the engine by David Dodds and Jim, with Hap (Mr. Perpetual Motion) Maniit rounding up the materials. This made the steps much safer with so many people using them. The interior of the cab was painted by Dave Lubliner and the brass fittings and

parts restored to original brightness last winter by Jim really stood out. The chance to look into an engine's firebox, sit on the engineer's seat and hang out the cab window provided an unusual experience for everyone. Steve Jackson, Jim and John Marvin answered many questions about the running of an engine. Inside the south door of the museum, near the front of the engine, we now have a depot bench complete with Feather River Shortline RR in gold letters on the back. Hap located a piece of carpet for the area and the picture board on the wall in back of the bench has been upgraded. After John Marvin resurfaced and painted it, Jim relettered the board and replaced the worn pictures with new ones of #8 from 1908 at Hobart Mills to present day color photos. John also made #8 her own donation box and brochure holder which is on the pilot beam of the engine. Many people have expressed much interest in seeing the front of the engine opened up and the chance to see the 140 flues that were cleaned by Jim and Hap. It took them two Saturdays to do the job, the first major work done on the restoration two years ago.

One of the nicest things about Railroad Days was visiting with the delightful retired railroaders. Full of facts and stories of the steam days and eager to share them, They left no doubt about their love and challenges of the steam days. Of course the question was asked "when will she be running again?" (Hopefully next year.)

Railroad Days was a big success and Shortline #8 was proud to be a part of it. The thanks goes to the fine people who gave their time and energy and talents to give a little steam engine a hand.

With the first snow falling in the area, work days will now depend on the weather. #8's boiler has been drained for the winter and the work goes on. Crawling through the 16" hole into the firebox, Jim has spent the last three Saturdays caulking seams. Steve Jackson traveled up from San Jose to help one Sunday. Bob Beattie drove over from Carson City and gave Jim a hand with a hydro test.

John Marvin has put new bolts on the rear of the tender, prepping for starting work on new sill steps. He is also planning improvements on the seats in the cab. The old cushion has been tossed from the engineer's seat and woodwork comes next.



Feather River Shortline #8 and friends on Project Sequoia at the Portola Railroad Museum. Left to right...Hap Maniit, Keeper of the Broom and Museum Coordinator; Dave Lubliner, Boiler Foreman; Mike Attama, Chief Electrician; Don Dunscomb, General Foreman; Guy Dunscomb, Shortline Historian and author; Mel Moore, Vice President and Restoration Paint Removal Specialist.
Photo by Sequoia Gen. Mgr. J.E. Boynton

Our little pink caboose is now receiving much needed attention from Mel Moore. He has been stripping paint from the caboose sides. There is much work ahead to restore this precious bit of railroad history.

There was a fine response to our brochures that were introduced on Railroad Days. Many new officials have joined the Shortline. The processing of the applications is efficiently handled by Robert Erbeck who has been a Director and Secretary Treasurer of the Feather River Shortline Railroad since it was founded in 1958. The Board of Directors appreciate the generous donations made to the restoration of our vintage railroad equipment.

In November the Feather River Shortline #8 will be seventy nine years old! Jim is planning an extravaganza next year when #8 is 80...But in the meantime, Happy Birthday #8, with all the friends and steam lovers working for you, there will be many more.

MILEPOSTS

SEPTEMBER, 1956

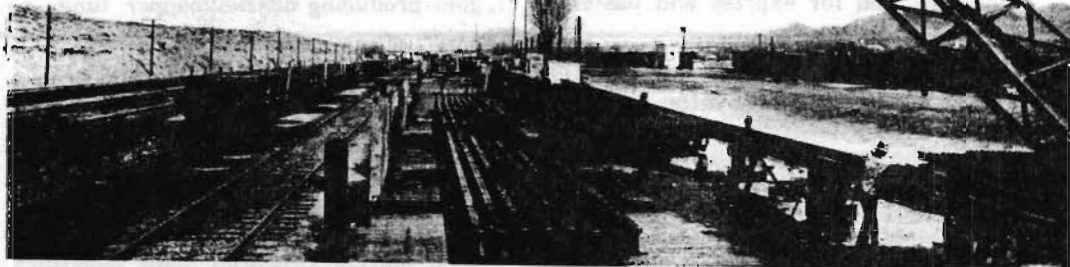
To many railroad travelers, a love for the sound of car wheels clicking off pleasant miles is second only to a love for the sound of the old steam whistle. Unfortunately, the old steam whistles have already "blown" from the railroad, and to a modern railroad like Western Pacific the elimination of every other "click" will mean a better and more quiet ride for those railroad travelers and added years to the life of the rail.

To eliminate every other rail joint, the cause of the "clickety-clack," the railroad in 1955 constructed a rail-welding plant which slightly resembles a modern assembly line. The plant was put into operation on the site of the former roundhouse (another antiquated railroad facility). It consists of racks and crane tracks for the storage and handling of rail, and a long roller line along which the rails are fed end to end, passing through sheds which straddle the assembly line and are designed for the various stages of the welding process.

The 39-foot standard rail sections received from the mill were drilled by CF&I for a standard joint, but with bolt holes at one end only. Placed on a set of skids which feed into a power hacksaw, the undrilled (without bolt holes) rail ends to be welded together are first clamped together at the saw. As the blade passes down through the ends of both rails it removes a small amount of metal from each rail, thus

**They're closing the joints
in Winnemucca at**

WP's Rail Welding Plant



General view of loading area. At left, carloads of 39-foot rails just arrived from mill. In foreground, 78-foot rails are loaded onto cars destined for track-laying installations.

matching the ends perfectly and removing any oxide or rust that may be present. After further manual refinement of the end surfaces, the rail moves on to the next shed where the prepared ends are clamped together in the rail-welding machine and adjusted to proper alignment. Four heating heads, containing 132 adjusted heating tips, surround the ends to be welded. After the heads are ignited and the rail becomes heated to a temperature of about 2,000° F., hydraulic pressure of 5,000 pounds per square inch is applied. This fuses the ends and completes the weld but forms an "upset"—a protruding bulge—around the rail. Acetylene gas, used for the heating flame, is generated on the welding site by means of a 1,000-cubic-foot acetylene generator, and oxygen is supplied by manifolded cylinders.

THE rails, now 78 feet in length, move along rollers to the trimming station, where the upset is partially removed by oxy-acetylene cutting torches. After trimming, the weld is placed in a normalizing machine designed to heat the general weld area to remove residual stresses caused by the welding process. The welded rail is then advanced through three stages of grinding to remove the remaining upset from the rail head, sides and base.

After close inspection by Magnaflux—a magnetic method of detecting minute flaws or cracks—and other testing methods, the long rails are loaded on cars for distribution along the railroad for track gangs who will replace the old with new rail.

During 1956 it is planned to relay about 45 miles of track with the longer rail, which will require about a seven-month welding operation at a cost of about \$100,000. Because of the

efficiency of the operation and the cooperative efforts and increased experience of the workers, the rate of production at the rail-welding plant has climbed from an average of 50 to 55 rails a day, which is higher than the production rate obtained by any other railroad operating a similar rail-welding plant. The program was somewhat interrupted during the recent steel strike in July, as no new rail was manufactured during that period at the CF&I mill.

The welding process is licensed to Western Pacific by the Linde Air Products Company, a division of the Union Carbide and Carbon Corporation, and is known as the Oxweld Pressure-Welding Process. The method involves simple welding principles and is related to one of the earliest forms of welding, commonly known as blacksmith weld.

One of the reasons Western Pacific decided to weld rail into 78-foot lengths rather than into lengths as long as a quarter of a mile or more, as some railroads are doing, is because of the handling and transportation problems, not only just after the rail has been welded, but years later when worn-out rail is ready for replacement. While the larger railroads can reuse welded rail in secondary or branch lines, Western Pacific sells most of its used rails to outside firms. To do this, WP would have to cut up the longer lengths at considerable cost and the sale value would be considerably reduced.

Because of overhang, an idler car must be used between each pair of loaded cars to negotiate all the curves.

THE HEADLIGHT

Western Pacific "Navy"

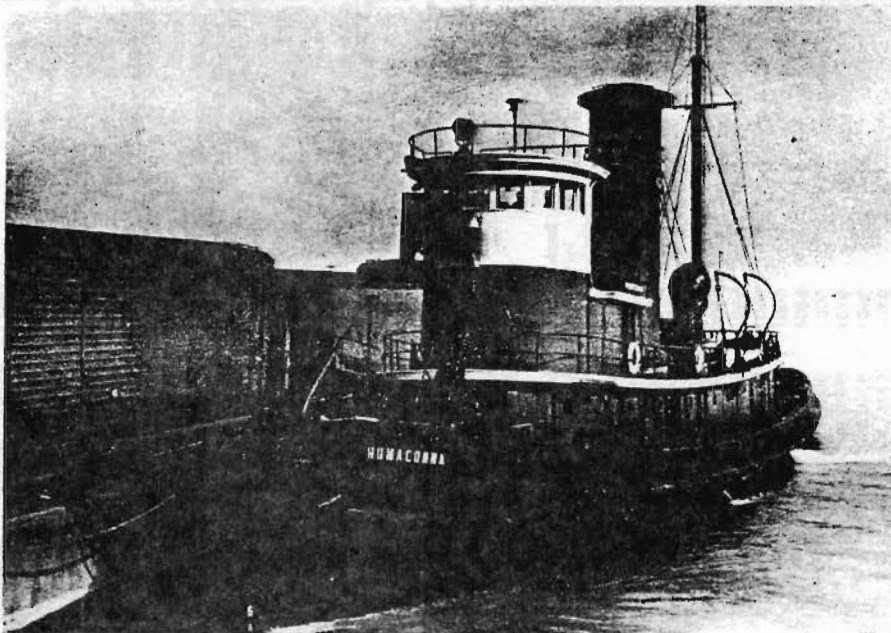
★ Our Marine operations on San Francisco Bay are not too well known by many of our employees and we therefore prevailed upon Harry B. Glatt, chief clerk to our terminal trainmaster at Oakland, to provide us with some information about this interesting activity.

We own two steam tugs, the Humaconna, of 1250 horse power, and the Hercules, of 1000 horse power. We also own three car floats each of which has three tracks. Each barge will accommodate either thirteen or fourteen cars, depending upon the length of the cars.

Each crew consists of eight men . . . captain, mate, chief engineer, fireman, oiler, deckhand and two borgemen. In addition, a cook is employed in the daytime on the tug Humaconna.

Three crews, plus necessary relief personnel, are assigned to the Humaconna, working on the basis of 12 hours on and 24 hours off. The Humaconna is in continuous service.

Two crews are assigned to the Hercules, working in eight hour shifts,



The HUMACONNA at the 25th Street Slip, San Francisco, photographed by William A. Pennington, Western Pacific engineer.

daily except Sunday, between the hours of 4:00 P.M. and 8:00 A.M.

The five "stations" for our Marine operations are Western Pacific Mole in Oakland, Alameda Belt Line Slip in Alameda, and 25th Street, Pier 36, and Powell Street in San Francisco. The Western Pacific owns and operates the facilities at WP Mole in Oakland and 25th Street in San Francisco and at those two points WP yard crews place and remove the cars from the barges. At the Alameda Belt Line Slip, Alameda, ABL crews place and remove cars from the barges while that work is performed by the State Belt Railroad yard crews at Pier 36 and Powell Street in San Francisco. The facilities at Pier 36 and Powell Street, together with the State Belt Railroad, are owned and operated by the State of California through the Board of Harbor Commissioners.

In the loading and unloading of the car floats, three or four specially assigned flat cars, called boat flats, are used in front of the switch engine to eliminate the necessity of the engine moving onto the apron of the slip. The first car in the string of boat flats is equipped with a running board for the switchmen, similar to the running boards found on switch engines. About 50% of the WP car float traffic is between WP Mole in Oakland and 25th Street in San Francisco.

During May, an average of 249 cars per day were moved by our "navy", the tug Hercules making 266 one-way trips between our "stations" and the tug Humaconna making 473 such trips. Depending upon weather and tide conditions, it takes about 45 minutes for one of our tugs to move a car barge from WP Mole to 25th Street.

Of the fifty employees required in our Marine operations, the senior is Captain Manuel C. Silva, who has been in continuous service for over thirty-three years, carrying a seniority date of November 1, 1913.

T.K.



Senior Tug Captain Manuel Silva and his crew. Photo taken at Western Pacific Mole May 27th.

Left to right . . . Leon C. Organilla, fireman; Ole K. Thorsen, oiler; Joseph Ganey, bargeman; Peter M. Van Oudennaardon, fireman; John Zahn (kneeling), bargeman; Yngve Johnson, deckhand; Marie Peterson, cook; Gunnar Wilstrup, chief engineer; James E. Engstrom, mate; and Manuel C. Silva, captain.

- (M) 25 Cars equipped with sideboards.
- (N) Bulkheaded for plasterboard loading.
- (O) Side door, one side only, equipped to handle wood chips.
- (P) Equipped with roller bearings and 2 Trailer Hitches per car.
- (Q) Equipped with compartmentizers.
- (R) Equipped for GMC Truck Frame Service.

	PASSENGER TRAIN CARS		Number of Cars	Total
	From	To		
Conventional Type Cars:				
Coaches	301	305 AC	4	
Combination Coach Car (Wooden)	402	-	1	
Club, lounge and observation cars	652	653 AC	2	
Combination mail and baggage	121	139	4	
Sleepers (Standard)	701	703 (A)	3	14
California Zephyr Cars:				
Coaches (Regular Women and Children)	811	812	2	
" (Conductor's Desk)	813	814	2	
" (Full Passenger)	815	817	3	
Diners (Coffee Shop Lounge - Dormitory)	831	832	2	
"	841	842	2	
Club Lounge and Observation Cars	881	882 (A)	2	
Combination Mail and Baggage	801	802	2	
Sleepers (6 Bedroom 5 Compartments)	851	852 (A)	2	
" (6 Bedroom 10 Roomette)	861	867 (A)	7	
" (Open Section Standard)	871	872 (A)	2	26
GRAND TOTAL PASSENGER-TRAIN CARS				40

Notes: AC - Air Conditioned
(A) Leased to Pullman Company

	COMPANY SERVICE EQUIPMENT			
Business Cars:	101	106	3	
Ballast and Dump Cars:	11001	11040	40	
Derrick Cars:	27	37	3	
Boarding Outfit Cars:	019 0501 0901H	0361 0781M4 0917EG	81 234 17	332
Snow Removing Cars:				
Rotary Snow Plows	3	4	2	
Wrecking Cars:				
Wrecking Cranes	27	28	2	
" Crane	37	-	1	
Boom Idlers	38	41	4	
Tender Car	51	-	1	
Diesel Water Tenders	81	82	2	10

Other Company Service Equipment:

	Series		Number of Cars	Total
	From	To		
Jordan Spreaders	6	7	2	
Dirt Dozer	8	-	1	
Jordan Spreaders	10	13	3	
Weed Killer	14	-	1	
Ditcher Flat Cars	15	16	2	
Locomotive Crane	36	-	1	
Truck and Block Car	42	-	1	
Gopher Shovel Flat	49	50	2	
Diesel Crane	54	-	1	
Truck and Block Car	76	-	1	
Locomotive Crane	89	-	1	
Pile Driver Crane	90	-	1	
Instruction Car	110	-	1	
Boat Flats	150	158	9	
Combination Water and Tool Cars	0941	0943	3	
Ventilated Tool Cars	0991	0997	44	
Tank Cars	A-1001	1250	132	
Water Cars	1518	1593	47	
Gondola Low Side Flats	6101	6131	31	
Ice Cars	7011	7056	23	
Tie Handling Cars	7503	7518	16	
Supply Cars	8004	8022	2	
Store Material Service Cars	8051	8085	23	
Supply Car, Commissary	8101	-	1	
Mounted Wheel Loading Cars	8501	8510	10	
Loose " " " "	8511	8513	3	
Flats for Miscellaneous Company Use	8514	8526	10	
Mounted Wheel Loading Car	8527	-	1	
Flat for Miscellaneous Company Use	8528	-	1	
Mounted Wheel Loading Car	8530	-	1	
Flat Gondola Cars	8531	8560	28	
Flat Cars, Company Service	8601	8624	9	412
GRAND TOTAL COMPANY SERVICE EQUIPMENT				802

A Tank Nos. 1023, 1028, 1035, 1038 and 1048 converted to sand cars.

Floating Equipment:	
Tug Boat "Hercules"	1
Diesel Barge "Las Plumas"	1
Car Float	1
GRAND TOTAL FLOATING EQUIPMENT	3

RECAPITULATION	
Type of Equipment	Number Owned
Locomotives	95
Freight-Train Cars	6,412
Passenger-Train Cars	40
Company Service Equipment	802
Floating Equipment	3
TOTAL	7,352



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 Portola, CA
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