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 *Huma-conna* 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 1957.