



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 3 No. 4

JULY AUGUST 1985

ISSUE No. 14



WESTERN PACIFIC GP-20, 2001, DONATED BY UP TO THE SOCIETY AND NOW IS AT THE MUSEUM BEING WORKED ON AND IS RUNNING.....

 **WP LIVES**

CALENDAR of COMING EVENTS

- Aug 17th Meeting and work weekend
- Aug 24-25th FEATHER RIVER RAILROAD DAYS
- Sept 7-8th Great America Train Show San Jose
- Sept 21-22th Work weekend
- Sept 28-29th Last operating weekend for 85 and Hobo Stew Cookoff

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt public benefit California Corporation, operates the **PORTOLA RAILROAD MUSEUM** in Portola, Calif. Formed in February, 1983, with the purpose of preserving local railroad history in general and Western Pacific Railroad history in particular. As a Society we are involved with restoration and collection of railroad equipment, photos, artifacts, historical information and data specifically Western Pacific. In doing so the **FRRS** has become the **HISTORICAL SOCIETY of the WESTERN PACIFIC RAILROAD.....** The **WP LIVES** in Portola for the benefit of the friends of the **FEATHER RIVER ROUTE.....**

Single membership dues are \$15.00 per Calendar year. Our mailing address is;
Post Office Box #8, Portola, Calif. 96122

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"**THE TRAIN SHEET**" is edited and layed out by John J Ryczkowski, anyone wishing to send articles/info please write; **THE SHEET**
Post Office Box 1663, Sparks, Nevada 89432
Issues printed 500

FROM THE PRESIDENT'S DESK NORMAN HOLMES

A number of retired "rails" from the Portola area have died recently. It is a personal loss to those who were our friends and it is a loss to the Society for now all their memories are silent. The history and adventure that only they knew is now gone. If only someone had recorded their stories. Another loss is the artifacts and memorabilia that many have saved. Manytimes relatives will throw out all that "junk" that was saved over the years. It's too bad that they don't realize some railroad historical society (especially ours) or even a railfan would really appreciate receiving the junk. None of us will live forever on this earth, maybe we should leave a note or tell someone what we would like to have happen to our collections. Rules; Now that we are operating we need them, sorry we have to have them, but just like the railroad on the other side of the fence we have steel

wheels on steel rails. The equipment is heavy and people can get hurt. What ever we do in this life we have to follow rules. Most of them are just good common sense, but if we cannot operate within the rules we won't operate at all. The price of someone getting hurt is not worth the gamble. I have Ski working on a SOP for our operations.

NEXT MEETING

Our next social meeting will be held on Aug 17th in the Diesel shop meeting room at 7:30 pm. A pot luck dinner will proceed the meeting. A program has not been selected but this is the last work weekend before Railroad Days. We could use all the help we can find to get everything in shape for the big event.

FEATHER RIVER RAILROAD DAYS

Portola third annual Railroad Days will be held August 24-25th. A parade will pass through town starting at 11am Sat. and several model railroad layouts will be operating in the high school gym. Food and souvenir stands will be located in the City Park. Our Society will have train rides from 12 to 4pm. On Sunday our Second Annual Motor Car Time Trials will start with a parade using out Velocipede, Handcar and all the participating motor cars. After the time trials rides will be offered to the public until 12, when regular train rides will again be operated until 4pm. A special note Chuck Yeager the pilot who broke the sound barrier and the movie **RIGHT STUFF** was about will be the Grand Mar shal. As a pilot I am looking forward to seeing him in Portola, Ski

MEMBERSHIP

by Bev Moore

We are over the 400 mark with this mailing and hoping to have 500 on board by the end of the summer.

One of our members is 12 years old and lives in Rockwall, Texas. Jack Metcalf Jr. is charter member Frank Hibbs Grandson who lives in Meadow Valley(Quincy) Calif. Jack and his family were here visiting and got to see the museum and Jack was caught up in the excitement we all feel and he decided to join. Welcome Aboard Jack... Lost members.....included in the 400 members are four persons whose addresses have been lost. If you know any of these people please contact the Society as to their addresses, thanks.....

F. Axford	joined 6/6/85
W. Byassee	joined 6/24/85
K. McNeill	joined 6/5/85
E. Wall	joined 5/14/85

JUNE 29th & 30th WEEKEND OPERATION

A rather light passenger turnout was experienced for our June operating weekend. None-the-less, our alert-helpful train crews ran trains around the balloon track from 10AM to 5PM. Since the passenger load was light, it was decided to let 608 pull a few trains alone, while 921 was MUed to GP-7 708. 708 is inoperative but after several tries, closing air values and coaxing the 921 responded to 708's throttle. A successful two unit operation was initiated. Besides doing it "just for the fun of it", operating from the 708 allowed the engineer to face forward at the front of the train instead of having to back 921 around the balloon every other trip. Steve Habeck was the Conductor with Larry Hanlon, Mel Moore and Mat Parker as Trainmen. Bernie Christensen, Norm Holmes, Bob Larson and George Oels, Dave McClain and John Ryczkowski were Enginemen.

The ticket agent's position was filled by Bev Moore and Lynda Hanlon. The gift shop had Vickie Krois and Chris Skow, while Barbara Holmes, Rita Shields and Charlotte Marvin sold soft drinks from the kitchen. Passenger tickets brought in over \$200, while the gift shop grossed over \$1200.

It was decided to operate a short train on the 4th of July using 608 and caboose 1632. Even though there was no advance publicity for the event, enough people saw our signs to make the effort worthwhile. Of particular interest was a visit from Union Pacific President Mr. Flannery, Mrs. Flannery, their daughter, son-in-law and grand daughter. The Flannery's enjoyed a ride around the balloon track and were pleased with the progress our museum has made in the past year.

DONATIONS

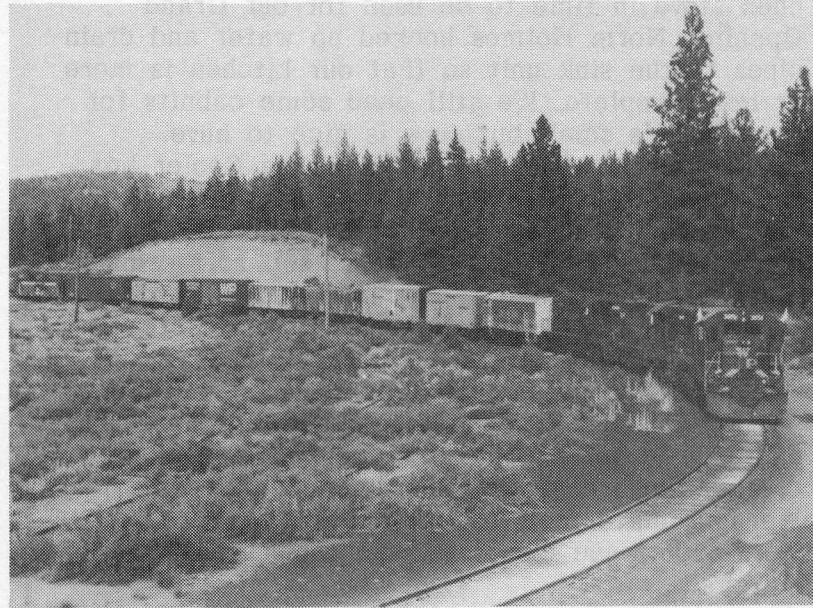
Donations are coming into the Society at a fast clip more numerous for me to list in the "TRAIN SHEET". From a headlight from WP 256 to a 30 cup coffee maker, any and all items are a welcome addition to the collection of historic items or items to get a job done. Many members have made cash donations. We wish to thank all for their thoughtfulness in their donations to the Society.

Retired WP engineer John Caufield died recently and his widow Rosalie asked that cash donations be made in his name; N. Brown, J. Cooper, A. Aeckle, R. Mathews and Rev A. Thormburgh have done so in Johns name.....thank you.....

IRS TAX ID NUMBER

Donations are tax deductible and you need to use this number which is for the Society....

TAX ID # 68-0002774

**JULY OPERATIONS**

The Society was host to a meeting of the Plumas County Historical Society. Some members attended the afternoon meeting and were treated to a train ride. Jim Boynton and Hap Manit gave a talk on railroad history.

Train operations were held on the weekend of July 27-28th and again we had a steady stream of visitors that came by and walked around the yard looked over the equipment, asked questions and rode the trains. It seems everyone is leaving with a positive feeling about the operations. All this is possible due to all the members that come to the museum and take part in the events. Saturday after operations a freight train was made up and ran out onto the balloon for photos. With 3051 on the point followed by 2001, 708 and supplying all the power was 921 with 428 at the rear.



AND FROM THE KITCHEN

Greg Brahms hooked up the propane to the kitchen stove in time to be used for our Grand Opening, Norm Holmes hooked up water and drain pipes to the sink unit so that our kitchen is more or less complete. We still need some cabinets for storage. It's small but sure is nice to have. Bill Zimmerman's donation of a Cola Cooler box will allow the retirement of the old washing machine tub where we kept the cold drinks on ice. Barbara Holmes and others sell soft drinks, ice tea and coffee on operating and work days. Often donuts and other bakery delicacies are available to fill those midmorning hungries.... The local American Legion Post set up a Hamburger and Hot Dog stand in the diesel house on operating days. The smell of onions frying permeates the area and makes one's mouth water. We appreciate their assistance to make the visitors experience complete, and their great Hamburgers.....

HOBO STEW COOK-OFF

We plan to have an operating weekend Sept. 28-29th and for this event, as a fund raiser and to get the community involved, we will have a Hobo Stew cook-off. This will be operated similar to a Chili Cook-off except we'll have stew. We wish to invite anyone who will prepare a pot of stew and bring it to the meeting room Saturday at 6:00pm. Judges will sample the stew and prizes will be awarded for the best. After judging, the stew will be enjoyed by all attending, at a charge of \$3.50 per person, which will include salad and garlic bread. Put this date on your calendar for an interesting evening.

RAILROAD DAYS RAFFLE

We have been offered two quest certificates to be raffled off at our Railroad Days celebration August 24-25th. The certificates are good for one night's stay at the White Sulphur Springs Ranch, a Bed & Breakfast Hotel. Don Miller offered us the opportunity to make some money for the Society and to introduce his recently renovated establishment.

This historic hotel was built in 1852 and served as a hotel for the Truckee-Quincy Stage, and is located in Mohawk Valley on Hwy 89 about 10 miles from Portola.

The tickets are selling for \$1.00 each and are available by mail or at our booths during Railroad Days. Drawing to be held at 5pm on August 25th.....

FUND RAISING

By CHRIS SKOW

Our new merchandise catalog was mailed out to all members last month. Many new items have been added, please help the Society by ordering from the catalog or visit our gift shop in the museum. All profits from merchandise sales go

toward museum equipment maintenance and restoration. In case you did not receive a catalog, drop me a card and I will send another.

We are gearing up for Railroad Days Aug 24-25th, the gift shop will be fully stocked. During Railroad Days Society merchandise will also be on sale at Bottle Annie's on Commercial Street, the Lady Engineer's booth in City Park and at the High School Gym where model railroad layouts will be operating. We need volunteers to help man the booths, if you can help please let me know.

We would like to thank four local merchants for helping us out in sales: Bottle Annie's Shop and Kehoe Pharmacy in downtown Portola, TNT and Kwik Stop on Hwy 70. All stock our custom made coffee mugs.

The museum gift shop has been doing very well since Grand Opening of the museum. The shop is open every weekend from 10am to 4pm, also we open the shop on weekdays when visitors arrive. Member Vickie Krois from Keddie handles the shop on weekends and is doing a fine job. Lynda Monger has been helping also several times recently. Hap Manit, who is at the museum every day of the week opens for weekday visitors. I want to thank every one who helps us in the gift shop, we can always use the help and will need everyone we can get for Railroad Days.....

WP PHOTOS NEEDED

Member Ken Rattenne, who published the 1984 WP calendar is working on a WP pictorial entitled "THE FEATHER RIVER ROUTE" He is in need of good B&W photos and slides of the area from Keddie to Bieber and from Portola to SLC, especially the east end. Please write to him and he will send a want list.

Ken Rattenne
PO Box 1063
Campbell, Calif 95009

WP MODELERS

I have been talking with Tom Marsh of Overland models about doing models of WP steel caboose series 426-460, WP's first steel bay windows. Done in two styles, one like the 428 with roof walks and in a as delivered state, and the other a rebuilt with no roof walks and windows blanked out. I need to know how many we can sell so a run can be put together. Please drop me a note if you would like several for your layout the price would be about \$63.00 each and a discount would be available for members. So please drop me a note about them and if we have the interest I would like to do the air dump car and the WP tank cars. Another caboose is the 779 which has never been modeled.....Ski

STEAM GAUGE

John Marvin has finished replacing the front pilot beam on No 8. The heavy timber was rotted away so a replacement was a necessity. A good used bridge timber was found, cut to fit and drilled to fit across the front of the engine. On June 29th, the coupler pocket, coupler and pilot were returned to their proper place. Old No 8 is beginning to look better all the time. David Dodds spent a few days of his vacation painting pipes and Rick Merle spent a week wire brushing rods and boiler parts. On Saturday, July 6th, 200 pounds of pressure was applied to the boiler with hardly a leak.

WHEEL REPORT

- 0318 flat Mel Moore stripped the wood deck off so that a new deck and sides can be added to give us two passenger "Vista Flats".
 428 caboose=built a bench for additional seating
 520 Box car=Odie Lorimer completed the "Horn of Plenty" on one side
 779 caboose=John and Charlene Marvin replaced the end sill on one end.
 1345 caboose=Norm Holmes, Mat Parker & Ken Roller cleaned out all the burned wood from the interior, Norm picked up replacement seats from the SP Roseville shops.
 1074 tank=Norm, Hap and Steve Millward washed the interior and filled it with 10,000 gals of water to be ready in case of fire.
 19507 box car=Doug Jensen and Wayne Monger washed the exterior to bring out the orange feather and yellow lettering.
 20806 box car=John Ryczkowski finished painting the orange feather and made the car ready for the overall silver color.

DIESEL INJECTOR

Western Pacific GP-20, 2001, arrived in the early hours of July 5th. As soon as the unit arrived on museum trackage, Steve Millward began cleaning the accumulated debris and broken glass from the nose and cab. Rick Merle and Norm Holmes removed the steel strap around the hood and cut the welding that was placed on the doors to supposedly to keep vandals out. Rick cut off old lock hasps, welded holes and placed putty on the rough spots. The next weekend Dave McClain and John (Ski) Ryczkowski went to work on the unit. Ski replaced all the broken cab gauges, lights and cab controls set up for starting. Dave when going over the engine found that water had frozen in the air compressor heads and that they were broken. GE 3051 had the same type of compressor and soon were in place on 2001. The set of batteries that came with 608 have been on charge and were placed in 2001. Doug Jensen showed up just in time to help move the 300lb batteries in place. Water was added, a set of jumpers

from 608, Ski in the cab on the starter and controls, Dave on the delay shaft to control RPM's and Doug watching the oil pressure. After sitting for so long she started with very few turns and the turbo whine sure sounded good. The oil in the engine was low, so the unit was run only for a short time as the level was not where it should be. A sample was taken to Reno for an analysis and shows that it should be changed. A complete oil change is going to be done and at \$175 per barrel with four barrels needed we will welcome contributions to help pay for the oil, which is on order. The 2001 is going to be painted orange and silver back into it's as delivered paint scheme.

On July 17th Norm Holmes and John Ryczkowski drove to Richmond to pick up two snow plows and misc. engine parts from SP U Boats being cut up for scrap at Levin Metals. The plows weight in at 800lbs each and are nine feet across making quite a load for Norms pickup. Levin wished to help our efforts and refused to accept any payment for the material. We appreciate Levin's generosity and cooperation.

On July 20th, Wayne Monger and others placed one plow on 3051, thus making the unit look complete. Wayne also repainted all the hand-rails and nose markings on 3051 improving it's appearance.

AND ON THE ALCOS.....

By John Ryczkowski

I was in SLC on June 17th and looked over GP-20 2001 as to it's condition and getting it moved to Portola along with the Alcos. UP had inspected them and had a list of items that needed to be done before movement. I then met with Kennecott to get them moved to a spot we could work on them.

On July 4th Myself, Dave McClain and Mat Parker returned to SLC passing the 2001 in route and in 100° heat worked over the Alcos. We had journal oil with us and added oil to all journals, and other odds and ends that was two days of hard work. The Kennecott crews only work on the weekends so I stayed over Sunday and with the help of engineer C. H. Nielsen worked over the air systems on #2 and #908. Chuck was a lot of help and after removing every valve and cleaning it and replacing some they were then working.

As of this time #2 and #908 have been moved down to the transfer, UP picked them up headed west but #908 has a bad bearing and both were set out. #2 is going to be moved to Portola and the issue is still in doubt on #908, stay tuned as this story I hope will have a happy ending.... The #3 and 778 will be moved later as more work has to be done to them. We need to bring back two "thrust blocks" for the journals of #3 from one Alco that gets to Portola and replace the hand brake on the elect. 778.



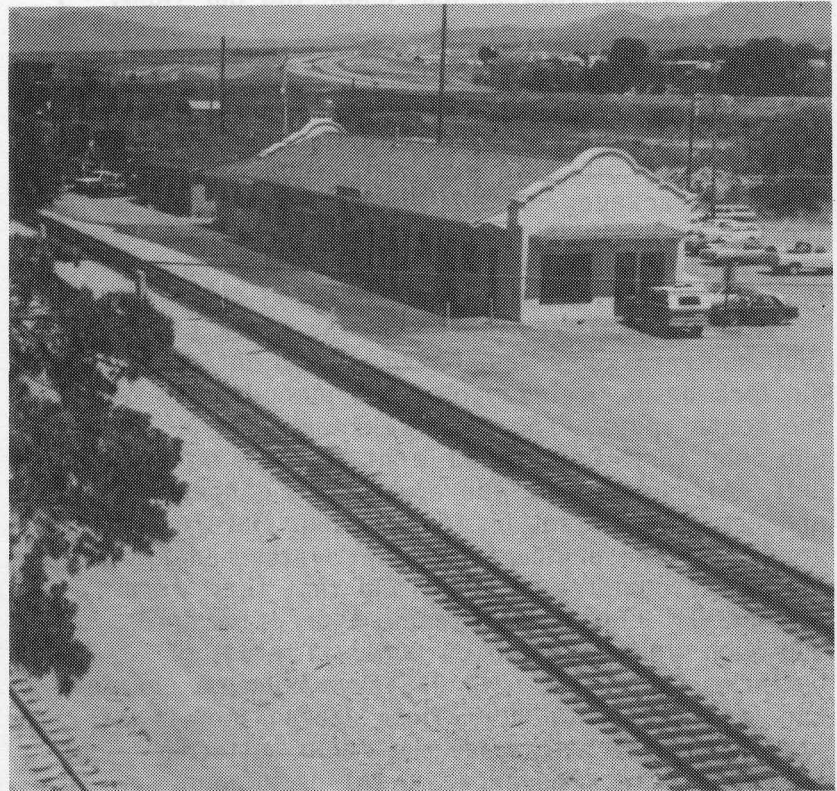
Mat Parker and Dave McClain doing some fine tuning to the Kennecott Alco #908

AND AROUND THE MUSEUM GROUNDS

Glass, yes we have glass, through the efforts of Portola member John Fisher and the generosity of Pittsburg Plate Glass Co. We received a donation of 204 pieces of 33x44 window glass. We had to pay for the shipment to Portola from Fresno on two tons of glass! It was unloaded using a fork lift borrowed from Ralph Womack. Thanks to there efforts we now have sufficient glass to complete the glazing in the building with some left over. Odie Lorimer made up some street directional signs and Ken Roller made up signs directing the public and also painted a nice rendition of 921 pointing the way to the shop entrance. Hap Maniit and Emery Goddard one time and Norm and Barbara Holmes the next made the 120 mile round trip to Herlong to pick up surplus items that are available to us through the state surplus office. Being a non profit organization a small handling charge is made but that is the only charge. Wayne Monger started painting the diesel shop doors orange after being tired of seeing them a faded green and Jack Palmer finished the job in time of the Grand Opening. John Marvin put a door on the womans rest room. Norm Holmes made up a four foot square ticket booth for use when we have an operating day. Our county workfare workers, under the able leadership of Hap Maniit, have constructed 12 picnic style tables with benches for our meeting room. They were so good the City had our crew constuct some more for the City Park. They also made up barracades for use during Railroad Days. All the brush in the RV and picnic areas was grubbed out into piles so when we have a grader come in to work it over the area is clear.

WINNEMUCCA DEPOT

In three days time seventy-five years of history was reduced to rubble in Winnemucca. On July 22 a wrecker's ball demolished the former WP depot. Union Pacific replaced the beautiful old spanish style structure with a "7-11" style building which is modern in every respect including solar heating and cooling. UP offered the old depot to the Northern Nevada Historical Society at Winnemucca and even offered funds to help move it, but because of its location (on the wrong side of a freeway and two narrow bridges) and its construction (8" concrete walls built on a concrete floor), they deemed it impossible to move and save. All is not lost, however, the local historical society saved the half-round windows, the ticket office window and the crew black-board. Our society saved 18 of the double-hung windows and six single windows for use in our replica WP depot whenever the funds are available. Norm Holmes and Dutch Rohlinger drove the 420 mile round trip to bring back the windows which are now stored in one of our box cars.....



NOS. 2001-2006 NO. OF LOCS. 6 AFE 99-59
 NOS. 2007-2010 NO. OF LOCS. 4, AFE 76-60
 BUILT BY EMD GEN. MOTORS CORR TYPE GP-20
 POWER PLANT:
 1-2000 H.P. DIESEL ELECTRIC UNIT
 DIESEL ENGINE BY G.M.C. TYPE 567-D
 16- 8 1/2" x 10" CYLS. 2 CYCLE TURBOCHARGED
 GENERATORS:
 1 EMD, 600 VOLT D.C. TYPE D-22-BT
 (WITH INTEGRAL 170 VOLT ALTERNATOR)
 1 AUXILIARY DC GENERATOR
 TRACTION MOTORS:
 4 E.M.D. DIRECT CURRENT, SERIES WOUND,
 AXLE HUNG TYPE D-47-B
 GEAR RATIO: 62:15
 CONTROL:
 AUTO. FORWARD & REVERSE, DUAL CONTROLS
 OPERATION:
 SINGLE OR MULTIPLE UNIT

DIESEL ELECTRIC ROAD SWITCHING, 8 WHEEL

AIR COMPRESSOR:
 1- GARDNER-DENVER TYPE WBO
 CAPACITY 235 CFM
 BRAKE EQUIPMENT:
 WESTINGHOUSE 26L
 DYNAMIC BRAKES
 WINTERIZATION
 FUEL-DIESEL OIL --- 2350 GAL
 LUBRICATING OIL --- 220 "
 ENGINE COOLING WATER --- 227 "
 SAND --- 78 CU. FT.

ROAD CLASS 2001
 SYMBOL RS-64

TRACTIVE POWER --- 64100 LBS.
 MAX. SPEED --- 65 M.P.H.
 MAX. TRACK CURVE:
 SINGLE UNIT --- 150' RAD. OR 39°
 MULTIPLE UNITS --- 274' " " 21°

* WEIGHT IN WORKING ORDER:
 TOTAL ON DRIVERS --- 257,000 LBS.
 TOTAL DRY (LIGHT) --- 235,500 "
 AXLE LOAD --- 65,000 "

Labels in drawing: NATHAN M5R24 HORNS, FUEL 2350 GALS., 40 DIA WHEELS, 6 1/2" HAT R.R. BGS., 31'0" TRUCK CENTERS, 56'2" BTW. PULLING FACE OF CPERS.

Dimensions: 13'10 1/2" height, 15'-0 3/4" height, 10'-2" OVER HAND RAILS, 10'-0" OVER UNDERFRAME, 14'-6" height, 25" width, 10'-6" width, 9'-0" width, 9'-0" width, 10'-6" width, 25" width.

RWC 12-27-60
 REV 8-12-64

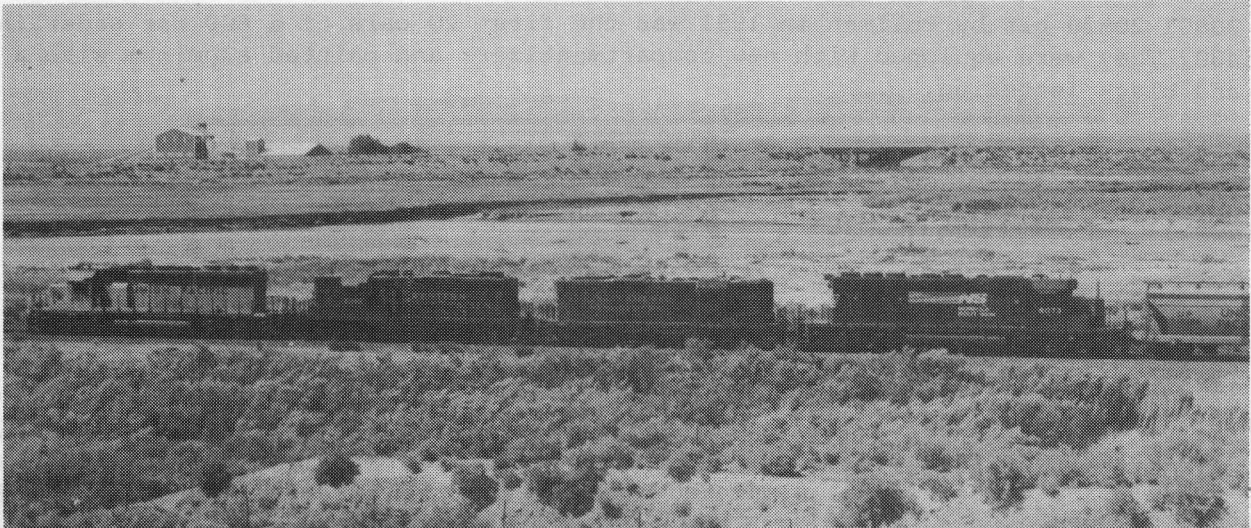
* INCLUDES FULL LOAD OF FUEL OIL, LUBE OIL, WATER, SAND AND ALL EQUIPMENT.

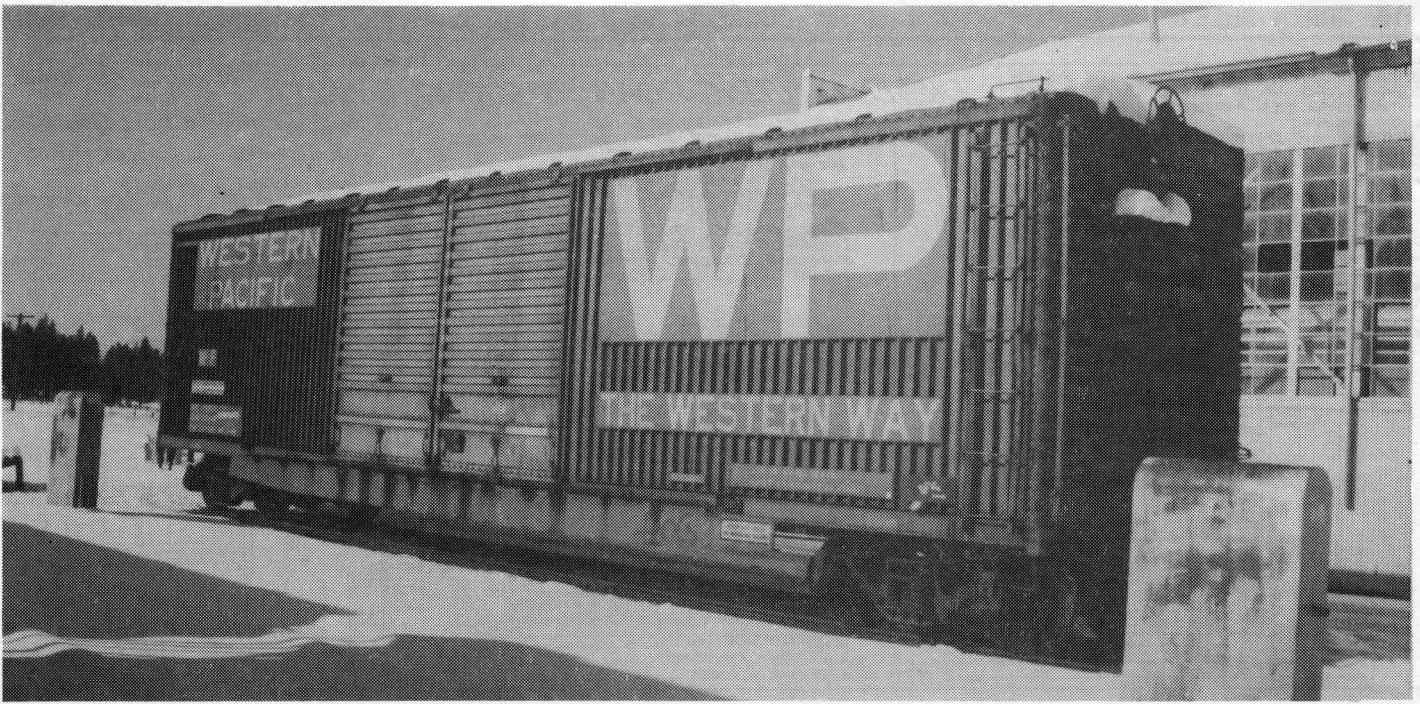
2001

Western Pacific 2001, a 2000HP GP-20 built in Nov 1959 #25623 was retired Mar 85 by UP and moved west from storage in Salt Lake City on July 4th. This engine is an important addition to our collection as it is the first GP-20 built and the first production turbo-charged locomotive EMD delivered. The GP-20's were a important milestone in engine locomotive design. They were EMD's first step into turbocharging the 16 Cyl 567 engine, a step that was influenced by Union Pacific's experiments with so called "Omaha GP20's". The experiments began in 1955 with turochargers added to GP-9s in UPs shops. EMD brought out its own turbocharger in 1959 and it was added to 9 UP GP-9s before regular GP-20 production began. GP-20's were built from 11/59 to 4/62 with 260 units being built and WP and Great Northern the only railroad ordering high hoods instead of the new style of low hoods.

The 2001 was frequently equipped with a large snow plow and flangers to remove ice between the rails and saw regular service on the "High Line" in winter time. We will place one of our SP plows on the unit and while the flanger controls are still in place, the flangers will not be installed as they replace brake shoes on No. 1 axel. The unit was placed in storage when the UP absorbed the WP in January, 1983. It was stored along with it's 9 other sisters in Oroville, Portola nad ending up in SLC. There it was stored along with the other GP-20s and Gp-7s and at this location it was vandalized with the windows and gauge glass broken, the number boards and bell were taken off by railfans? When it was taken out of service a steel band was placed around the engine room doors so no damage was done to the engine area. Ski on his trips to SLC removed the horn and got a complete bell from 2010 for placement back on the 2001.

On the way to Salt Lake City we passed the west-bound SST with 2001 and Sacramento Northern GP-7 712, dead in train, just east of Battle Mtn. Nevada...Ski photo.....





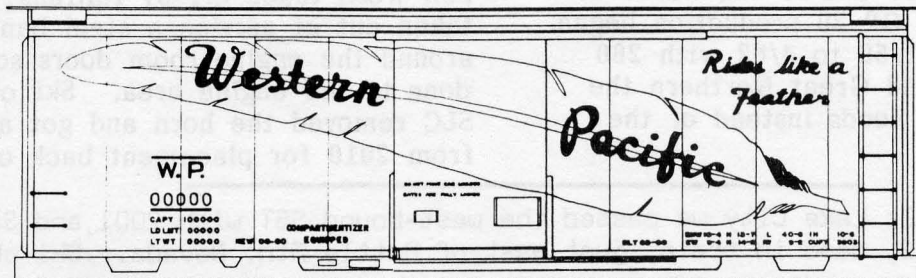
TRANSCO 50' BOX CARS

WP 19901 is a rebuilt box car using a different system of design which saves weight by using a Tri-Rib® nailable steel floor and nailable steel sides. In rebuilding the floors and sides of a car are replaced with the Tri-Rib® system. WP got two cars 19901-19902 from Transportation Specialties Co in Chicago in Sept. 1965 rebuilt from

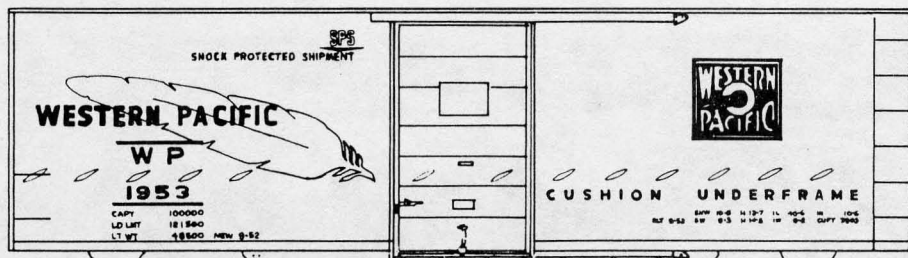
ACL box cars. Followed by 10 more 19951-19960 also rebuilt from ACL box cars, but the design was not to be successful on the WP and the cars were retired with only the 19901 left. 2 are on the ground in Stockton by the FGE shops at the west end of the yard and 19901 ran until arriving at Portola as WPMW 8129, and as seen in Sacramento and Stockton in stores service.

WESTERN PACIFIC FEATHER BOX CARS

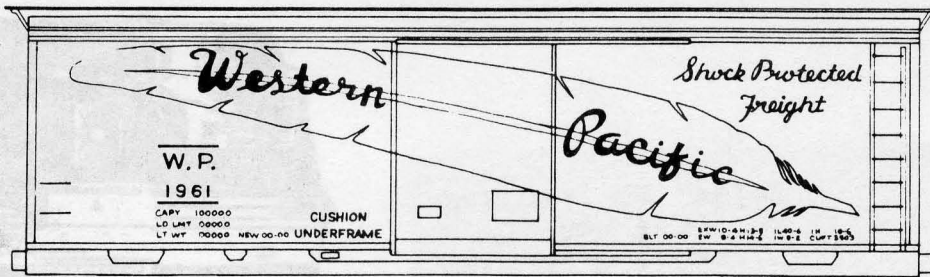
Here is a short history of the box cars and the color schemes that WP used on its feather box cars which was a trade mark of the Feather River Route.....



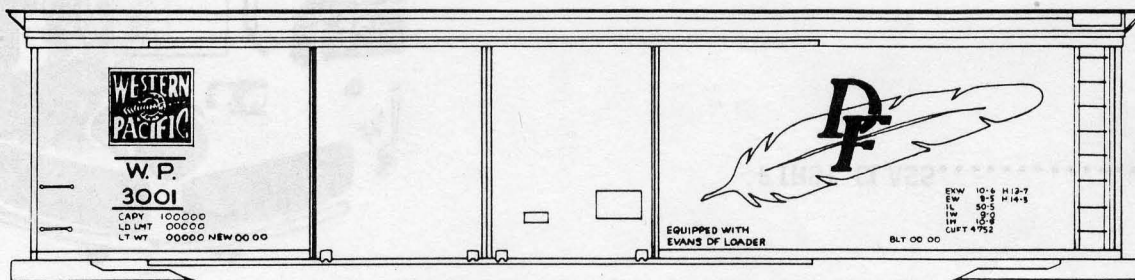
WP 20801-20820 blt by Pullman in 1951 was the first 20 cars of a 600 car order in series 20801-21400. They were equipped with new compartmentizers and painted aluminum with a orange feather and black lettering.....



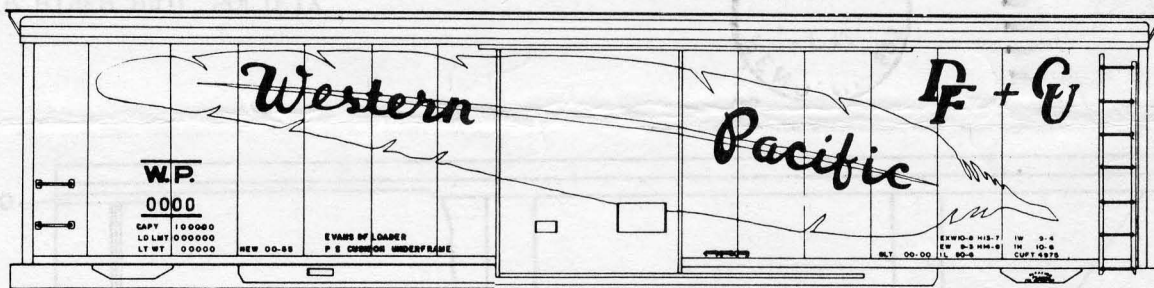
In 1952 Pullman put two box cars on the WP for testing of a new cushion underframe they had developed. The cars, 1952 & 1953, came in solid orange with black lettering and a silver feather. Small feathers in a line ran along the sides and an emblem without the Feather River Route writing in the circle was hand painted onto the car. WP purchased the cars in 1960 but never repainted them.



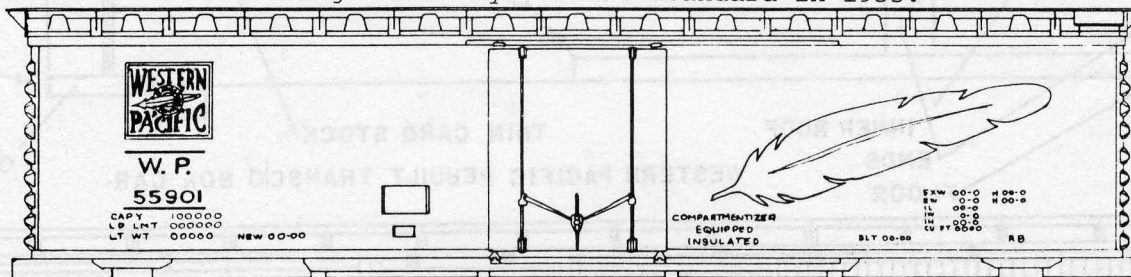
1961-1970 blt by Pullman in 1954 had the same underframe as 1952-1953 and were painted solid orange with a silver feather and black lettering.



WP 3001-3010 Pullman-Standard 50' double-door box cars were the last ten cars in a 100 car order blt in 1954, Series 35001-35100. 3801-3837 blt in 1954 also came painted in this scheme of a box car red color with silver lettering and a silver feather with a orange "DF" overlay. Both series came equipped with Damage Free loaders for securing freight.



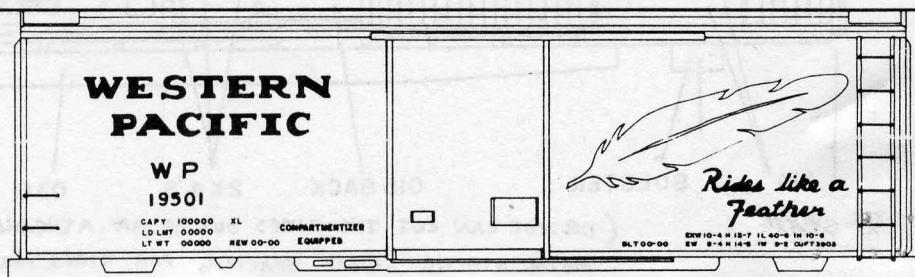
3011-3050 with DF equipment and cushion underframes came painted solid orange with a large silver feather and black lettering. Built by Pullman-Standard in 1955.

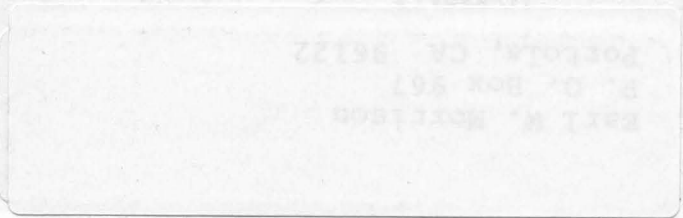
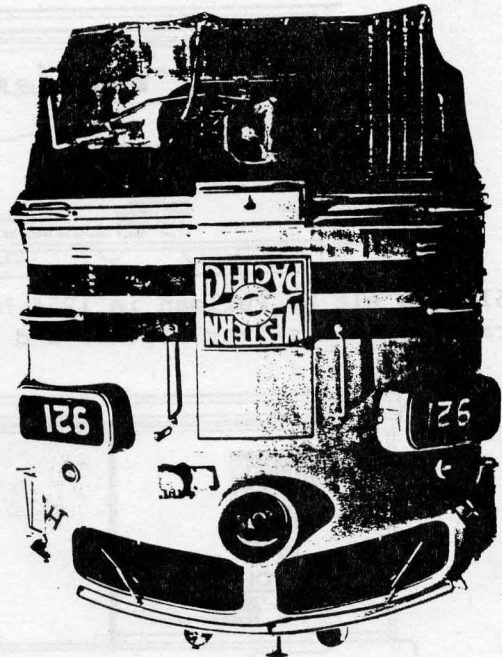


With the first insulated plug door box cars in series 55901-55920 WP used this scheme of a silver feather and silver lettering much like 3001 cars. Blt by Pullman in 1955.....

This scheme was used as a replacement scheme when it was realized that box cars never bet washed and the feather schemes were not weathering good. When cars in series 20801, 1961, and 3011 were renumbered or overhauled they were repainted into this scheme. Which was a orange feather and yellow lettering, several series of new plug door box cars used this scheme until WP went to yellow lettering only.....

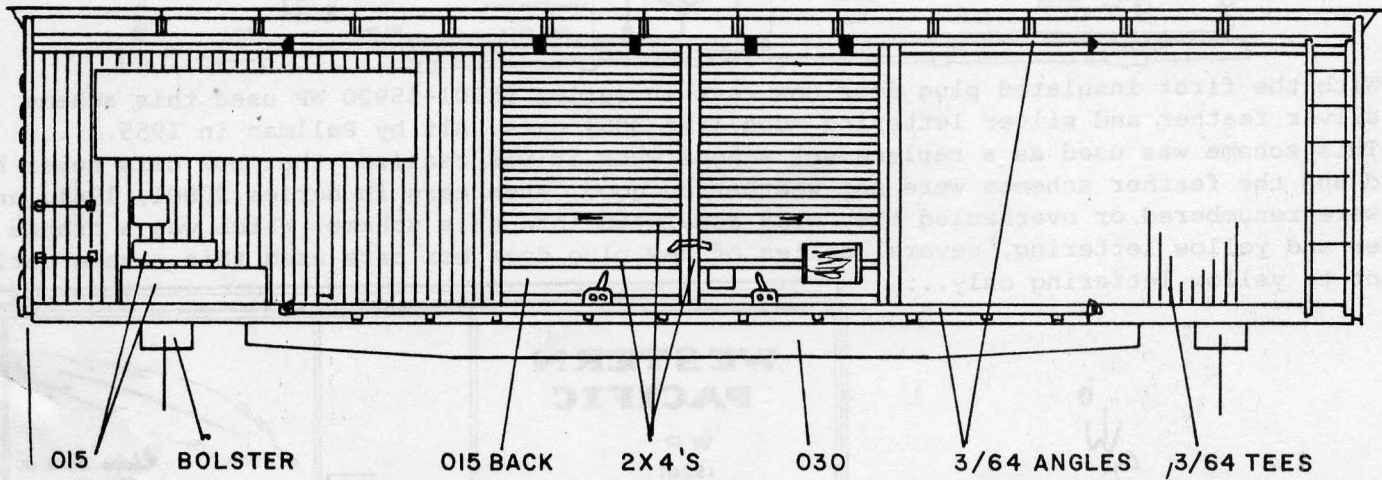
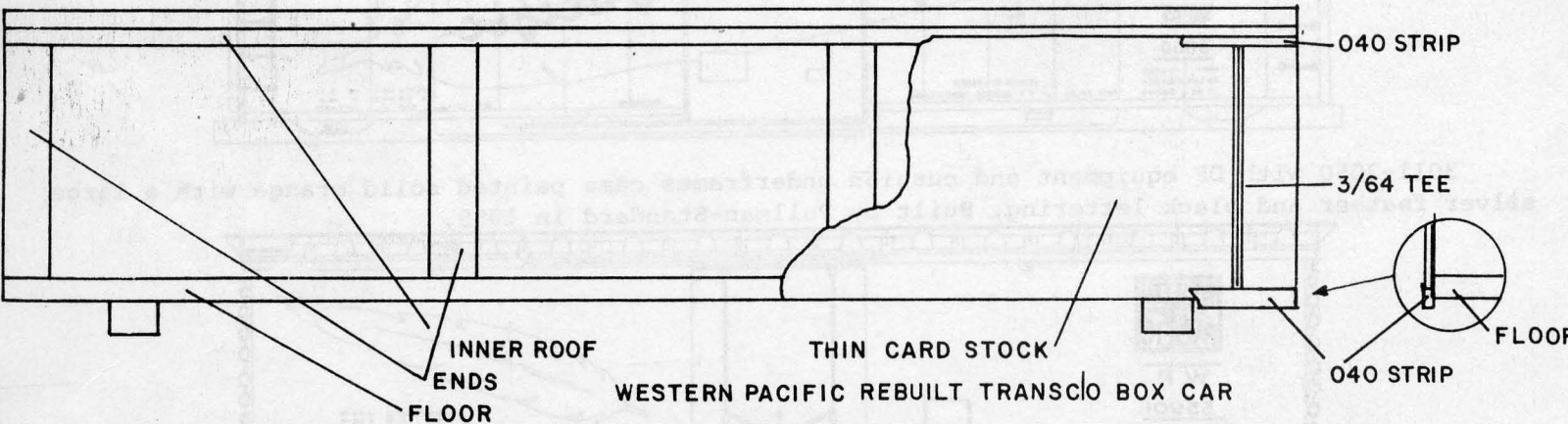
SKO





.....FIRST CLASS.....

FEATHER RIVER RAIL SOCIETY
 "THE TRAIN SHEET"
 POST OFFICE BOX No. 1663
 SPARKS, NEVADA 89432-1663



HO SCALE

(OR YOU CAN CUT THE SIDES OUT OF AN ATHGARN 50' BOX CAR AND USE GUERGREEN METAL SIDING .060" SPACING FOR SIDES AND .080" SPACING FOR TOPS OF DOORS) SK°