



# The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 4

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ISSUE No. 18





# 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.

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Single membership dues are \$15.00 per Calendar Year. Our mailing address is FRRS, POST OFFICE BOX #8, PORTOLA, CALIF. 96122

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Our information phone number is 916-832-4131

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"THE TRAIN SHEET" is Edited and laid out by John Ryczkowski, anyone wishing to send in articles/info please write; THE TRAIN SHEET Post Office Box 1663, Sparks, Nevada 89432

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Issue Number 18, 700 printed.....



## BOARD OF DIRECTORS

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Signal	Jim Atkins
Training	John Ryczkowski

## FRRS LIFE MEMBERSHIP HONOR ROLL.....

1. R.G. Flannery, 1986
2. Robert Dobbins, 1986
3. Dave McClain, 1986

### FROM THE PRESIDENT'S DESK

April 26th will mark the opening of our operating season with a special day for two groups. A training and rules review will be held and this operating day will be a good shake-down for this season. On May 17th a training class will be held and all operating crew members, new and old, are urged to attend. Everyone working this year will have to pass a 1986 rules test to be eligible for work. A revised book of rules and the SOP of the FRRS will be introduced and video tapes will be shown. Our 1985 operating season was conducted safely and without incident. We need to strive to keep our trains running safely. Our future depends on it.

#### LAST MEETING

The February 15th Work day and Social Meeting, was cancelled due to very bad weather. The few members who did show up held a "bull" session in Jim Ley's outfit car.

#### NEXT MEETING

Our next social meeting will be held on April 19th, again at the Portola City Hall at 7:30 PM. Hap Manit will show movies of the 1955 flood in the Feather River Country. Refreshments will be served.

### MUSEUM CALENDAR FOR 1986

April 19	Work day & Social Meeting
April 26-27	Special operation, operating dept training and rules class
May 17	Work day & operating dept training rules class & OJT training
May 24-25-26	1st Anniversary of Opening, Operations.....
June 21	Work day & Social Meeting, 2nd training class
June 28-29	Operating Weekend
July 4-5-6	Operating Weekend
July 12-13	WP Railfan Day, Swap Meet Operations
July 26-27	Operating Weekend
August 2-3	Motor Car Races
August 16-17	Operating Weekend, Portola Railroad Days.....
August 30-31	
September 1	Operating Weekend
September 27-28	Operating Weekend
October 18	Work day & Social Meeting
December 13	Annual Members Meeting

Also remember that the third weekend is a Work Weekend.....



**SPECIAL OPERATIONS DAY**

Saturday, April 26th, will be our first operating day for 1986. Two groups will be visiting the museum and have requested that our train be in operation. The Elks will have a convention in the area and a railfan group from Salt Lake City will arrive on Amtrak in Reno, rent vans and tour the museum and the Feather River Country. We will need a full crew to operate the train. Please let Norm Holmes know by April 25th if you are going to be able to help.

**FLIMSIES!.....**

A Newsletter of Western Railroading ..... This small computer printed newsletter is set to come out at the first and fifteenth of each month to bring up to date rail news while it is fresh. The FLIMSIE will complement the CTC BOARD and PACIFIC RAIL NEWS and keep everyone informed.....

To Subscribe....12 issues for \$8.00.....

Media Express Productions

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Lafayette, Cal 94549

**TELEPHONE AT MUSEUM**

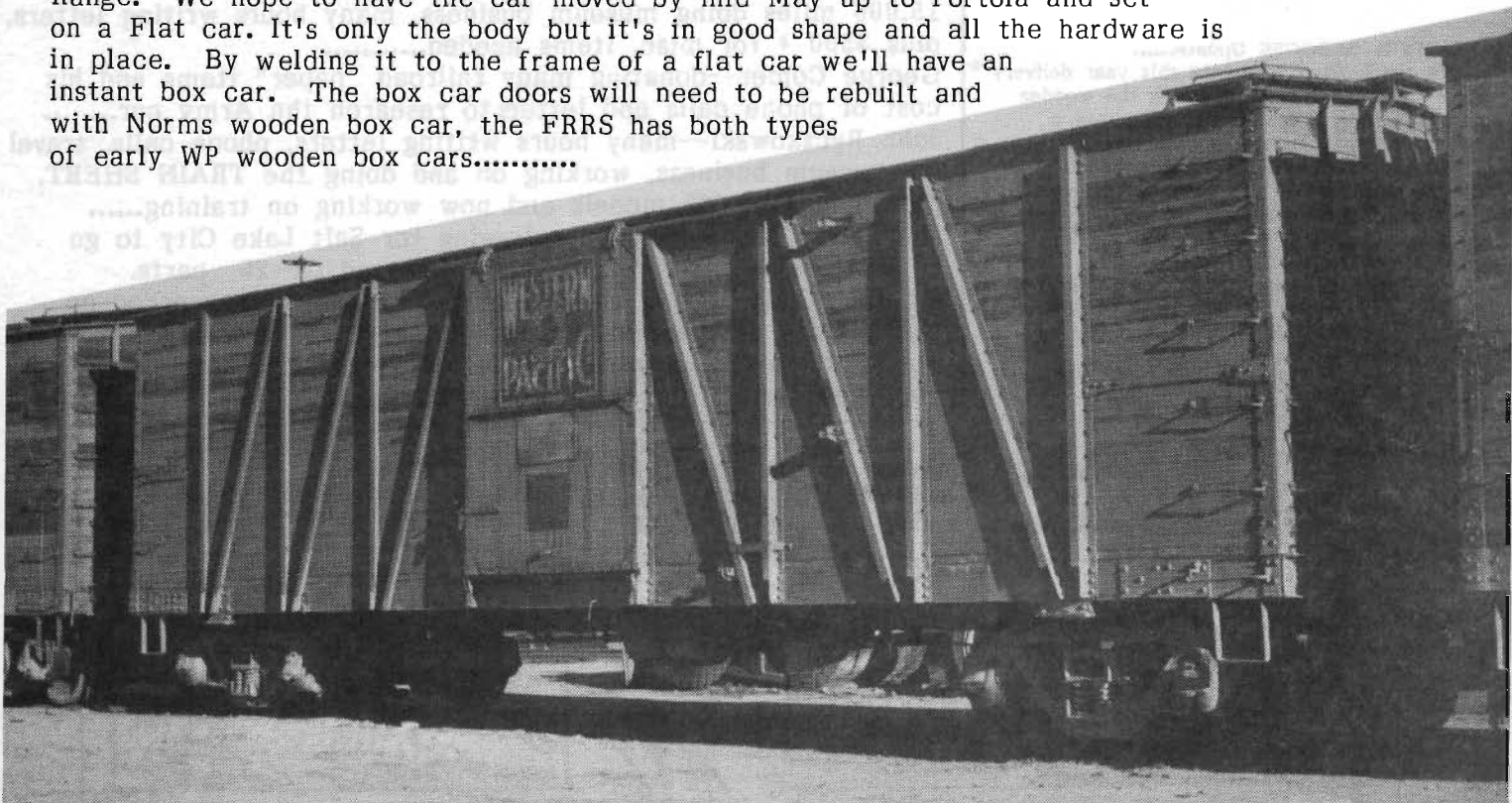
We now have a telephone at the museum. The number is 916-832-4131. Phones are located in the gift shop, the main shop area and in Jim Ley's outfit car. Jim will be answering the phones and glad to answer your questions and give museum updates as to activities..... Later an answering machine will be installed with a recorded message about museum hours, etc.....

**MEMBERSHIP**

All members that have not sent in your 1986 dues this is the last issue you will get until you renew. We hope all 1985 members will send in their 86 dues as you'll be missing some great articles coming up in the SHEET and we need your help to keep WP alive in 86 and the future.....  
**WP LIVES.....SEE YOU IN PORTOLA....**

**And Around The Museum.....**

With all bad weather very little is being done around Portola, other than on good days. Much track work needs to be done and with more equipment coming we will be needing the space. On April 3rd Union Pacific Caboose #25049 rolled into the museum, it needs some work, paint inside and out, windows, plus one body panel is rusted out. One more project.....On projects later in this issue member Jack Palmer is going to handle coordinating projects, please answer Jack if you would like to help..... Also we now have a out side braced WP box car body thanks to the efforts of John Ryczkowski and the City Of Tracy, Calif. This car converted into a outfit car from a 15000 series O/B box car blt in 1916 by Pullman, has been used as a stor age shed at the Tracy Police Pistol Range. We hope to have the car moved by mid May up to Portola and set on a Flat car. It's only the body but it's in good shape and all the hardware is in place. By welding it to the frame of a flat car we'll have an instant box car. The box car doors will need to be rebuilt and with Norms wooden box car, the FRRS has both types of early WP wooden box cars.....



**A SURVEY FOR THE READERS OF THE "TRAIN SHEET"**

Here is the report as to the final tally on the questions I asked the members about the FRRS and the SHEET. Thanks again for the time taken in answering and all the comments.....210 surveys are in and counted, all members did not answer each question and the % is based on 210.....SKI

- 1. Are you pleased with the equipment acquisitions?  
92% Yes            5% No
- 3. Are you pleased with the "TRAIN SHEET"?  
96% Yes            2% No
- 5. Do you feel it keeps you in touch with activities?  
96% Yes            1% No
- 6. Do you rely on the SHEET to remind you of dates, of meeting and operations.....  
62% Yes            28% No
- 7. Bulk Mailing OK....  
86% Yes            4% No
- 8. Pay extra for 1st class mailing....  
42% Yes            47% No
- 9. Being the WP Historical Society.....  
99% Yes            .005% No (1)

- 10. Member due to emphasis on WP at the museum....  
70% Yes            26% No
- 11. Member due to WP info in SHEET not the museum.  
28% Yes            63% No
- 12. Member because of the museum, not WP....  
40% Yes            48% No
- 13. The SHEET to have more WP news less museum.....  
28% Yes            54% No
- 14. Current info on the WP equipment and operations...  
78% Yes            12% No
- 15. Members that are a modeler.....  
72% Yes            10% No
- 16. Members that model WP mainly.....  
30% WP Modelers
- 17. Would you like WP modeling articles in the SHEET?  
68% Yes            19% No
- 18. The FRRS to back WP models.....  
65% Yes            10% NO
- 19. 87 members would like to join the operating dept. and go thru the training program.....

**DONATIONS**

Atip of the hat is due the following individuals for the donation of time and items to help keep our Society and the museum going and growing.....

- Joe Way--for keeping our membership roll up to date on his computer and doing the mailing labels .....
- John Marvin--for his many journeys from Quincy to meet with the Portola City Council and directors activities.....
- Charlene Marvin--for her work in the membership dept.....
- Hap Manitt--donation of many items and always being on hand when needed and doing tours.....
- Chris Skow--for traveling all over at his own expense giving lectures and setting up booths at railfan events to promote the Society and sell merchandise. Chris donated the cost of printing and mailing the gift shop catalog, postage, phone calls, 1086 8x10 color prints, 2050 timetables, etc.....over \$4500.00
- Norman Holmes--donated a 1945 Fairmont A-3 track car, cable for Burro crane, contributed the charges for phone calls, drove 15,000 miles doing museum business, many hours writing letters, plus \$500 + for misc. items needed.....
- George Comer--donating many railroad "paper" items and his cost of phone calls and letters to research the Army car.....
- John Ryczkowski--many hours writing letters, phone calls, travel on museum business, working on and doing the TRAIN SHEET, plus doing the WP models and now working on training.....
- John and Dave McClain are leaving for Salt Lake City to go to KCC on ALCO parts, UP for GP-7 and GP-20 parts.
- Dave McClain--put a 55 gal drum of oil in 2001, worked on the engines of the museum and the expense of travel.....
- Many others have contributed also during the year---to all, your generosity is greatly appreciated.....FRRS

**Diner Becomes Wedding Chapel.....**

Union Pacific trainman Jim Scott and Diana Silva selected romantic Valentine's Day for their wedding. They also chose to have their wedding ceremony preformed in our Santa Fe diner at the museum. Nearly two dozen friends and relatives attended the event in the decorated car. Cake and strawberry bunch was served to the guests along with coffee provided by Hap Manitt. Hap and his wife Evelyn, good family friends were responsible for the arrangements. It was truly an interesting use of our car.....

**Fire Extinguishers Donated.....**

Thanks to the generosity of Del Monte at Walnut Creek, Cal. through the efforts of Shannon Smith, who sells fire extinguishers, we now have two large CO<sup>2</sup> extinguishers. They were delivered to the museum by Tom Moungovan, April 12.

**WP STEEL CABOOSE Update.....**

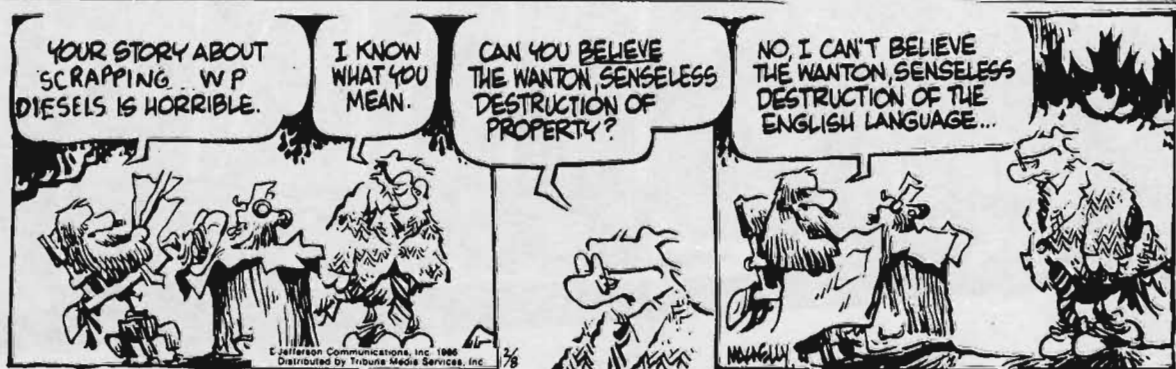
We are looking to a late this year delivery date for the WP cabooses with the wooden one to follow. All members that have a reservation will receive a note from me about your reservation. Please advise if by the next SHEET you have not heard from me if you want one.....SKI

**New WP Models.....**

Model Traction Supply Co is doing the SN trailers used by the WP on the High Line. Only 75 models will be made and you can reserve them now. Out by Oct.

Shoe

SKO  
&  
NORM





## GIFT SHOP REPORT

by Chris Skow

Our new 1986 merchandise catalog is being mailed with the TRAIN SHEET and as you can see we have expanded our line of goodies offered to you. Also if you look at the prices you will see that we offer just about everything at a discount.

You help us grow by buying our merchandise and we help you by giving a discount. As time goes on I will be adding more and more items to the ever growing list. In time I want us to be the number 1 gift shop and mail order museum in the Western States. I want to have more of a variety than any other railroad museum.

This months specials.....

OVERLAND TO THE ROCKIES is a 104 page book which is a 240 photo pictorial covering the western railroad scene including WP-UP-SP-BN & DRGW. 12 pages are devoted to the WP.

List price is \$14.95 softbound--Our special is \$10.50.....

GOLDEN STATE RAILS is a softbound pictorial covering Calif. railroading from the 60's to the 80's.

List price is \$8.95--Our special is \$6.95.....

BELT BUCKLE SALE.....check out the buckles in the catalog that we have for sale. Take the price listed (which is discounted) and subtract \$1.25.

HAT SALE.....Again check out the hats we have offered in our new catalog and subtract \$1.00 from the price.

Remember, California residents must add 6% sales tax and every one please add postage.

THESE SPECIALS ARE GOOD UNTIL MAY 15th

I would like to welcome member David Dodds to my sales staff.

He and his crew will be setting up booths at most railfan shows and swap meets in the Southern Cal area and will have most of our merchandise on sale at these meets.

Member Vickie Krois will be again operating the gift shop on most weekends through the tourist season. She did a fine job last year and I welcome her back.

Anyone that thinks they might enjoy working in the gift shop please drop me a line.....

Please feel free to pass out our new 86 catalog to your friends. If you need extra copies just let me know. REMEMBER-Help us grow, buy from us!!! WP LIVES IN PORTOLA.....

## WESTERN PACIFIC DEPOTS

Norm Holmes

In Western Pacific's early days, nearly every siding between Oakland and Salt Lake had a depot. Today only nine remain:

OAKLAND---original depot now in use as a restaurant

STOCKTON---original depot is now a youth center

SACRAMENTO---original depot is now a restaurant

MARYSVILLE---original depot is now in use as an architect's office

OROVILLE---original depot is now a restaurant

GREENVILLE---original depot is not in use and an effort is now underway to save structure, may be moved

PORTOLA---original depot demolished, current depot in railroad use since 1964

GERLACH---current depot built when original was demolished

ELKO---depot built in 1940's after original demolished, now State of Nevada property following relocation

## Events Leading to the birth of the WESTERN PACIFIC.....

In 1900 two events occurred that were to have tremendous long range influence upon western railroading. During the year George Gould's Missouri Pacific began to buy stock in Denver & Rio Grande and the latter railroad commenced heavy purchases of Rio Grande Western holdings. With this move, the young man made his move to fulfill the transcontinental aspirations so long entertained by his father, Jay Gould.

The August death of C P Huntington and leaving to his estate 40,000 shares of Southern Pacific stock: now up for grabs. Shortly Harriman & Kuhn, Loeb & Co. went after Huntington interest in an attempt to obtain control of Central Pacific and before finished had to buy the whole SP system.

In May of 1901 George Gould gained control over the entire Rio Grande system giving entry to Utah transportation picture which angered Harriman who now was able to close the Ogden gateway bottling up D&RG thus forcing Gould to build to Calif.

Excerpts from "REBEL OF THE ROCKIES" a book by Robt G. Athearn as done by George Comer.....

## SOUTHERN SALES.....

This is just to let the members know that we are keeping WP ALIVE in So Cal by selling our museum merchandise at shows down here in So Cal. On March 1st we made \$338.98 at Orange Empire Railway's museum. On March 8th we made \$300.93 at the Santa Fe modelers swap meet. A total of \$639.91 so that is a good start for keeping WP ALIVE.....

Thank you members,

Dave Dodds

Bob Thrasher

Bill Marshall

## IF YOU LIKE FREIGHT CARS LIKE I LIKE FREIGHT CARS.....

Then you need to know about two groups that are doing something in the much needed freight car area..

1. FCDX, WITH A QUARTERLY NEWSLETTER OF THE FREIGHT CAR DATA EXCHANGE, GOOD MODELING AND PROTOTYPE INFO..
2. FREIGHT CARS JOURNAL, Published by the Society of Freight Car Historians, mostly prototype data on whats up in new or used freight equipment, with a little modeling.

FCDX, Annual is \$5.00

P.O. Box 711

Cotati, Calif. 94928

FCJ, Annual is \$12.00

P.O. Box 1458

Monrovia, Calif 91016

Ski

The following have added a "little extra" along with their 1986 dues. We appreciate your help. It takes money to improve and maintain our museum. We are still in need of funding to pay for the Santa Fe diner, WP baggage car and the steel REA car. Painting of one of the Alco RS-3's and WP 2001 are planned for this year, at a cost of paint alone of about \$500.00.....

Mark Acuna	Craig Ferguson	Fred Klyver	O. W. Perry
Mike Anderson	Geroge Fiene	Tom Lawler	Don Richmond
James Atkins	John Flower	Ray Lindblom	Richard Rowe
R. J. Beall	Pat Flynn	Gary Lower	Robert Sarberenyi
Ted Benson	Jerry Foote	William Marshall	Ed Slintak
Drew Blanchar	William Garner	Willis Marshall	Don St. Denis
John Bonwell	Warren Gibson	John McCormick	Daniel Stoleson
Jim Boynton	Charles Givens	Earl McKenzie	David Tateorian
Gregory Brown	Kenneth Gosch	Jerry Mc Queen	Stan Thomson
Don Brown	Steve Habeck	Werner Meer	Gael Troughton
Roy Cameron	Richard Hall	Tom Messer	Steve Unger
Geroge Comer	Robert Hamft	Meyers Family	Steve Van Denburgh
Don Davella	Stan Hedlund	John Miller	John Vollet
Elmo Dito	William Hess	Wayne Monger	Helen Walker
Roy Deskin	Richard Holmes	Richard Morgan	Joe Way
Robert Dobbins	Henry Hultgren	Tom Moungovan	Jerry Williams
Jack Dorothy	W. R. Janowski	Ruedi Muller	Eric Wright
Don Douglas	Bob Jekel	Don Olsen	Tom Yagerhofer
Andre Dubs	Bill Kepner	Jack Palmer	Harold Yount
David Eatmon	Michael Knight		

#### HELP WANTED.....

The projects listed need our personal attention. We need YOU to help in any of these areas. It will be noted that many are small projects which can be completed within a few days by one or two people. However, the larger projects will require a team effort. Each team should be directed by adequate supervision to over-see the work on that project. Dept Directors will fill that role.

Our society now numbers more than 600 members! While we realize that the majority of the responsibilities rests with members close to Portola. There are many of us who must travel long distances to participate in our functions. Since "Many hands make light work" it is sincerely hoped that each member will participate in this work plan in any way that he/she can... Whether it be for one day, week end (s) or part of your vacation time, at his/her convenience.

In order that we may plan an effective work schedule, please complete the appropriate items on the enclosed self-addressed card and mail it promptly. Jack Palmer has consented to coordinate this function and will record your choice of assignments on your application (post card) when received by him. Earliest postmark will establish preference of work assignments. When a sufficient number of applications are received for any one project, Jack will promptly notify those applicants accordingly.

Please bear in mind that what we accomplish and enjoy to-day will be shared and enjoyed by those who will come after us. WP LIVES.....

#### ONE OR TWO PERSONS....

Remove parts from 6912  
Clean & paint 0912  
Prepare for painting WP 2001  
WP 1074 KCC 2 & 908  
Complete interior SP 1345  
Sand & paint file cabinets  
Install basin, bowl & shower  
Install drinking fountain  
Build shelves in storage room and box cars  
Seal & stain tables  
Repair SN 1632 steps  
Prepare Diner for use  
Install new directional signs  
Help SKI in painting cars

#### TWO OR MORE

Remove engines from 6912  
Unload rail from 6550  
Build rip track connection  
install WP/UP heralds on shop  
Set up tank car for fire service  
Replace tracks under WPMW 0912 after cleaning  
Pick up new sink and install  
Repair fence around sump  
Tamp and align balloon track  
Change out axle on KCC 908 and many more.....

#### THE DIESEL INJECTOR

by Dave McClain

The weather has really been wild up here at good old Portola. The snow was falling so hard in Feb., that the only real work done was to extract my truck and a car out of the mud with the help from Jim and the Burro. The Society meeting was cancelled along with all work.

March was a different story. During the winter water froze in a lower water pipe that runs between the engine and the air compressor on 2001 causing a break. With the help of Doug Jensen we removed the fitting for repair. Also Doug almost single handedly took on the job of replacing the air compressors head gaskets. They both leaked badly putting water into the air system.

Now the 2001 is in the engine-house awaiting a battery charge and start-up on the work weekend in April. Hopefully during our operations in April the 2001 will move. With the help of Howard Wise, the master electrician from PLA, we hope to work on the electrical problem with the generator loading. If any one has any ideas please let me know.

The 608 and the Alco #2 were both fueled and readied for operations. 921 was also started and run for awhile, charging the batteries and air system which now seems to be working.



Almost without fail, we have had one person stripping the 6912, with the help of Jim with the heavy work. Most weekends, and helping in many other ways possible has been Matt Parker. At times we over look all the dirty work and notice only the appearance, but someone has been doing it. Good Work Matt.

Hope to see a lot of you during our operations this summer. Remember we have plenty to do, so if anyone would like to help out please come on up.. With your help we'll have the premier Diesel Museum in the West.....

before, Mr Cowan enjoyed the experience and looked into every part, asking many questions. #8 passed the first inspection with a good report and the next step will be another hydro in the near future.

On Feb 7th, John Marvin and Jim went to Pittsburg where they were taken by Kenneth Boynton to the US Steel Corp for a meeting with J R Gibson. They returned with an 805# roll of gleaming new steel for #8's boiler facelift. One more step, thanks to US Steel in making the restoration job A-1. Credit goes to Mike Attama and his father Robert, Norm Holmes and Jim for laying the ground work for the very generous donation. A special thanks to John who is always willing to make the long hauls for #8.

Al Thomson, Jim Ley, Jim and Mike Attama have removed the turret and main stop valve from 8's back boilerhead and Jim Ley has delivered same to UP Joe in Sacramento for expert repair work. The next hydro depends on the completion of this work.

Mel Moore and John have completed removal of the jacketing still in place in the cab. Dave Lubliner has drilled out broken cylinder head studs and they will be replaced. Ken Shipton has spent much time removing layers of old paint from the tender with a rotary grinder.

On Feb 28th the Quincy Elementary School had a Heritage Day with railroads the theme. UP, because of problems due to the storms, was unable to participate as planned. The day long program was taken over by John and Jim who presented the children with a much enjoyed and appreciated look into railroads. Jim visited the classroom and talked about safety, history, signals and showed pictures of every phase of railroading. John set up his model trains that fascinated the classes and the day was topped off with slides shown by Jim. Comments from the students and teachers were that is was the best ever and a day to remember. The two directors from the FRRS made many friends and Jim extended them a special invitation to visit the museum and see the real thing.

On Feb 7&8th, GUNS OF THE TIMBERLAND", starring our own little "puffer Belly" was shown in Quincy. Producer Aaron Spelling could have chosen many locations that provided both ranch and mountain settings...but our area was chosen because there was a little steam engine here, pretty and perky and ready to go. The excitement it caused in the area and the economical impact it created are still talked about. #8 can do it again when she is back in running condition again and will be a very important attraction.

## UPDATE ON ENGINE #8

by Betty Boynton

Ma Nature's antics the past weeks in Plumas County slowed down work days on the restoration of #8. The complete stripping job has provided everyone with a rare chance to see what makes a little steamer "perk". New problems continue to arise, but members of Project Sequoia meet the challenges and the real reward will come when the putting back of new and restored parts will make the #8 look like an engine again.

Jim met with Dale Cowan, associate safety engineer of the State of California on Jan 31st for a preliminary inspection of #8's boiler. Having never seen an engine in a "plucked chicken" condition

## WESTERN PACIFIC Mileposts

DECEMBER 1949

A locomotive and a caboose separated by a string of cars constitute a freight train—and to the average person, including a good many railroad employees, there is little to distinguish between the thousands of freight trains that carry a ton of freight 12 miles a day for every man, woman and child in the country.

Actually, there are many types of freight trains (commonly known to train crews as "rattlers"), each performing a particular service or handling a particular commodity. Local freights may stop at all stations and sidings between terminals, picking up loaded and empty cars, placing "empties" where they are wanted, switching cars for on-line industries and delivering and picking up less-than-carload (L.C.L.) shipments. Time freights run between important shipping centers, stopping only at the larger cities and

## "Rattlers" Have Names, Joo!

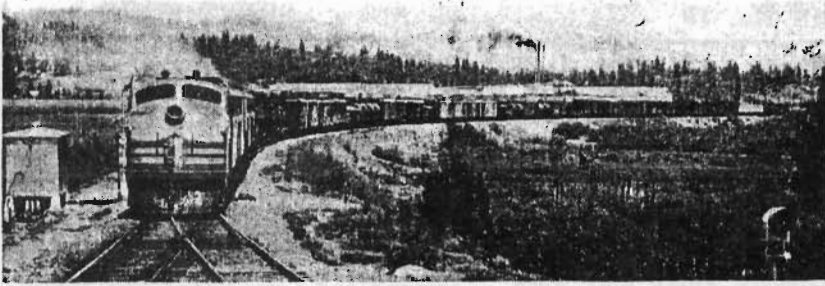
towns. Dispatch freights, usually operated over long distances, include shipments of perishables, livestock, merchandise, and other carload and less-than-carload freight that require regular movements on fast schedules. Merchandise freights, or package-car trains, handle small shipments in less-than-carloads, such as goods in boxes, crates, and packages of all kind. Usually these small shipments are consolidated to form carloads for various cities.

In many parts of the country, there are freight trains which handle one commodity only, such as coal, oil, livestock, cotton, potatoes, wheat, and iron ore. There are phosphate trains, pulpwood trains, lumber trains and paper trains. There are strawberry trains, pineapple trains, orange trains and banana trains, and many others. Schedules of many dispatch and merchandise freights are now comparable with the passenger train schedules of a few years ago.

To identify "red ball" or fast freight trains, operating departments usually prefer a "symbol," and behind each symbol lies the story of a freight consist and its importance in moving over the line. Local freights are often given nicknames by the crews and dispatchers handling them. To WP railroaders along the line and in freight service the following names are very familiar, but other employees not in direct contact will probably be interested in our named and nicknamed freight trains.

"CFS," symbol for *California Freight Special*, operates westbound from Salt Lake City to Oakland, often in more than one section. This train covers the 928 miles over the line in less than 42 hours, and is a preferred movement receiving special attention.

"RT," or *Rule Ten*, also operates



One of Western Pacific's freight trains passes the Delleker Lumber Company mill at the head of the Feather River Canyon with a trainload of miscellaneous westbound cargo.

westbound between Salt Lake City and Oakland, usually about twice weekly and is another preferred train covering the mileage in less than 48 hours. Its name is derived from Rule 10 in the Consolidated Freight Classification, which allows the mixing of various commodities for shipment under one rate.

"SCX," or *Southern California Extra*, is a "bridge" train operated southbound between Bieber and Stockton, making connections with the Great Northern at Bieber and the Santa Fe at Stockton. A daily run, it covers the distance in about 30 hours.

"GWS" is a companion train to the "SCX," also operating southbound between Bieber and Stockton. The symbol stands for the first letter in the names of the three railroads operating the freight, Great Northern, Western Pacific, and Santa Fe. It operates daily and requires about 24 hours for the run.

"SWG," northbound equivalent of the "GWS," runs from Stockton to Bieber, carrying Santa Fe and WP cars destined for Great Northern.

"NCE," from *Northern California Extension*, operates as needed from Salt Lake City to Bieber, handling "dead freight" such as coal and steel from eastern points.

"RBX," the *Red Ball Special*, originates at Stockton about 7:00 p. m., with connections from Santa Fe and runs each night for 7:00 a. m. spotting in Oakland.

"FB," the *Fruit Block*, operates on

a fast schedule from Stockton to Salt Lake City. This train must be operated as "FB" even if only one car of perishables is included. During the perishable season as many as five or six sections are operated.

"TV Local" operates Monday, Wednesday and Friday from Salt Lake City over branch lines to Burmester and Warner, Utah, through the Tooele Valley, from which it receives its name.

The *Terminus Turn*, or "*Cabbage Cutter*," a local freight, operates between Stockton and Terminus, does switching and icing in handling perishable movements.

*San Jose-Niles Turn*, No. 253 and No. 254, operates between Niles Junction and San Jose on a daily schedule.

*River Rock Local*, out of Stockton daily except Sunday, runs to River Rock and return.

*Westwood Turn*, operated daily except Sunday, between Keddie and Westwood.

*Loyalton Branch Local*, No. 415 and No. 416, is operated between Portola and Loyalton Monday, Wednesday and Friday. This line is also used by the Clover Valley Lumber Co., who operate their logging trains daily except Sunday between Hawley and Loyalton.

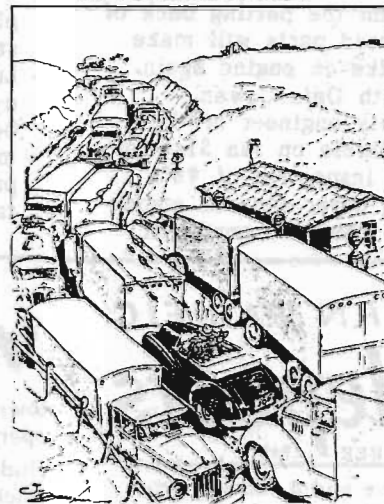
*Reno Local*, No. 219 and 220, operated between Portola and Reno daily except Sunday.

*Gerlach Turn*, operated Monday, Wednesday and Friday, Portola to Gerlach, and Tuesday, Thursday and Saturday, Gerlach to Portola.

In addition to the above named trains, there are of course many special trains and extras, such as stock trains, asparagus and cherry express trains which operate as passenger movements, drag trains, such as the *Nevada Northern Drag* which hauls coal between Salt Lake City and Shafter for points on the Nevada Northern Railway. There are also the local trains such as No. 95 and No. 96 between Oroville and Keddie; No. 93 and No. 94 operating tri-weekly between Portola and Keddie.

Nothing is too small or too large for a freight train to handle. Nothing is too fragile or perishable. Whether the shipment be delicate potted plants or huge steel girders, whether just ripe strawberries or heavy tractors, crackers or coal, toys or turbines, Western Pacific freights are ready to handle them all—and what have you?

ARE WE COMING TO THIS ?



## EXISTING WESTERN PACIFIC PASSENGER EQUIPMENT (Heavyweight)

by Norm Holmes

**BLAIRSDEN**--Pullman, 1898. Wooden sleeper, lounge, observation car built for Pullman service as FORTUNA. Renamed in Aug 1910 to BLAIRSDEN and leased to WP. Sold in 1922 to dealer, then to Bangor & Aroostock and renamed PENOBSCOTT. Retired from service in 1938 and placed in MW service until retired in 1979. Sold to Dwight A Smith, President and GM of Conway Scenic RR, in North Conway NH. Restored to serviceable condition and named ALMAR.

**MARYSVILLE**--Pullman 1898. Same data as above, named LIBERTAS renamed MARYSVILLE and on B&A renamed AROOSTOCK. Now restored and named GERTRUDE EMMA. (if anyone has photos of these cars please let us know as Mr Smith would like some)

1--Pullman, 1912. Built for Union Pacific, became a UP business car 101, later 103 & 109. Purchased by WP in August 1971 and numbered WP One. Named FEATHER RIVER on the WP and came back to the UP in 1983. Transferred to the MP where it was named KANSAS CITY then MP 3. The car is being transferred back to UP once again and will become UP 105.

101--Pullman, 1917. Built for James B Duke. Purchased by WP in 1927. Sold in 1975 to Railcar Restoration & Development. Sold to McDonald's in Barstow and placed on display at that location. Later the car was sold and is now at the Spencer Railroad Museum in Spencer, North Carolina.



103--Pullman, 1899. Named GLEN EYRE purchased by WP in 1916, retired in 1942 and used as a women's lounge at Oroville until sold to Solano in 1971. Moved to Jamestown as the property of Charles Crocker. Now owned by the Calif Division of Parks at Jamestown.

105--Pullman, 1914. Named PHILADELPHIA, purchased by WP in 1942, sold to Gilbert Kneiss in 1961. Sold in 1978 to Neil Ferguson stored at Jamestown.

106--Pullman, 1917. Named PIONEER, purchased by WP in 1942. In Jan 1951 christened CHARLES O SWEETWOOD for first WP employee killed in Korean War and converted to use as a blood bank. Sold to Mr Lummus in 1961, sold to Old San Francisco Express in 1984 and moved to Solano in Oroville for reoairs. repairs

123--Pressed Steel Car Co., 1923. Steel baggage car used in WP passenger service until 1953, converted to a MW kitchen-diner (MW 0912). Sold to Tracy Rail Car in 1975 and sold to a private party the same year. Moved to Portola 1985 when sold to FRRS.....

126--Same as 123(MW 0915) Sold to Railcar Restoration & Dev. in 1975 and stored at the Sharp Army Depot, Lathrop. Moved 1986 to Calistoga station complex in Calistoga, Calif.

128--Same as 123, but not converted into MW service, donated to City of Oakland for display in Harrison Park in 1959. The park is undergoing a change in theme fate of car is unknown.....  
The FRRS would like this car very much...!!!!

201--American Car & Foundry, 1915. Steel Baggage RPO. Used in WP passenger train service until 1953. Converted to a MW kitchen-diner (MW 0916) Sold to RR&D in 1975 stored at Sharp Army Depot and moved 1986 to Calistoga with other WP cars.

202--Same as 201 now in Calistoga (MW 0917)

302--Pullman, 1923. Coach, used in WP passenger service until donated to Oakland along with 128 for display. Fate of car is unknown at this time and again we are hoping for this car.....

309--Same data as 302, converted to MW service as a bunk car (MW 0905) Sold in 1976 and moved to Oroville Depot and placed in use as a retail store.

314--Same data as 302, Sold to RR&D in 1975 and stored in Sharp Army Depot. Sold with other WP cars to new owner and moved to Calistoga. (MW 0902)

315--Same data as 302, (MW 0910), Sold to Norm Holmes in 1973 and donated to Pacific Locomotive Assoc. Restored and in service with PLA

316--Same data as 302, (MW 0909) Sold to RR&D in 1975 and stored at Sharp Army Depot and now in Calistoga, Calif.

320--Same data as 302, Converted to Instruction Car #110 in 1950. Placed in MW service in 1972 as a sleeper-lounge for the Oroville Derrick outfit. Becoming WPMW 37-8.

402--Pullman, 1888. Wooden combination baggage-coach. Built for G&RG as #812, converted to a comb. in 1905 as 707, later renumbered to 550. Sold to WP in 1924 for use on the Reno Branch. Donated to PCC-R&LHS, restored to D&RG 550 and donated to the Sacramento Railroad Museum in Sacramento, Calif.

403--Rebuilt in 1937 into a wooden combination baggage coach caboose by WP from a 1916 box car at the Sacto. Shops. Used on the Reno Branch and Westwood local. Renumbered to caboose series (2nd 619) baggage door removed. Sold to Purdy in 1961 and then sold to private owners and moved to Little River, Calif. Now in use as a retail store.

591--Steam generator power car. Original car built for Great Northern who rebuilt it into a steam generator power car. Sold to WP in 1969 for service on the CZ. Sold in 1970 to Great Western Tours, stored in Jamestown, Calif.

592--Same data as 591, sold in 1970 to Oregon, Pacific & Eastern, Cottage Grove, Or.

593--same data as 592, in service OP&E.

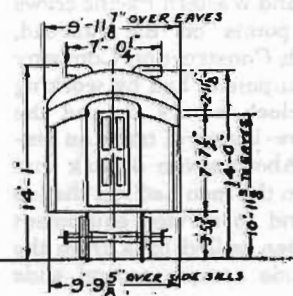
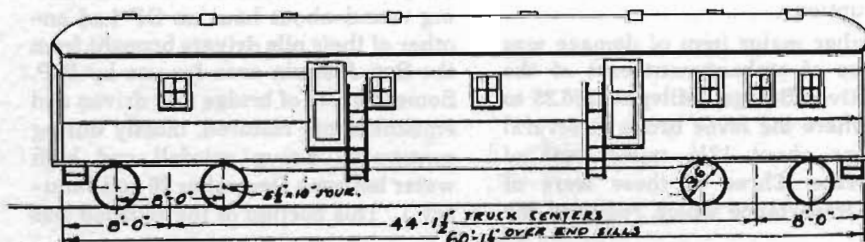
652--Pullam, 1916 Lounge observation. Used in WP passenger service until 1950's sold to Mr Lummus in 1963, whereabouts unknown. (anyone know???)

653--Pullman, 1913 Lounge observation. Used in WP service until the 1950's, donated to Bay Area Electric Assoc. in 1966. Named FEATHER RIVER and used at the Western Railway Museum, Rio Vista Jct., Calif.

701--Pullman, 1920 Standard sleeper. Pullman named it RAMPUR, renamed CLOVER PLOT purchased by WP in 1949 keeping the same name. Retired in 1963 and sold to F L Botsford when sold to Tom Phair in 1968. Stored at Standard until donated to Project 2472 in 1984 and moved to San Francisco, to be restored.

COMBINATION KITCHEN-DINING CAR  
CONVERTED FROM BAGGAGE SERIES 121-140  
BY W.R.R.

CAR Nos. 0911-CD 0914-CD  
0912-CD 0915-CD  
0913-CD



WEIGHT-BODY  
TRUCKS  
TOTAL 102,800 LBS.



Storms are no stranger to Portola and the Feather River Route, the cover shows WP rotary 34 removing 8 to 9 feet of snow from the Portola Yard in January 1952.

Again in 1955 major storms hit the WP and now 1986 will be a big storm year.....

## WESTERN PACIFIC *Mileposts*

FEBRUARY 1956

# STORM REPORT

Not in recent history has the Western Pacific suffered damage to its property to the extent that occurred during the "100-year flood" and storms which struck Northern California with a devastating blow during the Christmas holidays.

According to measurements taken at Bucks Creek power house about midway between Oroville and Portola, 29.43 inches of rainfall was recorded between December 16 and 26. This brought the flow of water through the Feather River to a new high record of 250,000 cubic feet per second.

Damage from the 1955 storms to the railroad was widespread. Most serious was a major slide in the canyon at Milepost 250.35, where between 80,000 and 100,000 cubic yards of decomposed granite and rock slid away from a point beginning about 800 feet above the roadbed and the highway below to a width of about 400 feet. Actually, there were two slides at this location, the first of which occurred shortly before noon on December 22. Heavy earthmoving equipment was brought to the scene immediately and Western Pacific crews from many points on the railroad, aided by Utah Construction Company crews and equipment, had by working around the clock nearly cleared the slide for the re-laying of track on December 28. About seven o'clock that evening, when the men had left the job for dinner and to service equipment which had been pulled back from the immediate slide area, a second slide

broke loose which completely dwarfed the first. Aided by an enormous portable power plant which provided a battery of high-powered floodlights to light up the face of the slide so that work could continue 24 hours a day, the weary crews once again began the fight against the elements. The face of the slide had to be re-scaled, huge imbedded rocks had to be released and brought down, and bulldozers and power shovels began removing tons of earth and rock like a horde of ants working on a picnic lunch. It was hoped that the slide could be cleared once more for the re-laying of rail by January 6, but rain, and even snow, continued to fall and despite all possible human and mechanical efforts the storms made continuous work impossible, delaying the opening of the line at this point until 11:30 p. m. on January 8.

The big storm did show conclusively that had it not been for Western Pacific's program of preventive maintenance which has been aggressively pursued in the past eight years in the Feather River Canyon, the damage and period of traffic interruption would have been much worse than it was. Even so, there were other serious interruptions.

Another major item of damage was the loss of embankment east of the Bear River Bridge (Milepost 166.25 to 168) where the levee broke at several locations about 12½ miles west of Marysville. Three of these were of major importance which required the

driving of piles and considerable fill. This, too, called for around-the-clock work by roadway, bridge and building crews, and bulldozers. It was just prior to this time that a fine example of cooperation between railroads occurred. Southern Pacific was having troubles of its own on the Donner Summit route. Having no pile driver of their own readily available, they borrowed the new Western Pacific diesel pile driver which was on routine maintenance work at Milepost 116.37.

J. W. Corbett, Southern Pacific's vice-president-system operations, wrote H. C. Munson on December 28 that "our people who were on the ground cannot speak too highly of the tremendous job which your people, who were with the driver, did. They uncomplainingly worked long hours under very adverse conditions and their performance was nothing short of perfection itself. I wish you would extend to them also my sincere appreciation." (EDITOR'S NOTE: See Vice-President Munson's letter to WP railroaders on Page 18.)

When the embankment near Bear River bridge broke and washed out WP track it was impossible to return the pile driver without a time consuming round-about haul, so SP had another of their pile drivers brought from the San Joaquin area for use by WP. Some 525 feet of bridge was driven and embankments restored, mostly during continuous heavy rainfall and high water between December 26 and January 1. This portion of the railroad was



MILEPOSTS

FEBRUARY, 1956

reopened to traffic on Sunday, January 1.

There was also a large washout 70 feet long at the west end of Berry Creek (Milepost 224.2) where water ran 20 feet deep. Other serious washouts occurred at the east end of Tunnel 11 (Milepost 237.33), at Milepost 225.9, and at Pulga (Milepost 239.3), where high water ran over both siding switches. These washouts were mostly due to slides which came down gullies and plugged culverts. Between Mileposts 267 and 270 water passed over the railroad and washed out track at three locations. Another condition occurred at Milepost 299.5, where high water eroded the bank and washed away 14 rail lengths.

Other relatively minor trouble spots occurred along the railroad principally due to high water. There was also a washout on the San Jose Branch and on the Reno Branch which temporarily closed those lines to traffic, but repairs were quickly made.

Financially, the storms delivered a serious blow. Repairs to roadway and bridges amount to approximately \$400,000, which does not include additional maintenance expenses which will be heavy during several months in 1956. The expense of detouring freight and passenger trains and re-routing freight so that our passengers and shippers would get the best possible service, plus traffic revenues lost because of the interruptions to service, are estimated to amount to \$1,160,000.

No sooner had the storm which struck the Marysville area been reported than the purchasing department immediately "alerted" suppliers of various items of bridge material. With the assistance of the store department, a preliminary estimate was ascertained of the material that might be required, and the Sacramento store was placed on a 24-hour basis to commence shipping material. A. S. Kasper, material supervisor, coordinated the detailed material requirements of the engineering department at the site of the washout, which included piling, stringers, ties, hardware, sacks, lights, lanterns, etc. In a period of 48 hours approximately \$32,000 worth of material was either at the site or moving. Small items of material were brought in on a continuous flow to the trestle by means of a shuttle truck operation between Sacramento store and Marysville. Approximately \$7,500 worth of culvert, drainage pipe, rail and fasten-

ings, lumber, etc., was also furnished and rushed to the slide at Milepost 250.35.

Detailed studies by competent consulting geologists who made a survey of the slide area at Milepost 250.35 by helicopter and on foot tell us that rock formations at this point are unstable and that the only way to avoid the possibility of again being blocked there by future slides is to bore a tunnel about 3,000 feet long behind the rock face. Estimated cost of this tunnel, on which work has already begun, is \$1,800,000. It should be completed before the next fall season and will be identified as Tunnel 15. (A tunnel located between Camp Rogers and Belden, about eight miles east of the slide, was formerly No. 15, but this was daylighted following a fire in 1944.)

All of these expenses must be paid for entirely by the railroad because, contrary to some opinions, none of the widely published government "flood-relief funds" are available for such purposes. Neither does the railroad receive help from any other outside agency at any time, such as is furnished to other forms of transportation with which the railroad must compete.

WHEN it became apparent that the railroad was in for a prolonged interruption, it was immediately decided to protect shippers' and passengers' interests by effecting delivery of all trains as quickly as possible regardless of detours and/or reroutes necessary and resultant costs and loss of revenues.

The *California Zephyr* trains were first rerouted between Stockton and Salt Lake City via the Santa Fe and Union Pacific through Barstow, California, as the Southern Pacific's line over Donner Summit was also closed because of slides. When that railroad again opened its line a few days after Christmas the *California Zephyr* trains were detoured between Sacramento and Weso, Nevada, where they again used Western Pacific tracks to and from Salt Lake City.

Freight service was also detoured between Weso, Nevada, and Stockton, and between Klamath Falls and Stockton. On December 29 the Southern Pacific advised that because of their own conditions and a shortage of power and crews they would be unable to assist us with further detours after midnight, December 31. However, they advised that they would be glad to assist us by taking all cars which we wished to reroute after that time.

Beginning January 1, therefore, freight was rerouted via SP or Santa Fe-Union Pacific, whichever appeared to offer the best delivery prospects at the time.

Under detour arrangements the affected railroad, using its own crews and power, moves its trains over another railroad, employing pilots from the assisting railroad at a standard rate. Under rerouting the affected railroad delivers cars of freight and accompanying waybills to the assisting railroad which absorbs them with other traffic, delivering back to the first carrier or connection as instructed—and revenue is adjusted on the basis of negotiated agreement. In general, rerouting is not as efficient as detouring because it does not allow the affected railroad to run its trains through intact. Neither does it allow the affected railroad to keep its own train and engine crews at work.

Western Pacific's subsidiary, the Sacramento Northern, also suffered extensive damage, particularly between Pleasant Grove and Pearson. Major losses were the 960-foot trestle over the South Yuba River and the 865-foot trestle approach across the Feather River between Marysville and Yuba City. Considerable trackage at one time lay under water, yard and station buildings were inundated, and much motive power and equipment was damaged. Track on the Marysville approach to the River and 5th Streets storage tracks was removed to allow the Marysville Levee Commission to construct a new levee.

It is estimated that damage to tracks and structures, equipment and communications on the Sacramento Northern will be in the neighborhood of \$800,000. Not included in this figure is the cost of replacing the South Yuba trestle, as it is the intention to apply to the Interstate Commerce Commission for permission to make a connection between Alicia on the SN and Cleveland on the WP, for operation over Western Pacific tracks into Marysville. The estimated cost of this connection is \$136,000.

Plans are under way for early replacement of the Feather River bridge. Until this bridge is replaced, however, SN traffic must be handled between Yuba City, Colusa, Thermalito and Chico via the Southern Pacific connection at Chico.

Loss of SN traffic during the flood period is estimated at \$50,000.

## Work Went On 'Round the Clock

## THE GREAT FLOOD OF 1986!

When 1986 started, indications were that it was to be a dry year. The last major storm was in early November. Then on February 14th, a series of storms, fed by tropical moisture from out of the South Pacific began to drop rain and snow on Northern California. By Feb 16th some 22 inches of rain had fallen at Quincy, 44 inches at Bucks Lake. This three day rainfall exceeded the annual rainfall for the area.

Westbound trains were still running Sunday evening, however storm conditions in the Feather River Canyon were getting worse. The last train leaving Portola was the APOAD a double stack container train. The last train to go through the canyon was the OMW, it was followed 15 minutes later by the NPST. A bronco was escorting the OMW with the NPST following close enough to preclude the use of an escort. (During stormy weather Hy-Rail vehicles escort trains between Portola and Portola, running two miles ahead of the train looking for rocks and washouts that might derail a train. Radio contact is maintained each mile between the Bronco and the train. At Cresta the Bronco encountered water over the tracks, but the train passed over safely. The NPST waited at Tobin for a track inspection, was allowed to proceed to Rock Creek where they were informed the track was gone at MP 244. The APOAD was halted at Rich Bar with the track ahead and behind washed out. A westbound highliner was halted at Paxton and a USE was at Camp Rogers. It would be two weeks before the line was opened again. In all there were 22 breaks in the line in the Canyon. Sidings at Pulga, Merlin, Camp Rogers, Belden, Virgilia, and Spring Garden were out of service because of wash outs or slides or both. To date 1800 cars of rip-rap and ballast have been used-another 1100 cars will be dumped before the railroad is back to where it was before the deluge.

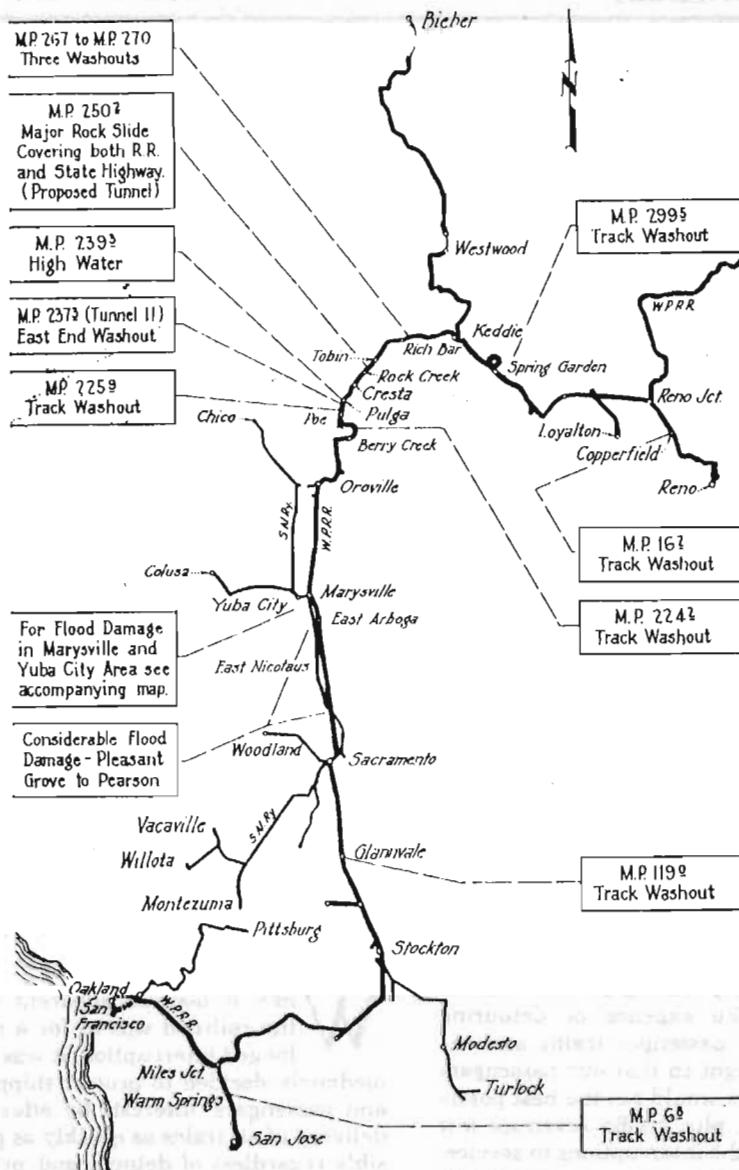
The line between Stockton and Sac also was out of service caused by a break in the Mokelumne River dike. The town of Thornton was under 17 feet of water,

The Reno didn't escape damage either. A major washout occurred at MP 4.5 where the tracks cross Long Valley Creek. The creek, now a raging torrent, washed out over 100 feet of fill west of the trestle. Luckily the trestle was unharmed. When the water subsided, a nearby

dirt mound was bulldozed into the hole, the track raised and Ok'd for service. Washouts also occurred on the top of Peavine Mt. at MP 16.75 at MP 14 and at MP 2.2. The Reno Local was unable to reach Reno Jct for five days. On March 9th a cloudburst caused Long Valley Creek to rise again, this time washing out a fill south of a trestle at MP 3. The fill was replaced in a little over 24 hours allowing the Reno Local to make its run to the Jct. Cars destined for Reno were being held at Salt Lake. On Feb 22th, it was decided to run all the Reno cars as a solid SLC to Reno train, the first ever. 71 loads, 6128 tons with only two SD-30's reached Reno Jct, and finally died on the law at Bordertown. A relief crew was called and after an unsuccessful attempt to start the train on

the grade-even after backing two miles for a run, had to double the train to Martin. This is probably the longest, heaviest train ever into Reno.

Highway 70 through the Feather River Canyon closed on Feb 17th due to washouts and water over the road way in numerous locations. It is still closed to all except residents and is not expected to open until July 1st!! The road is open between Portola and the Greenville Wye, however. At Keddie, the 1955 high water mark was under 10 feet of water! Power was off to a wide area and many communities were isolated for several days. But this is railroading in the Feather River Canyon and there will be other storms..... UP customers were not left without service as you'll read in Wayne's column.



Map shows locations of major washouts, high water and slide along Western Pacific's main line and the Reno and San Jose branches. The main line was reopened on January 8. Map by E. H. Batchelder.

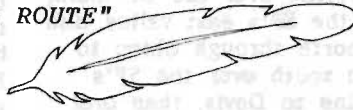
FEBRUARY, 1986

MILEPOSTS



## News of the "FEATHER RIVER ROUTE"

Wayne Monger  
 Union Pacific News Editor  
 CTC BOARD Magazine



## FEBRUARY FLOODS KNOCK-OUT MAINLINE

As most of all our members have heard, or even unfortunately experienced in one way or another, the massive storms that hit Northern California and Nevada between Feb 12 and 21st caused severe damage to both public and private property. And of all the railroads in N Calif., the former WP mainline through the Feather River Canyon was the hardest hit. Between Feb 17 and 28th, not a single train was able to traverse the entire length of the mainline from Oroville to Portola due to more than 25 places where the railroad was washed out, or buried under mud and rock slides. From Feb 12th until Feb 17th, the MofW forces were able to keep up with the damage caused by the relentless rains, but the storm of Feb 17th was bigger than any two previous ones combined. The last train to successfully make it through the Canyon was the westbound Overland Mail West, coming through Oroville in the early morning hours of the 17th. Trapped in the Canyon were 4 trains, two westbound North Platte to Stockton drags, a westbound Bieber to Stockton train, and the VERY important westbound American President Lines double-stack container train. The crew on this train, which has the symbol APOAD, was able to get the train as far west as Camp Rogers before being stopped due to washouts ahead. Upon inspecting the train at Camp Rogers, the crew noticed a wash out occurring under the middle of their train. Quickly, the power was taken to the other end, and the train pulled back as far as Rich Bar. Which was as far as this train went for another week. The other three trains were stuck at MP 249 (Rock Creek), at Paxton and at Keddie. Between these trains and the work trains already in the Canyon there was plenty of power on hand to use to help put the Railroad back together again. Meanwhile on the 17th there was a westbound USW steel train stranded at Portola due to being closed and four eastbounds at Oroville, WPX, an empty steel train, STB train and the Stockton to Salt Lake SSL drag.

Of the washouts and slides that closed the mainline in the Canyon all but five were relatively minor in size and were either cleared or filled in within a few days. Of the five major washouts three occurred in the stretch known as Serpentine Canyon (called this due to the type rock in the area) between Rich Bar and Virgilia. About 2 miles east of Rich Bar about 400 ft of track was undercut to about the middle of the ties with no room to shift the track closer to the canyon wall. Two more miles farther east about 600 feet of track was left dangling by the raging waters swinging about 50 ft above the normal river level. And the largest one was just west of the west switch at Virgilia, where about 1100 ft of track slipped off the roadbed and into the river bed. Just west of Portola at the east switch of Blairsden siding the 200 ft long, 75 ft high fill at that point gave way leaving a large gap. The UP MofW forces reported that this single gap required 21,000 cubic yards of fill. The other major wash-out occurred just east of the east switch at Pulga. This one was at MP 240 and was about 900 feet long and 35 ft deep.

Even though the railroad through the Feather River Canyon was hit hard and was out of service until Feb 28th, the Feather River Highway (70) incurred damage that was several magnitudes greater! Cal Trans expects the highway will finally reopen to public travel about July 1st. When it does open there will be many, many places where the road will only be one lane. We have heard reports that restoring the entire highway back to the standard two lanes may take as long as two years. Because of this coming summer anyone that is planning on coming to the museum at Portola should plan on traveling from Sacramento over Donner then north on Highway 89. Please pass it on.....

The mainline through the Feather River was not the only part of the exWP that was put out of service by high water, washouts, etc....

In the Bay Area, the line through Niles Canyon between Fremont and Plesanton was closed for a few days due to mud slides, and two feet of water running through the 4320 foot Tunnel #1. To the east on Altamont Pass there were some minor mud slides, but not enough to close the line. The biggest problem that the railroad had west of the Canyon was located at the town of Thornton, 20 miles north of Stockton. There on Feb 18th the swollen Mokelumne River broke through three levees, the last one being the one on which the mainline runs. By the time the river got finished the town of Thornton was under water along with the nearby Interstate 5 and almost a mile of track had been washed away. North of Sacramento at Del Paso, there was about 8 miles of mainline that was covered with up to 3 feet of water in places, with the associated damage to the tracks once the water receded days later.

To the east of Portola along the main, there were some small mud slides and washouts that had the line closed from Reno Jct to Doyle for several days. The Reno Branch was closed due to high water and a few washouts. They got it opened and it was washed out again and out of service for another five days. Across Nevada in Palisade Canyon west of Elko the Humbolt River rose up and began washing out ballast in several areas. One bridge at the east end of the SP's Carlin Yard began to wash out but was saved by the MofW crews.

As soon as the Feather River Canyon was closed the UP began to detour their trains. I don't have the exact number of trains that were detoured during this entire period, but they numbered in the dozens taking several different routes. About the time that the UP canyon line closed the preferred detour route over Donner Pass by the way of SP's main was also closed due to weather damage and a massive rock slide east of Truckee. For about four days all trains were being routed between Stockton and Salt Lake City by way of the Santa Fe's line between Stockton and Barstow, over Tehachapi Pass, and then north over the UP mainline to SLC. When the SP finally reopened one track over Donner the UP began to run all of the "HOT" trains over this shorter route. All of the lower priority trains, plus the double-stack trains that can't make the clearances over Donner were forced to continue the southern detour over Tehachapi Pass until the Feather River Canyon mainline was opened on Feb 28th. From Feb 28 until March 15th the top priority

trains such as the eastbound MINP, WPX and OACSV and the westbound OMW, NMI and SLOAT continued to use Donner to miss the massive slow orders in the Canyon. The only exception to this was when one of these trains had double-stack cars in it and thus went by way of the Feather River.

There were some other quite interesting and unusual detours for trains. With the mainline under water north of Sacramento and the parallel SP east valley main running north from Roseville closed for a week due to the wash out at Bear River Bridge north of Lincoln, another route had to be found. Both the SP and UP began to run trains on Feb 20th over the lightly used SP west valley line north of Davis once the high water damage on this line was repaired. In order to get the trains to and from the BN at K Falls, Oregon the UP was forced to detour these HIGHLINE trains onto the SP at Stockton,

and then north to Sacramento over the SP, west to Davis and then north over the west valley line, and to Tehama, the junction with the east valley line, and then on north past Mt Shasta to the BN's yard at Klamath Falls. It should be pointed out that all detour trains heading out of Stockton for Sac went by way of the SP line. Half way through all of these detours when trains were really beginning to pile up in Stockton the SP-UP interchange track was badly torn up by a derailment. With this all important track out of service the trains were now forced to make another detour to the new UP-SP interchange track 8 miles south of Stockton at Lathrop. One of our members caught a unique meet near Lathrop one day between the westbound USW steel train running eastbound and the hot eastbound WPX running westbound.

One of the most out-of-the-way detours that occurred happened when the WPX we mentioned earlier got stranded in Oroville. After sitting in Oroville for a few days, it finally

began its eastward journey by going back to Marysville over the UP main, getting onto the SP's east valley line for the run north through Chico to Tehama, then south over the SP's west valley line to Davis, then over Donner Pass on the SP's line.

Another wild detour involved a few trains out of Oakland during the time Niles Canyon was closed. This detour involved trains backing out of Oakland yard, and then running north over the street trackage of the Oakland Terminal Railway through the slums of West Oakland to reach the Santa Fe interchange. Upon reaching the Santa Fe tracks in Oakland the trains proceeded north to Richmond using the Santa Fe trackage right over the SP and then the SF line to Stockton. At Stockton these trains just changed crews and continued south over Tehachapi to the UP main connection near Barstow.

To help restore the roadbed and the railroad itself the UP called upon several sources of rock and ballast. Besides local sources the UP sent at least two full trains of nothing but loaded ballast hoppers from the Midwest, one of these reportedly coming from the MoPac's Gads Hill, Missouri ballast quarry. To help restore the track in the Thornton area the trackage into the Lone Star quarry at the end of the seldom used Tracy Branch west of Stockton was repaired and reopened. Two shuttle trains were run continuously on a 24 hour basis for over a week between the Lone Star and Thornton each bring 20 loaded side-dump cars at a time to the washout area. Deep within the Feather River Canyon at Tobin the railroad received special permission from the Forest Service to reopen the rock quarry that has been inactive for some time. To get the rock needed to fill in the gaps caused by the river the railroad blasted 80 feet into the side of the granite mountain at this point. Also during this time the controversial

ballast pit in the side of Table Mt east of Oroville at Elsey was opened and was used to supply ballast for both the lower part of the Feather River Canyon as well as the washout at Thornton. The railroad's ballast pit at Pardo, just east of the Elko, Nevada yard was also in service during the repair work. Rock and ballast from Pardo was being used on the Reno, the upper end of the Feather River Canyon, plus by a ballast shuttle train powered by GP-30 UP 80( working the washouts in Palisade Canyon. This is the first time in over a year that the increasingly rare GP-30 has shown up anywhere on former WP rails.

Thanks to several FRRS members that contributed to putting this overview of the problems from the storms together. They include Roy Lopez, Roger Hepkema, Ken Meeker, Dale Sanders, Steve Milward, John Walker, and of course "Vinnie Ventosa".

The current issue of the March 1986 CTC BOARD has a good article with photos that covers the storm damage Wayne and Norm reported...Editor

In other news about the former Western Pacific we have learned that the UP is piecing together the "true" merger locomotive at the Salt Lake City shops. The locomotive involved is GP-35 WP 3020 which was wrecked in the great Reno Runaway of July 1982. In Feb, 84 this locomotive received the long hood off of retired GP-35 UP 763. Now in March 86 the cab and short hood of the 3020 has now been replaced by the cab and short hood from recently wrecked GP-38-2 MoPac 2031. Just hope someone gets a photo of this thing once it is repaired and before it gets into the paint shop.....

We will try once again next issue to bring you a complete run-down as to the location and status of all of the WP steel bay-window cabs..

