



# The Train Sheet

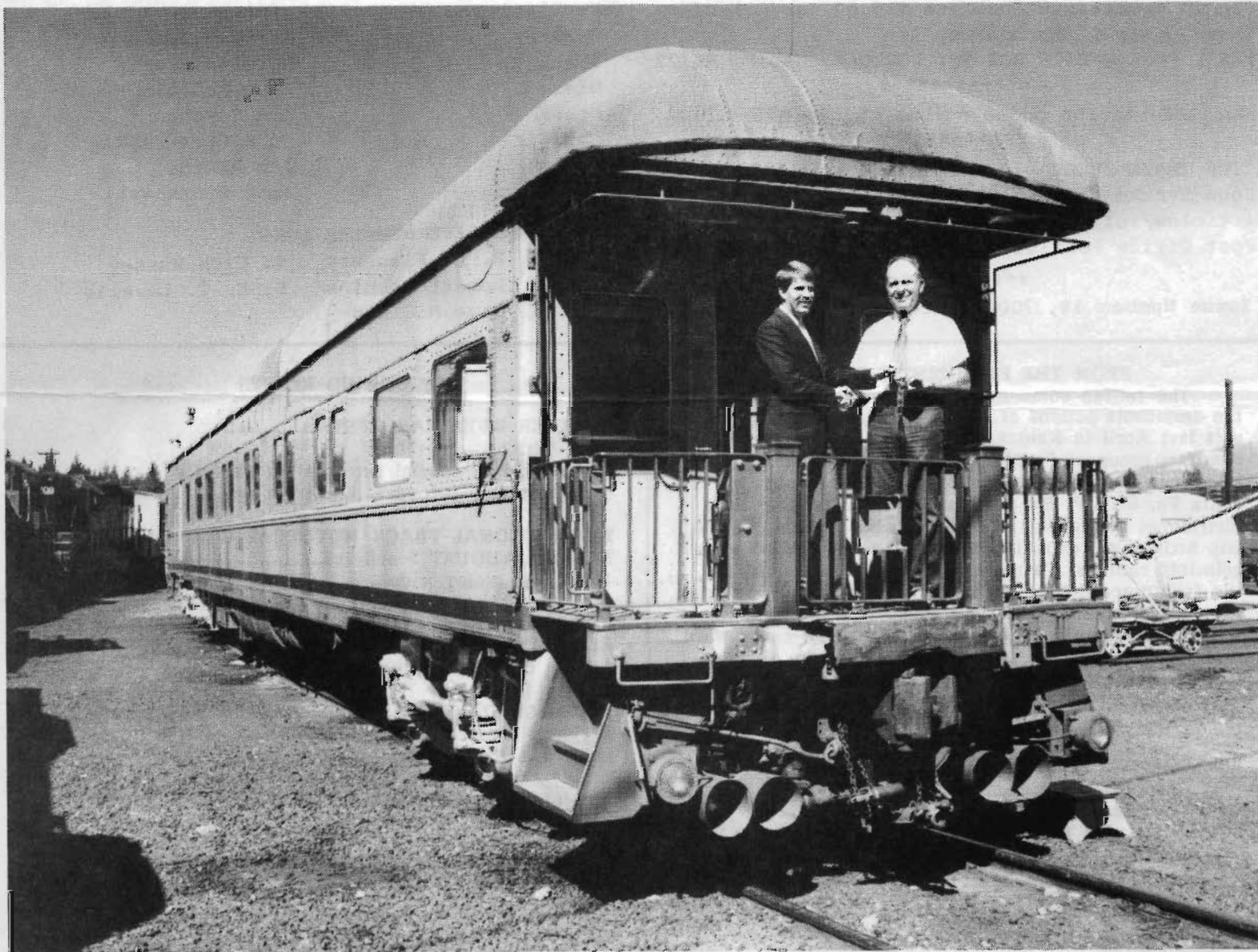
OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 4

No. 3

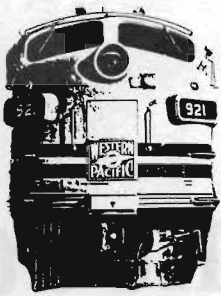
MAY JUNE 1986

ISSUE No. 19



UNION PACIFIC BUSINESS CAR NUMBER 105 DONATED TO THE FEATHER RIVER  
RAIL SOCIETY BY UNION PACIFIC RAILROAD.....

Mark F Chenchar, representing UP, is presenting the keys to the car to Norman Holmes  
(right) accepting the keys for the Society.....



# Feather River Rail Society

Preserving "The Feather River Route"



The FRRS, a tax exempt public benefit California Corporation, is the HISTORICAL SOCIETY for the WESTERN PACIFIC RAILROAD and operates the PORTOLA RAILROAD MUSEUM in Portola, Calif.

Formed in February, 1983 with the purpose of preserving railroad history in general and Western Pacific Railroad history in particular. The WP LIVES in Portola for the benefit of the friends of the late great FEATHER RIVER ROUTE.

\*\*\*\*\*

Single membership dues are \$15.00 per Calendar Year. 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 19, 700 printed.....

## BOARD OF DIRECTORS

|                       |                 |
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- |                   |                  |
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| 3. Dave McClain   |                  |

## FROM THE PRESIDENT'S DESK

The railfan community was put to shame due to the despicable actions of a few self-gratifying individuals last April in Kansas. As reported in the May CTC Board, a group of "railfans" made copies of invitations to an Operation Lifesaver special train sponsored by Santa Fe, SP, UP, BN and Katy. The invitations were distributed throughout Kansas and when the day of the trip arrived approximately 100 of the 250 aboard were uninvited railfans. To make matters worse several of the fans proceeded to ransack the train taking ash trays, towels and anything that was loose. Whatever benevolence the railroads-particularly the Santa Fe-had toward fans in that area was lost and will be a long time returning. The vast majority of railfans are responsible individuals, but as always we must suffer because of the actions of a few. It behooves us to police our own kind-to stop unsafe or immoral actions of the irresponsible when ever encountered.

The railroads are unique in that they have "fans". Union Pacific in particular has been very tolerant and cooperative with responsible fans. Please help keep it that way.

## UP COMING EVENTS

### FEATHER RIVER RAIL FESTIVAL.....

JULY 12th.....

Photo run bys, special set up's for photos's slide shows.....food.....a great day at Portola.

### 1986 NATIONAL TRACK MOTORCAR CHAMPIONSHIP RACES.....AUGUST 2 and 3rd.....

Motor car racing, rides.....a good event

### RAILROAD DAYS.....

AUGUST 23 and 24th.....

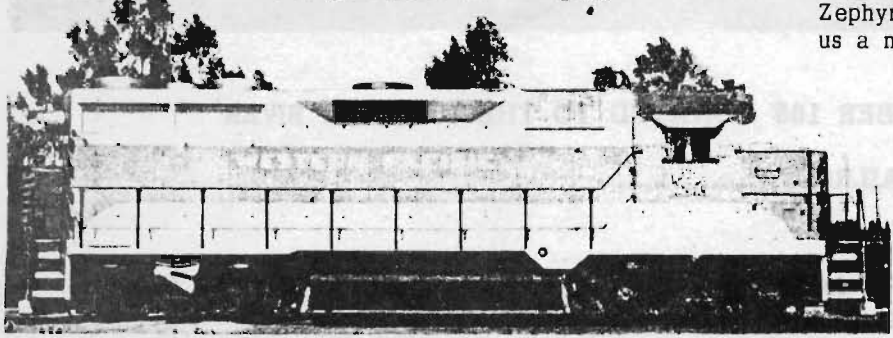
getting better every year a super event.....

### RAILROAD DAYS GOLF CLASSIC.....

Formerly Western Pacific Golf Tournament, will be held on AUGUST 22nd, at Graeagle.....

For information on these events please write or call the Society.

## WP is Willing People



## HELP WANTED

We are trying to make a list of all existing California Zephyr cars. If you know of any anywhere, please drop us a note. Thanks.





**6912 PARTS REMOVAL**

The last major parts were removed from UP Centennial 6912 May 15th with the removal of the two engines and alternators. UP helped us by using their Portola derrick and crew, assisted by Rail Society members Norm Holmes, Jim Lay, Hap Manitt, Rod McClure and Phil Schmierer. The operation took only five hours and all was done safely and without incident. The engines weighing 18 tons each, and alternators were placed on flat 8522 and gon 6116 for storage until needed. A few minor parts and fittings still need to be removed and then the unit will be returned to UP where it is listed as a trade in on the new SD-60's. It may be years before we are able to put 6946 into operating condition, but thanks again to UP we are a little closer.

**KENNECOTT donates railroad equip. to WHITE PINE FOUNDATION.....**

Kennecott Corp has donated most of the old Nevada Northern Railway

equipment and is leasing the shop and yard areas to a rail museum in Ely, Nevada. The Ely group is getting the sister Alco to our 104...good luck.....

**NEVADA STATE RAILROAD MUSEUM STEAM OPERATING SCHEDULE**

August 2 and 3 Engine No 25  
 August 16 and 17 Engine No22  
 August 30 and 31 Labor Day Engine No 25  
 September 27 and 28 Engine No 22  
 Oct 31 Nevada Day Engines No 22 and No 25  
 Nov 1 and 2 Engines No 22 and 25  
 Located in Carson City these beautifully restored V&T locomotives are worth a trip.....  
 For further info call 702-885-4810 during weekdays.....

**MEMBERSHIP**

As a result of ads in CTC Board, Pacific Railnews, Railfan and Trains, our membership is growing rapidly. We welcome all new members and hope you will enjoy your membership in our Rail Society. This issue of the SHEET will be sent to 680 members and friends.

If and when you move, please send us your new address. If the Post Office notifies us of the change-a Train Sheet request, you may not receive your copy and we have to pay 30¢ for the info.

We have lost or have incorrect addresses for the following:

- Douglas Hoyt, San Jose
- Lee Barnett, San Jose
- Thelma Harris, Chico
- Frank Pearsall, Burke, VA

If anyone knows their addresses, please let us know.....thanks.....  
 As being the Historical Society for the Western Pacific we are listed under Historical Societies in every magazine except MAINLINE MODEL-ER, if our members would write to Mainline maybe we can be listed there also. I have sent three letters and they are on the Train Sheet mailing list.....some day????

**DONATIONS**

House cleaning of the Portola Depot and Oroville yard office resulted in the Society receiving two pickup loads of obsolete records, five old typewriters, the operators desk and other miscellaneous items. The desk and typewriters will be saved for

our depot building and everything being stored in one of our boxcars until needed. Thanks to Hap Manitt and local UP officials for arranging for us to save these items.

Bob Harlow has donated a 6X8 foot billboard sign for Museum use.

A snack vending machine has been donated to our museum by friends in Reno and the efforts of Marie Lindley. It has been filled with candy and snack foods for the convenience of our visitors and workers. A canned soft drink vending machine would make a nice addition, if anyone knows of one available for donation.

Through the efforts of Jim Atkins and Union Pacific Superintendent Jeff Verhaal and Chief Dispatcher Byron Schroeder, the "power control board" used in the Sacramento Dispatchers office has been donated to our Rail Society. The two magnetic boards were used to keep track of WP's locomotives using small tabs with the engine numbers. Norm Holmes brought the boards back from Sacto. Hap Manitt saved a number of items from the Portola yards over the years and stored them at his mine claim near Graeagle. The original control shack from the turntable, a tall smokestack from the forge, lots of 45lb rail, ties and timbers are now in Portola returned from whence they came.. Thanks to Hap.

#### **SD-60's on the FEATHER RIVER ROUTE.....**

Union Pacific's new EMD super series 3800 horsepower locomotives are now frequent visitors to the rails of the canyon. UP ordered 60 units numbered 6000-6059 and the first seen west bound was 6010 and 6011 on April 28th. The first unit on the point down the canyon was 6008 that had the honor of bring the 105 to Portola.

#### **OPERATING DAYS**

An Elks convention in Portola and a railfan field trip prompted our Society to open the operating season early this year. On Saturday and Sunday April 26 and 27th, trains were operated for the benefit of these two groups and other visitors who happened by. Eighteen members of the Promontory Chapter, NRHS boarded Amtrak in Salt Lake City for the all night trip to Reno. There they rented two vans for the trip to Portola and a visit down the Feather River Canyon. A number of visitors from the Elks convention took time out to see our display and take a ride.....

Helping out for the weekend were Brian Challenger, Steve Habeck, Rose Hersted, Barbara and Norman Holmes, Steve Hieb, Doug Jensen, Bob Larson, Jim Ley, Vickie Krois, Dave McClain, Vic Neves, Mat Parker and Ski.

A three day operating session over Memorial Day weekend, May 24-26 marked our first anniversary of the Grand Opening celebration. Steve Habeck arrived a day early and with the help of Greg Brahms, Norm Holmes, Jim Ley, Rod McClure and Steve Milward almost every track in the yard was switched. The long lead toward the balloon track was cleared for operation and No.3 was left clear for safety. Switching operations started at 3:30 and lasted until 1 AM. Lots of experience for our operating crews.

Newly arrived Business Car 105 was spotted against the Santa Fe diner which was coupled to 6946. This enabled our visitors to walk through the three units. The 105 was a special attraction to everyone.

We were somewhat disappointed by the attendance over the holiday, but maybe the steam expo in Vancouver had something to do with it.

Also the Hi-way up the canyon is still blocked, due to be opened by July 4th.

Operating crews were Greg Brahms, Horn Holmes, Vickie Krois, Jim Ley, Dave McClain, Ski, Tom Messer, Steve Milward, George Oels, Jack Palmer, Mat Parker, Graham Snyder, and Bob Wakefield. Barbara Holmes served coffee, ice tea, soft drinks and donuts from the kitchen, Jack Palmer almost single handedly manned the ticket booth.

#### **FRRS SOP**

The first addition of the Society's Standard Operating Procedures is on line. Every member of the operating dept, now headed by Steve Habeck, needs a copy of this publication.

They can be had by writing attn: Training. Along with this SOP you need a copy of THE BASIC TRAINING MANUAL FOR BRAKEMEN AND SWITCHMEN, by the Railway Educational Bureau. One or the other of WP or UP SAFETY RULES. These

can be had by going thru the gift shop.

All members of the operating dept will be responsible to know the info in the SOP and by RR days will have to pass a rules class and test on the SOP.

I am trying to set up a system so that all members can get the training they need and want when they can make it to the museum. Please get a copy of the SOP and read it over it spells out every-thing you need to know about advancing thru the operating dept.

By getting a SOP your name will go on a operating dept mailing list and you will be advised as to any dates and changes as to rules classes, operations, crews, etc.....

NOTE  
\$2 CHANGE  
TO COVER  
PRINTING  
SWS





**TRACK WORK**

Track activity started again on April 6th when Norm Holmes, Jim Ley, Steve Milward and Wayne Monger went to work on the extension of track No. 6. It was extended about 200 feet using 75lb rail unloaded from our gon with the Burro crane. Ties from Hap Manitz's mine were used as they didn't have to be 1st class. In May Rod McClure and Phil Schmierer took the initiative and finished the track which gives us space to store four more cars.

We need to get the rip tracks done next so we have storage room and display tracks for more equipment.

**NEWEST MEMBER**

Ian Michael Milward weighing in at 9lbs 4½ oz was born to Lou Ann Milward. The happy father, Steve Milward, rushed back from his job in Sunnyvale to Portola to be with Lou Ann for the sweet event. Lou Ann turned down our suggestion to have the baby in the 921.

**CONTRIBUTIONS**

The following have made cash contributions along with their membership dues. We appreciate your thoughtfulness.....

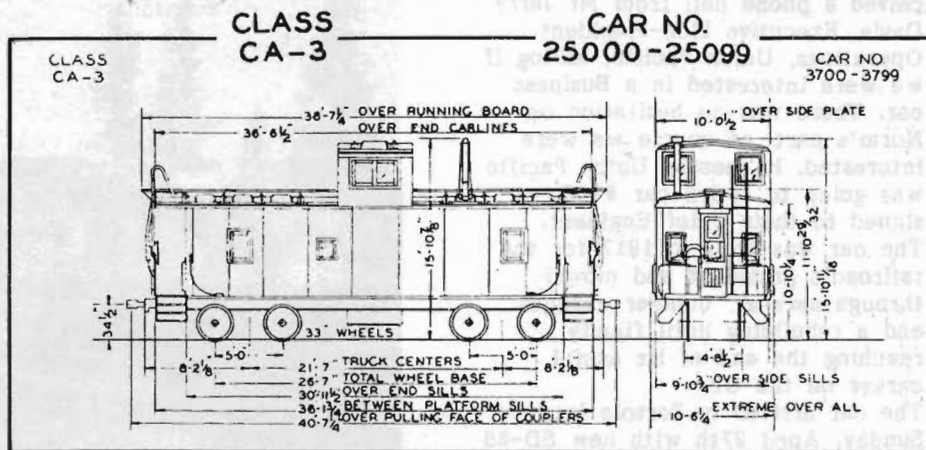
John Burgess, Bob Haynes, Lynn Held, Robert La Force, Vic Neves, John O'Malley, Alex Pancheco, and Chris Young.

With the good weather season here at last, we can now start repainting equipment. Paint materials cost about \$300 for each car or locomotive. If you can help with this cost, we can get more equipment painted.....

**WP MODEL DEPARTMENT**

MTS Imports of Middletown, NY is importing Western Pacific 451-455 series passenger coaches. Built for the SN as trailers they were used to transport lumberjacks on the Highline between Westwood and Halls Flat.

Please send in your reservation as soon as possible..... The Gould Company's WP/PFE reefers are still coming out! The Co has been sold and they will release the model of the wooden PFE car by late summer. This car is based on the ACF type wooden reefer just like Ski's (PFE/WP 52138). Microscales new set 87-491 WP 40' wood ice reefers has all the correct decals for these cars when they hit town. Watch for a modeling article in the SHEET as soon as they are out.

**UP CABOOSE 25049**

Union Pacific CA-3 caboose number 25049 arrived at the museum April 3rd. In 1942, UP ordered 100 steel cupola style cabooses from Mt Vernon Car Co. This was UP's first purchase of steel cabooses subsequently 700 of this design were built over the next 25 years. When delivered the cars were painted tuscan red with white lettering and numbered 3700-3799. In 1947-48 these cars were repainted Armor yellow with tuscan roof and steps. The trucks and under body gear were black. The type Q trucks furnished by Mt Vernon were re-

placed during the 50's with General Steel styled truck which are under the caboose today. The wooden platform and steps were later replaced by Apex steel tread platform steps. Our caboose is in need of four windows, an oil stove, some metal work and paint inside and out. Otherwise it is in good condition. It still has its roof walks and is a welcome addition to our collection. Ski is planing a trip up to Pocatello to get UP yellow paint and letters for the caboose. Thanks UP.....

GHB international has a Brill Model 55 Railcar out that is correct for the two Brill cars that ran on the WP.

Watch for an article in the next SHEET.

**UP COMING ARTICLES**

A follow up story on lettering schemes for WP steel cabooses to round off the current WP caboose article. WP's water operations and equipment, a three part series..... A continuation of the WP history.. Larry Hanlon is working on a complete study of the different types of trucks available in model form. Everyones Bettendorf is not the same..

**WP all the way  
Keddie to Bieber**

A recent purchase from Southern Pacific of about 5.267 miles of track between Westwood and Mason, Calif. now gives Western Pacific entire ownership and operating rights of its 112-mile fourth subdivision between Keddie and Bieber. Western Pacific freights previously operated over the five-mile portion under a joint track-age rights agreement with SP.

The change came about when Southern Pacific received permission to abandon a portion of its Westwood Branch extending from Susanville to Mason.

By means of the 112-mile line, Western Pacific has a direct connection at Bieber with the Great Northern and at Stockton with the Santa Fe for a

through freight service between Southern California and the Pacific Northwest.

The line was placed in operation on November 10, 1931 when WP's President Harry Adams and GN's President Ralph Budd shook hands from the pilots of their respective steam engines, WP 204 and GN 3351. The line was originally referred to as the "Keddie-Bieber Line" and/or the "North Line."

The line was renamed the "Inside Gateway Route" in January, 1950 when WP-GN-SFe officials and other dignitaries attended ceremonies all along the three-railroad route to announce the joint north-south through freight service.

## EQUIPMENT ARRIVALS

Two months ago Norm Holmes received a phone call from Mr Jerry Davis, Executive Vice-President Operations, Union Pacific, asking if we were interested in a Business car. There was no hesitation on Norm's part of course we were interested. It seemed Union Pacific was going to retire car #105, assigned to their Chief Engineer. The car was built in 1917 for the railroad's president and moved through several number changes and a rebuilding until finally reaching the end of its useful career on the UP.

The car arrived in Portola late Sunday, April 27th with new SD-60 6008, on the point and was moved onto museum trackage April 29th. The switch engine delivering the car consisted of 10 units (2925, 3595, 3331, 3610, 3175, 6011, 6010, 3085, 2940 and 3202). The car is complete with all furniture even including a built in TV set. We are indeed fortunate UP thinks so much of the Society to donate this beautiful car to our collection. On May 24th the keys to the car were formally presented to Rail Society President Norm Holmes by UP Roadforeman of Engines Mark Chenchar.

Not nearly so glamorous, but none-the-less a welcome addition to our collection is WPMW 1577 which arrived May 7th. This tank car is in better condition than our other tank car (1583) and will be equipped with a pump for fire service. This was the last WP tank car in railroad service being used as a waste (gray) water car in a track gang outfit.

*UP 105 on the balloon, Doug Jenson has been giving the sides a work over with rubbing compound and the finish really shines*

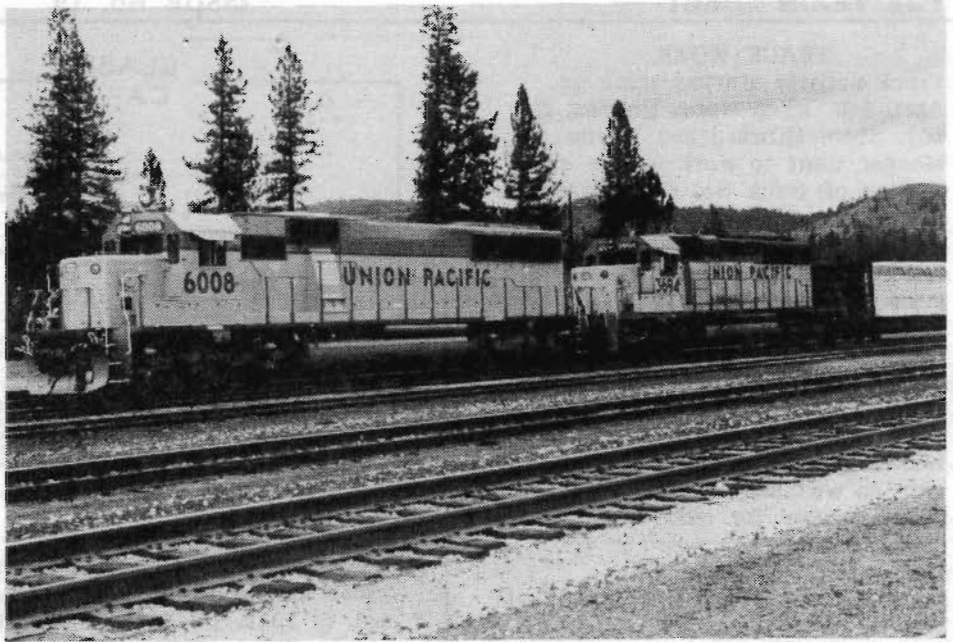


PHOTO OF 105 COMING TO TOWN BY MATT PARKER

David Seidel of the CAMERAIL CLUB, sent us this info on the Union Pacific Business Car 105.....

Built Pullman 1917

Number 100, Presidents Car

Re-numbered to 101 in 1952

Re-numbered to 102 in 1957

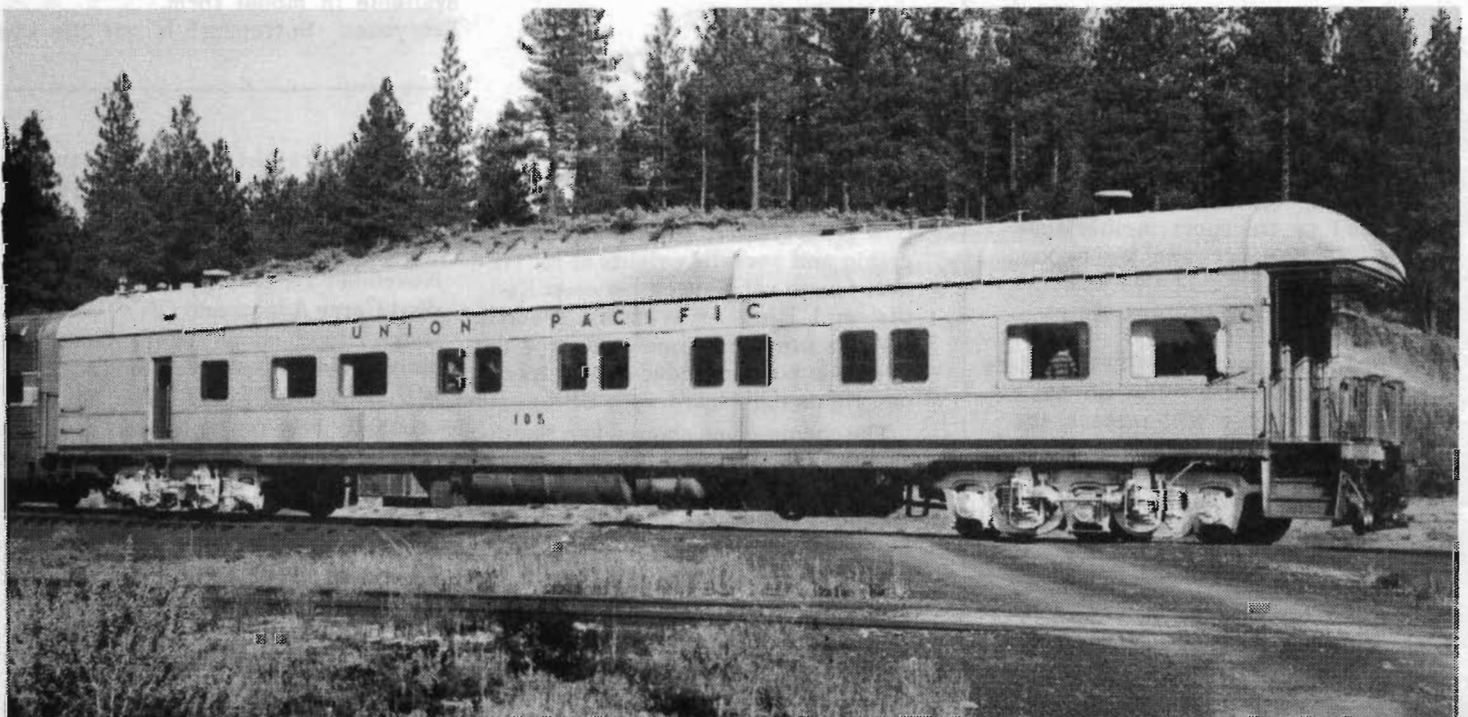
Re-numbered to 105 in 1965

Retired in 1985

Donated to the Feather River Rail Society in 1986

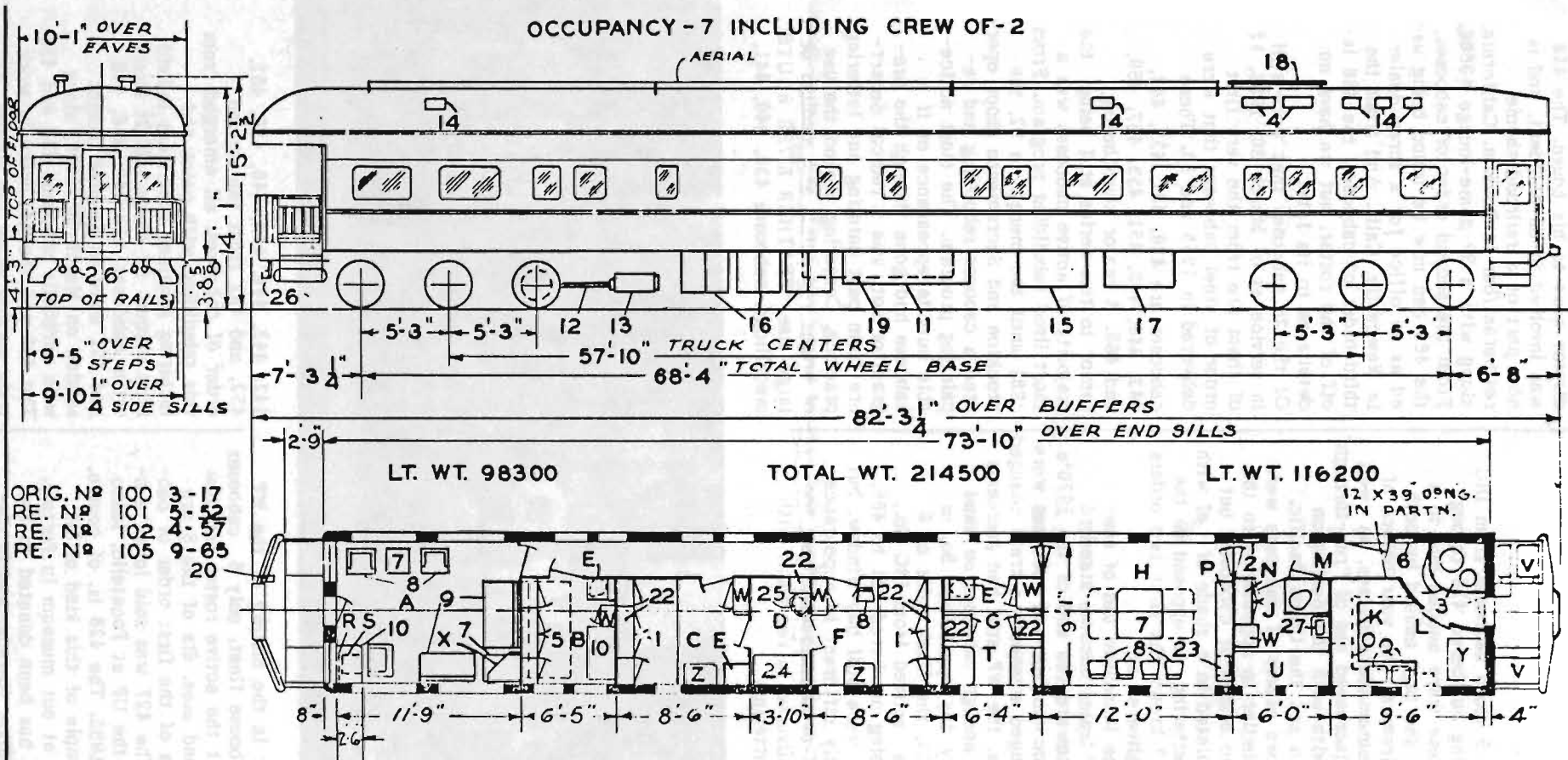
Note, replacing #105 is ex WP FEATHER RIVER

now numbered 105.....





OCCUPANCY - 7 INCLUDING CREW OF-2



ORIG. No 100 3-17  
 RE. No 101 5-52  
 RE. No 102 4-57  
 RE. No 105 9-65  
 20

LT. WT. 98300

TOTAL WT. 214500

LT. WT. 116200

12 X 39" O'NG.  
 IN PARTN.

- A - OBSERVATION
- B - OFFICE - A
- C - STATE ROOM - B
- D - BATH ROOM
- E - COMEN. WASH STAND & TILTING HOPPER
- F - STATE ROOM - C
- G - STATE ROOM - D
- H - DINING ROOM
- J - SERVANTS ROOM
- K - CHILL BOX
- L - KITCHEN
- M - TOILET & SHOWER
- N - ELECTRIC LOCKER
- O - CUPBOARDS & SHELF ABOVE
- P - BUFFET
- Q - SINK
- R - SPEEDOMETER, CLOCK & AIR GAGE
- S - MOBILE TEL. UNIT 2-WAY SYSTEM
- T - BERTH SECTION FOR 2
- U - UPPER & LOWER BERTH
- V - REFRIGERATOR
- W - WARDROBE
- X - TELEVISION
- Y - RANGE
- Z - DRESSER

- 1 - BED
- 2 - A.C. CONTROL CABINET
- 3 - LOCKER-VAPOR HEAT SYSTEM
- 4 - FRESH AIR INTAKE
- 5 - FOLDING BED - CABINETS ABOVE
- 6 - WRECKING TOOLS & FIRE EXT.
- 7 - TABLE
- 8 - CHAIRS
- 9 - SOFA
- 10 - DESK
- 11 - BATTERY BOX
- 12 - SPICER DRIVE
- 13 - GENEMOTOR-SAFETY 25 KW
- 14 - EXH. FANS
- 15 - CONDENSER - FAR SIDE
- 16 - FUEL TANKS-8-LP GAS
- 17 - COMPRESSOR-FAR SIDE
- 18 - ROOF HATCH FOR A.C. UNIT
- 19 - WATER TANK
- 20 - HAND BRAKE
- 21 -
- 22 - LOCKER
- 23 - RADIO - STEREO
- 24 - SHOWER
- 25 - WASH. BASIN & MED. CABINET

ROLLER BEARINGS.  
 AXLES - 6" X 11"  
 HOT WATER HEAT-VAPOR CO. 1972  
 COUPLER TYPE-E 1970  
 DRAFT GEAR - STANDARD  
 COUPLER - TYPE - E  
 KEYSTONE EOC 4-6" CUSHION GEAR UNIT  
 TRUCKS O. S. H. WITH CFM BUDD DISC BRAKES  
 BRAKE VALVE - 26C  
 A. C. SAFETY

BUILT P. S. C. M. CO. 1917  
 FLOOR PLAN 235-CB-37695

UNION PACIFIC RAILROAD CO.  
 RESEARCH AND  
 MECHANICAL STANDARDS

|             |            |             |            |           |                  |
|-------------|------------|-------------|------------|-----------|------------------|
| 11-26<br>70 | 1-24<br>75 |             |            |           |                  |
| H           | J          |             |            |           |                  |
| 5-10<br>70  | 8-2<br>75  | 10-18<br>65 | 4-15<br>65 | 3-2<br>59 | 5-27<br>59       |
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# Along the Feather River Route

## WESTERN PACIFIC'S STEEL CABOOSES WHERE ARE THEY NOW???

by Wayne Monger and Ken Meeker

In the 27 years prior to the merger with the Union Pacific in 1982, the Western Pacific purchased a total of 61 steel bay-window cabooses for their freight operations. Beginning with the 426 which was built in November 1955, and ending with the 486 which was built in May 1980, International Railway Car Company constructed all of the WP's cabooses over the span of 5 different orders. Now that we are 3½ years past the day of the merger, and in the era of cabooseless trains, it is very surprising to find that there are currently 20 of these cabooses still in various active service around the Union Pacific System. This is even more amazing considering the sheer size of just the UP cooosie fleet, which numbers in the hundreds. It appears that there still will be an active future for a vast majority of these cabooses on the Union Pacific, in spite of the widespread use of the new electronic "FREDS"....

Between November 1955 and Feb. 1956, International Railway Car Co. delivered to the WP 35 new steel bay-window cabooses, numbered from 426 to 460. These cabooses were the first new cabooses to come to the railroad since the years following the completion of the WP in 1909, and were meant to replace these dangerous old wooden cabooses. This order of 35 cabooses also allowed the WP to place the 58 homemade cabooses that were built between 1942 and 1945 by the Sacramento Car Shops from 15001-series outside-braced boxcars, into secondary freight and branchline service over the entire railroad. It wasn't until Oct 69 when the WP made an order of 5 new cabooses from IRC Co. These cabooses, numbered from 461-465, were very similar in appearance to the cabooses that had arrived on the WP 14 years before.

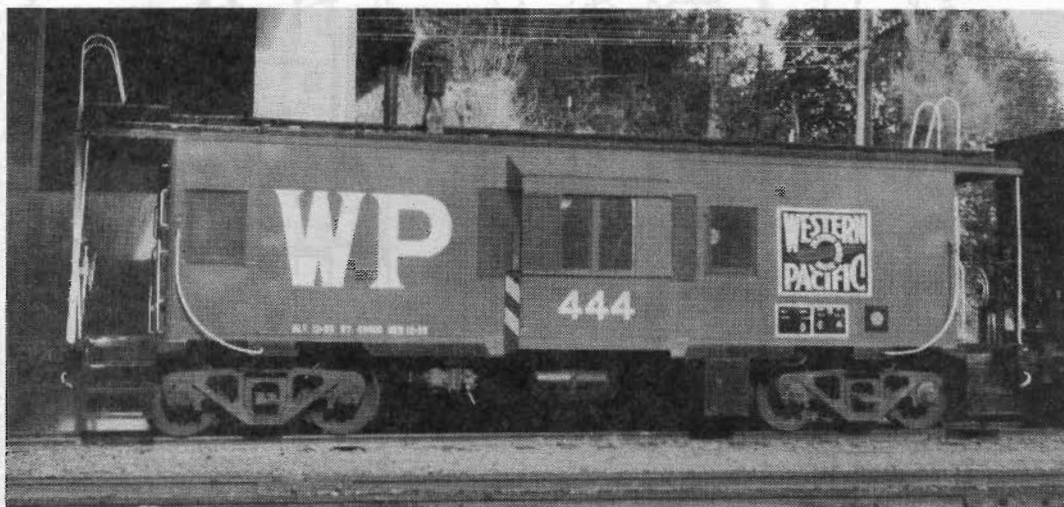
In 1973, the Western Pacific was forced by increasing safety standards for cabooses to retire the remaining members of the homemade cabooses, which were numbered between 643 and 700, and included both bay-window and cupola types. As a result of this forced retirement, the WP ordered their third set of steel bay-window cabooses from International Railway Car Co. This time, 10 were ordered and delivered numbered 466 through 475. Just over one year later in May 1974, the WP

ordered 5 more cabooses from IRC Co., being numbered 476 through 480. These were needed due to a cooosie shortage caused by both the retirement the year before of those homemade cabooses, as well as the increased use of "run-through" trains with both the Burlington Northern and the Union Pacific. These two orders of cabooses were fairly similar in appearance to the first two orders of cabooses, but were painted in a shade of red with white lettering, as opposed to the "boxcar" brown the first two orders were delivered in.

As the increased use of run-through trains became standard policy toward the end of the 1970's where locomotives and cabooses were not changed whenever a train changed railroads, the WP still had problems keeping enough cabooses on hand for every day operations. So, in May 1980, the final order of 6 cabooses arrived from IRC Co., these being numbered 481 to 486. These 6 were still bay-window, but are subtly different in appearance from all of the others. These too were delivered in red paint with white lettering.

The 447 was sold to Doug Peterson of Lodi, California where it is on display next to his house. The 458 was involved in an accident, and is now part of a railroad-theme restaurant/bar in Rocklin, California, along with a SP dome-lounge #3606. From the second order of cabooses, the 465 can now be found being used as an office for a scrap dealer in Newcastle, Calif. And from the third order of cabooses, the 466 is off of the roster, but we have no details as to its fate.

Of the 20 cabooses that were still in service as of March 30, 1986, 12 of them are from the very first order of steel cabooses that were delivered in 1955 and 56. These cabooses are 429, 431, 435, 442, 443, 446, 448, 451, 453, 457, 459, and 460. A major contributing factor to this series still being the majority of active cabooses was a short lived rebuilding program. From 1981 until the merger in 82, the Stockton and Sacramento shops operated a cooosie rebuilding and repainting program. The most noticeable outside appearance of if a cooosie had gone through the program or not, was a radical departure from past painting and lettering practice. Centering around the use of bright red paint, and medium or large size "FEATHER RIVER ROUTE" medallions, cabooses 430, 440, 441,



So far in the history of the WP steel cooosie fleet, only 8 cabooses have left the active roster for new homes and uses. Six of the 8 are members of the first order of cabooses. The 427 was sold in an auction by the UP at Pocatello, Idaho in mid-1985. The 428 is, of course, our example of this kind of WP cooosie at out museum in Portola. The 437 has been donated to the city of Elko, Nevada, and is displayed with WP GP-9, 727. The 445 has been donated to the Sacramento Valley Live Steamers for display.

442, 443, 444, 446, 448, 450, 451, 452, and 462 from the second order of cabooses, all emerged from this rebuilding with paint and lettering schemes that were individually unique. Of these rebuilt first-order cabooses, the 442, 446, 448, and 451 were in general freight service on March 30, 1986, along with unrebuilt cabooses 435 and 453. The 429 and the 443 were in work train service along the former WP main on that same day. Cooosie 460 is restricted to use on the Long Street Local in Oakland, and is sten-



A TRIP TO SOUTH AMERICA, IN SEARCH OF STEAM

Chris Skow is in the planning stage for a trip to South America a 2 week or 3 week trip in Sept. Write Chris..

ciled "Long Street Cab". Caboose 457 was to have gone through the rebuild program, but never made it. It is now painted silver and is dedicated for use on the Oroville Derrick train, where it replaced wooden caboose exSN 1632, which is now preserved at our museum at Portola. Caboose 431 and 459 are now wearing a coat of UP yellow, nut are still lettered "WP". The 431 was one of 6 WP cabooses that were painted yellow by new parent Union Pacific in the summer of 84, but has been restricted to yard use only at Stockton Yard since. The 459 was recently returned to active service after sitting since 1984 awaiting repairs, but in yellow paint.

There are currently only one member of each of the next three orders of cabooses still in general service. From the October 1969 order, the 462, which was the caboose for the SN's Chico Local for over 2 years, is active, usually in work train service. From the March 2973 order, only the 471 is in service. It was in Columbus, Nebraska on March 30th. And from the May 1974 order, only the 480 is active, and is about as far from its former home rails while staying on the UP system. On March 30th, it was being used on a Missouri Pacific local out of Avondale, Louisiana.

Five out of 6 of the last order of cabooses are still in active service on the Union Pacific. The only one from the 481 through 486 series that is out of service is the 482, which was wrecked at Pittsburg, Calif. on July 8, 1984. The others are scattered far and wide. On March 30th, 481 was in Alexandria, Louisiana, the 483 was in SLC, Utah, the 484 was in Laramie, Wy., the 485 was in local service in Batesville, Ark., where it has been for over a year now, and 486 was in Nampa, Idaho.

As we mentioned earlier in this article, there appears to be a bright future for the majority of the remaining WP cabooses still on the UP. Besides the 20 that are still active, the UP is currently holding 30 others in "Stored Unserviceable" status. It is planned to take these 30, as well as many of the 20 that are still in use, and run them through a caboose rebuilding program that is to extend from 1986 through 1989. Many of these 30 cabooses are currently stored on the "dead caboose" tracks in Pocatello, Idaho and Omaha, Neb., while the rest are scattered among stored freight cars on many unused branchlines and spurs in Idaho. The caboose rebuilding program will be

done at the giant UP Pocatello Car Shops. Six of the 30 "stored unserviceable" cabooses have been in storage since 1984, most of them from accident damage. They are the 444, 450, 452, 463, 469, and 482. 19 of these cabooses entered into storage during 1985.

They are the 426, 432, (Reno Local) 439, 441, 454, 455, 456, 461, 464, 467, 468, 470, 473, 474, 475, 476, 478, and 479. Of these, the 463 and the 478 were painted into UP yellow in 1984. Between Jan 1st and March 30th this year, 5 more WP cabooses have been put into "Stored Unserviceable" status awaiting rebuilding. These are the 430, 433, 438, 440, and 477. We need to make note that the 438 is painted yellow and until the 459 was returned to active use, it was the only one of the 6 that was painted yellow in 84 that has been used in general service, having been seen all over the Union Pacific System during the past two years.

There are three cabooses we have yet to account for here. Listed as retired and awaiting disposition are cabooses 434, 436, and 449, all three having been retired in 1984. The 449 was one of the 6 that was painted into UP yellow in mid-1984, but was retired soon afterwards, and still sits in Stockton Yard.

(449 now in Reno and being donated to the Nevada State Railroad Museum in Carson City, Nevada....Ski)

FREIGHT CARS

LETTERING and MARKING

This is the first of several articles on the lettering and marking of Western Pacific and others rail equipment.

The markings on freight cars have three principal purposes:

To provide a uniform marking system for reporting the car on way bills, consists, and for billing.

To give specific information about the physical characteristics of the car.

To display dates that are important to assure compliance with maintenance requirements.

The Association of American Railroads (AAR) was organized in 1934, and thru this group a standard of car marking was established for all cars interchanged in the US. AAR MANUAL OF STANDARDS AND RECOMMENDED PRACTICES. and the FIELD MANUAL OF THE AAR, Interchange Rules (Rule 80) has the

standard specific types of info for interchange cars, plus the format, size and location on a car for each item of information.

REPORTING MARKS

Used to identify the owner of a car, no two owner can use the same sequence of initials.

- WP...Western Pacific
CNW..Chicago and Northwestern
RBOX.Railbox Company
Reporting marks ending in X mean that the car belongs to a private car owner not an operating RR.

The number identifies one specific freight car in a fleet.

Minimum of 9" letters and numbers on side of car.

Minimum of 4' on ends

Minimum of 1 1/2 on each truck

LOAD CAPACITY and WEIGHT

Nominal Capacity.....CAPY

Load Limit.....LT LMT

Light Weight (empty).LT WT

The capacity of a freight car is a number which to the nearest, 1000 lbs, the intended carrying capacity of the car. This is part the strength of the underframe and the journal bearing size. The load limit is the number to the nearest 100 lbs, the max weight that can be loaded into the car. It is determined by subtracting the light weight from the total allowable gross weight on the rail for a given journal size. The following table is assuming adequate structural strength.

Table with 3 columns: Journal, Capacity, Gross weight. Rows for 8", 9", 10", 11", 12" journal sizes.

Example,

WP 1952 (see photo) was reweighted at Oroville on 2-68 and weighted 47600 LT WT with friction journals in size 10" 47600 - from 177000 = 129400 LT LMT....

CAPY 110000

LD LMT 129400

LT WT 47600 ORO 2-68

WP 3408 (see photo) was reweighted at Sacramento 5-78 with a LT WT of 53800 will give a LD LMT of 123200, and a CAPY of 120000.

Note the capacity of a car can never be greater than it's load limit so reduce the figure to less than the load limit.

A star is used when the load limit is reduced below the journal capacity due to structural limitations.

Light Weight is the actual scale weight of a empty car to the nearest 100 lbs.

Rules call for periodic weighing and a symbol showing when and where a car was last weighted. On new cars the marking is NEW. On olders cars it will be a station symbol and date....  
ORO=Oroville 2-68=FEB, 1968  
Minimum of 3" letters and numbers

#### DIMENSIONAL DATA

EXW...extreme width  
EW...outside width over eaves  
H...height over rail of wide points or eaves  
IL...inside length between end walls  
IW...inside width  
IH...inside height  
CU FT cubic feet, cubic capacity  
EXH...height in excess of 15'-6"  
W....extreme width at EXH height  
E....stands for extreme

To help railroads identify cars with potential clearance problems, a system of outside dimensions grouped into a given cross section was formed and called "plates" Four standards known as Plates B, C, E and F. B is the smallest and is not marked.

Cars whose extreme outside dimensions fall within Plate C, E or F are marked with a 10"x10" square located to the right of the reporting marks.

Cars whose dimensions are in excess of either Plate C, E, or F are identified by a 13" circle with the words EXCEEDS PLATE C (E OR F).

#### CLASS

WP never marked their cars with a class but many do such as the UP. Railroad classifications are generally placed directly under the dimensional markings in 4" letters (R-70-24) (UP)

#### SPECIAL EQUIPMENT MARKINGS

Generally stencilled in 1½" letters on both ends of a car. Telling about special devices, equipment and steel wheels other than 33". Cars equipped with high friction composition brake shoes are marked in 1½" letters on all four corners. Special symbols to show lading equipment are marked on the doors of the car.

☐ removable crossbars

⊙ lading strap anchors

#### LEFT AND RIGHT DESIGNATIONS

a L or R is stencilled in 1½" letters by door seal pins. Left and Right is determined while facing the B end of the car. The B end is the end with the brake wheel or the end which the brake

cylinder is pointing if car has two brake wheels.

#### OTHER

Many cars used by WP have RETURN WHEN EMPTY blocks and equipment pool info showing the railroad assigned to. Trust Marks showing the actual owner, precautionary warnings on closing doors, inside equipment and linings are marked on many cars.

AAR Mechanical Designation and Maintenance information to follow. SKI.....

#### UPDATE ON ENGINE #8

by Betty Boynton

The tale of #8's turret valve nearly had an unhappy ending! After delivery to Sacramento by Jim Lay, a thorough inspection revealed problems so serious that repairs might be nearly impossible...meaning the #8 might never run again. But retired WP machinist Earl McKenzie, a special friend of #8, refused to give up and that resulted in a miraculous job of restoring the turret to operating condition. A big thank you to Earl from #8.

With ear flaps down and coat collar up, Jim spent many days this winter on the patio grinding on parts of #8 until he found what he wanted... the original brass under layers of grime and rust. The turret was the most rewarding, and it has now been replaced on the engine with the help of Dave Lubliner. The final hydro has been delayed until the water tight integrity has been restored. The boiler inspection showed it to be in good condition.

The grinders have been working overtime in the hands of Mel Moore, Steve Jackson, Mike Attima, and retired SP engineer Dean Hill. They are preparing the metal of the engine and tender for priming and eventual finish.

Project carpenter John Marvin is sizing and drilling heavy timbers for the rear bumper of #8's tender. John has conducted two tours of classes from the Quincy Elementary School this May. Jim is engineer on the rides and John provides the commentary, and the result is many happy children.

Jim has been grinding on #8's main throttle and had help on this job from Ken Shipton, and Jim Folsom. Dave Lubliner has been applying his expertise in steam fitting by installing cab appurtances. He was also instrumental in replacing broken cylinder head studs.

Thanks to Tom Moungovan of Sebastopol, the project was able to purchase five barrels of boiler anti-scale compound from Chevron

in Richmond. Following leads from Tom, Jim contacted the officials and made a bid that was accepted. (Jim donated the funds.) Tom not only located the material, he picked it up and delivered it to the museum on May 18 at his own expense. A special thanks to him!

Thank you, also, to Jim Ferguson of Concord. He obtained the services of a machinist in the bay area who turned out special studs that were impossible to find. Appreciated is the donation of Norman Holmes of two independent brake valves. Hap Manit is in for some thanks also for all the help he offers in obtaining materials.

Cal Hill, US Navy, has been transferred to Hawaii. He writes that he misses the days he spent at the museum and working on #8.

On May 19, 1962, a special WP train pulled into Quincy Junction with two hundred eager railfans from the bay area. There to greet them was #8 (Jim was engineer) and the Quincy Railroad engine #2 (Solon Luzzadder engineer). #2 pulled four gondolas with benches, and with #8 leading the way, they crossed the spring-bright American Valley to Quincy. All of Quincy turned out to see the visitors and the two lively little steamers. With the steam, the whistles and all the events that make an excursion memorable, everyone came away happy but one. One disgruntled individual filed charges against the #8 and the Quincy Railroad with the ICC, charging violation of the Locomotive Inspection Act. ICC's fine of \$250

Con't. on Sheet Six...



**NEWS FLASH:** The San Francisco Examiner Sunday Magazine of July 27, should have a nice article on our museum.

This issue of the Train Sheet is late. For personal reasons the editor was unable to get it out on time. We will try to get back on our Bi-Monthly schedule with our next issue - which should be mailed in early August. (NWH)



was appealed and in the summer of 1963 a trial was held in the court of federal Judge Sherrill Halbert in Sacramento. Not guilty was the verdict! But with red tape and more appeals from the government, it was not until November of 1964 that the #8 and the Quincy RR were com-

pletely vindicated. The result of this unnecessary situation meant that #8 never ran again under steam. She was moved from her pad at the Quincy RR depot to the Plumas County Fairgrounds where she sat quietly for twenty two years. But the day soon will come when she

will feel steam in her boiler and will be a very lively part of the Portola Railroad Museum. (We have the complete text of the trial, etc. for anyone interested in the whole story.)

The following article is from a March 1942 "TRAINS"

## Feather River Route

★ Western Pacific, newest of the transcontinentals, crosses the high Sierras with only one per cent grade.

By A. C. Kalmbach.\*

GEORGE GOULD, son of Jay Gould, worked late in his office on the fifth floor of the old Western Union Building on lower Broadway in New York. He worked hard with shirt sleeves rolled up, and he carried bulging cases of papers out to his country place over the week ends. It was 1905, and Gould was the overlord of some 15,000 miles of railroad, not just a financial manipulator but a progressive, fighting operating officer.

The Gould lines centered about the wealthy Missouri Pacific, dominating the Mississippi Valley and extending along the Arkansas River Valley to the foot of the Rockies. The connecting Wabash rolled east over the corn country and the Great Lakes Basin to Toledo

and Buffalo. The Wheeling & Lake Erie brought the system within plunging distance of Pittsburgh, originating point of as much tonnage as Chicago, New York, and Philadelphia combined. The new Wabash Pittsburgh Terminal audaciously put the Gould lines right into this traffic fortress of the Pennsylvania. The Western Maryland, with a few more miles of connecting up, would be the seaboard end of this mighty aggregation of mileage.

To the west the Denver & Rio Grande carried the Gould banner from the Missouri Pacific connection at Pueblo across the Rockies to Salt Lake City and Ogden. But here the Gould trackage ended, with no hope of friendly traffic connection, for west of Ogden was only the Southern Pacific, then united with the Union Pacific under Harri-

man. Even any hope of using Senator Clark's new Los Angeles & Salt Lake as a West Coast feeder was stymied when UP secured an interest in the Los Angeles road. But Gould's eyes lit on a new venture, the Western Pacific Railroad. It had been

chartered in 1903 by a group of San Francisco bankers to build a competitive route across the high Sierras to Great Salt Lake but Gould soon took over.

The ukase came down that the Western Pacific must be built so well that it could efficiently compete with the solidly estab-

lished Southern Pacific, the one-time Central Pacific and first of the transcontinentals. The Denver & Rio Grande, solid, substantial road safely embedded in the rich local traffic of the Colorado Rockies, took two-thirds of the capital stock and guaranteed the interest and sinking fund payments for Western Pacific. The bond trust agreement provided that the new road must have no grade steeper than one per cent compensated, no curve sharper than 10 degrees (573-foot radius) in its thousand miles or so of main line.

Little does it matter that in the panic of 1907 the Gould financial house of cards toppled under the weight of the Pittsburgh Terminal and the Western Pacific extension. The individual roads were sound. Denver & Rio Grande and its affiliate, Missouri Pacific, went right ahead. They needed a friendly West Coast connection, and they got it. The last spike was driven November 1, 1909, near Keddie, Calif., and marked the completion of the last major transcontinental railroad.

In four years the road had been built complete almost as it exists today, and engineers called it the finest railroad construction job since the West Shore. In the new picture, Southern Pacific had competition in its home territory and Denver & Rio Grande had its West Coast extension.

"FEATHER RIVER ROUTE," says the Western Pacific herald. And Feather River Route has been advertised in timetables, tourist circulars, and on the sides of box cars so well and so often that the route is almost better known than the railroad itself.

The three forks of the Feather River flow down into California's Sacramento Valley from the east and north, from sources high in the Sierra Nevada Mountains. These are the mountains that must be conquered by any railroad entering the Central Valley of the Golden State from the east; and appropriately named they are, for Sierra is Spanish for jagged or saw-tooth

mountains and Nevada means white as snow. The range is, geologically, a giant granite block some 350 miles north and south and 80 miles east to west, heaved up at an angle by some prehistoric convulsion.

Through this formidable natural barrier the Feather River (named because early explorers found pigeon feathers floating on the water) cuts a natural path from the summit to the great level valley of Central California. In its upper reaches the Feather River Valley is broad and green, in its lower portions a veritable canyon cut deep in the red and brown rock, with feathery foam rising from boiling rapids.

Before the coming of the railroad the Feather River was well known. The miners of '49 worked the canyon and the surrounding hills, and Rich Bar, a station on the Western Pacific 16 miles below Keddie, was the scene of a veritable bonanza. There are no official records extant, but estimates of the gold taken from this one spot range from 14 million to 23 million dollars.

The old histories record that in July of 1850 a man named Greenwood realized \$2900 from two pans of gravel from the river bar, whence the name Rich Bar. Thereupon a stampede of gold seekers ensued and Rich Bar's population rose to 2500. "So rich was the gravel," says George Mansfield in a booklet on the Feather River Canyon, "that claims on the bar were limited to 10 feet square."

In the later gold boom days, when the chartering of the Central Pacific made railroad connection with the East seem a near reality, the Feather River Valley was considered for the route by that grandfather of Sierra railroad surveying, Theodore Judah. He ran a line through the valley of the Middle Fork, south of the present Western Pacific North Fork Route, but the construction work would have been too heavy for the pioneering railroad. Grades and operat-

\* With the assistance of the following people in gathering illustrations and data: T. B. Aldridge, W. C. Whitaker, Guy Dunscomb, and Thomas E. Brown, publicity manager of the Western Pacific Railroad with offices in San Francisco.

ing cost were then not so important as low first cost. The Central Pacific therefore built in the American River Canyon, south of the Feather River country, and crossed the Sierras at Donner Pass, a higher crossing and a route with steeper grades than the Western Pacific.

Arthur Walter Keddie originally surveyed the North Fork Route in 1866 and

campaigns for a railroad through the Feather River to such an extent that he is today known as the Father of the Western Pacific. The first definitely projected railroad along this natural grade was the Oroville & Virginia City of 1869, which was followed by many another unsuccessful project, including the San Francisco & Great Salt Lake (1892) and the Stockton & Beckwourth\* Pass (1902).

When Gould took over the San Francisco company in 1905 he found a route surveyed, a route allowing easy construction and located mostly along the North Fork of the Feather River. But the maximum grade was a short stretch of 2½ per cent.

Gould chose not to use this route but to take a somewhat different line over Beckwourth Pass which would allow for a maximum of only one per cent grade. Beckwourth Pass, the lowest saddle in the Sierras for hundreds of miles in either direction, was named for Jim Beckwourth, early Indian scout. Unlike the Central Pacific, and with the necessary capital to do as he wished, Gould decided the easier grade would be worth the added construction cost.

Following the ultimatum of a maximum one per cent grade, Gould's surveyors went to work. Down from the pass they flung a line across Sierra Valley, leading into the Middle  
\* Many references spell this *Beckwith*.

Fork of the Feather River. But the natural grade this way grew too steep, so the line was swung across a divide into the North Fork Valley. This necessitated the expensive 7343-foot-long Spring Garden Tunnel. Even then the natural grade was too steep, so the engineers created Williams Loop, a complete circle of track nine-tenths of a mile in circumference, by which the line drops 45 feet.

Because the Feather River Canyon is very rugged, and because its sides are steep, the making of the line survey and the driving of location stakes involved great hazards. It is a fact that the surveyors had to be let down the faces of cliffs by ropes. Harry Ardley, now with the industrial department of the Western Pacific, worked as a helper when the surveys were being made. He says that at one time he and a transit were being lowered by rope. "It was tough going," says Ardley. "I arrived at a point where either I or the transit had to drop to the bottom of the canyon, and so I let the transit go."

The detailed choice of route on the west slope of the Sierras was much influenced by snow records. Southern Pacific has miles of snowsheds on its Donner Pass Route, and is often faced with 20-foot drifts. Western Pacific, coming in to fight under competitive odds, couldn't risk the high operating expense of continued snow fighting, so the engineers

put as much of the line as possible on the sunny side of valleys, knowing that the snow in mountains doesn't come all at once, but is an accumulation of unmelted snowfalls from many weeks. Using their advantage of many years of snowfall records, they also found that snowfall in the Sierras is a local matter, and that certain areas seem to attract snow while other places seem sheltered from it. So they located the Western Pacific in such a way that it has but 50 miles of bad snow, and seldom more than two feet of depth.

Across the mountain-sprinkled Nevada plateau the route was clear. The Humboldt River cuts across the center of the state from east to west, and although Southern Pacific already occupied the valley, Western Pacific found room to squeeze in another location. The two single-track lines are, in fact, so nearly parallel that since March 7, 1924, they have been used jointly as double track, the Western Pacific for all eastbound moves and the Southern Pacific for all westbound moves.

At the east edge of the Nevada plateau, snaking down from the Toana Mountains into the Great Salt Lake Desert, the engineers met another obstacle to the maximum one per cent grade. The natural location called for three per cent. But the men with the rod and transit swung wide to the north along an escarpment, and laid out Arnolds Loop, really a horseshoe curve, averaging some 2000 feet across but at one spot only 250 feet between the calks. The salt flats, bed of old Lake Bonneville, giant inland sea of which Great Salt Lake is now the largest remnant, are crossed with a 43-mile continuous stretch of straight track.

Many a famous racer has set new world records for automobile speed on hard shelled portions of these flats which, in the moonlight, look like another inland sea. Railroad construction here was no small problem. Workmen walked out on planks to lay the first ties and on the skeleton track gondola cars were gingerly pushed forward to dump ballast material which was worked under the ties to form a wide, firm base. Solid bottom is at some points beneath 14 feet of oozy mud.

**T**he operation of the road received as careful engineering attention as the location. It was carefully figured, for instance, that Consolidation locomotives could move 1000-ton freight trains up the one per cent grades, and that while double-headers could move 1700 tons it would be cheaper to use single engines and standardize on 1000-ton trains over the mountains. Division points were placed as close to the 100-mile average as was consistent with good water supply, crew quarters, and so on. A stretch too much more than 100 miles would mean excess overtime for freight crews. A standard design of engine terminal was adopted, with the lead tracks to the turntable lining up exactly with some of the roundhouse tracks on the opposite side. The Oakland terminal, cleverly arranged in a cramped space between two Southern Pacific lines, included a loop for turning passenger trains. The price of coal and oil per b. t. u. was computed, including freight to each division point, and oil was

picked as standard fuel west of Winnemucca, Nev., while coal is standard east of there.

The grade was cut through the hills and laid across the desert flats from many a focal point. Except for heavy bridge work which awaited the coming of the rails, the substructure was finished far ahead of track laying. The steel was 85-pound section, new for the main line, second hand from D&RG for the sidings. West crept the track from Salt Lake City. Tri-weekly service was inaugurated into Nevada. The power shovels and electric draglines were still biting into the Coast Range at Altamont Pass, southeast of Oak-

land, and dynamite still resounded in the depths of Feather River Canyon.

The first locomotives, 20 for construction purposes and original end-of-line traffic, came from Baldwin. Then came the fleet, from American. The road was equipped completely new at the start, 88 brand new locomotives, a tremendous advantage over competition using a variety of locomotives of various vintages. But what a disadvantage later on, when the WP roster showed a preponderance of 1908 vintage power, and when on other railroads larger locomotives, superheated, were replacing the older power! Fortunately, Western Pacific started business right at the beginning of the steel car era, and so its passenger equipment was right in step for many years to come.

Thus was a new railroad born, track, stock and locomotives. But even with the fine construction, even with the brand new locomotives, even with the favorable Eastern traffic connection, it couldn't pay its way. The time came, all too soon, when Western Pacific defaulted on its first mortgage bonds, and sued the Denver & Rio Grande for its guarantee of interest and sinking fund payments. This threw both roads into receivership, and lo and behold, the upshot of it was that Western Pacific, the child of the D&RG, turned about and bought its parent for five million dollars at foreclosure sale!

There came, as there usually does between competitors who have proved their mettle, a period of amicable understanding between Western Pacific and Southern Pacific. The agreement of March 7, 1924, in addition to providing for joint double-track operation of 182 miles of track in Nevada, also provided that Western Pacific would act as a bridge for Southern Pacific traffic between Chico (via Sacramento Northern) and Weso, Nev., and guaranteed a minimum over this bridge of one-half of all Southern Pacific traffic between Oregon and Ogden, excluding perishables and livestock. Further, the SP would act as a bridge for the Western Pacific between Suisun and Sacramento. At that time Suisun was on an entirely isolated section of the Sacramento Northern. The deal also included a sale to Pacific Fruit Express of all Western Pacific refrigerator cars, and a guarantee by that company of Western Pacific's refrigerator car supply. That's how the WP



herald came to be emblazoned on Pacific Fruit Express cars.

Thus ended an era for Western Pacific.

**A**RTHUR CURTISS JAMES is dead. But he lives on in the Western railroad picture of today. For Arthur Curtiss James was the last of the great railroad builders, the last successor to the heritage of Colis P. Huntington, E. H. Harriman, and James J. Hill. And it was Arthur Curtiss James who made the Western Pacific the railroad it is today.

James was the son of one of James J. Hill's chief lieutenants, born with railroading in his blood and money in his pocket. It was he who built the El Paso & Southwestern, hoping to push it through to the Pacific Coast. And when it was blocked, he sold it to Southern Pacific, in 1926, for a fortune in stock and bonds. This made him the largest individual stockholder in Southern Pacific and gave him the capital to buy Western Pacific. He was a firm believer in the future of the West, and he felt that Western Pacific could be built up as an independent competing railroad. No time was lost putting theory into practice. A vast improvement program was inaugurated: more modern power, widening of subgrade,

deeper ballast, new rail, more ties. The network of branches projected in 1905 had never been built, and Western Pacific lacked feeders, while its big competitor extended fingers into every town of size in central California. So James revived branch line projects, and improved the WP-owned electric line, Sacramento Northern [March 1941 TRAINS], which gave Western Pacific connections spreading well over the Sacramento Valley. An all-rail route into San Francisco, via Niles and Redwood City, was even projected and authority was asked of the Interstate Commerce Commission.

The Southern Pacific—Arthur Curtiss James, largest stockholder—fought Arthur Curtiss James' Western Pacific every step of the way. Its offer to haul WP carload traffic into San Francisco was instrumental in finally killing the San Francisco extension. But it could not block the biggest venture of the James regime, the Northern California extension.

Southern Pacific had been the only connection between California and Oregon. Way back in 1909 Great Northern struck south through the Des Chutes River Valley with its Oregon Trunk Railroad, but this only reached to Bend, Ore., far short of even the California state line. Now, with James on the board of many a railroad, including Great Northern, Burlington, and D&RGW, there was a new community of interest, and the Great Northern's plans to reach California were linked with Western Pacific's plans to stretch north. Despite SP opposition and its construction of a parallel line to the east, the I. C. C. agreed that a competitive north and south route would be a good thing, and the lines met at Bieber in 1931 with James driving the golden spike. Three years later came the Dotsero Cutoff on the D&RGW [January 1942 TRAINS] and the community of roads had a

transcontinental route comparing favorably with any competition.

The western end of the old Gould empire had been built far better and with more strategic connections than Gould had even dreamed. Now, as the *Exposition Flyer* streaks from Chicago to San Francisco on a schedule equal to any other no-extra-fare train, it is a living monument to Arthur Curtiss James. And as separate roads with strong traffic alliances but no Eastern ownership connections, the Burlington-Great Northern-Missouri Pacific (MP now joins with WP in 50-50 ownership of D&RGW)—Denver & Rio Grande Western-Western Pacific group is perhaps much better off in the present-day traffic strategy than would be the coast-to-coast railroad Gould visioned. Can one imagine the Pennsylvania routing a car via Western Pacific with a trunk of the same system strongly entrenched in its own back yard? An independent Western transcontinental has a much better chance fighting for its traffic among the Eastern trunk lines, and vice versa. Perhaps that's why no road has followed the Gould coast-to-coast intentions.

**T**HE yellow reefers roll east up the 100-mile continuous one per cent grade in the Feather River Valley behind the giant 4-6-6-4 articulateds built by American in 1938, or behind the four-unit 5400-horsepower Electro-Motive freight Diesels. The company's 7768 freight cars are seen from coast to coast with interchange loads. The fulfillment of Arthur Curtiss James' vision of a growing West is seen in the fact that 43 per cent of all Western Pacific tonnage originates on the road.

Manufactured goods furnish most of the freight tonnage on the road, with 41 per cent of all tons from connections and 28.7 per cent of originated tonnage. Products of mines come next, with far more originated on the line than received from connections, and then come products of agriculture, of the forests, and finally a small two per cent of animals and animal products and about an equal amount of less than carload freight. Such single items as lumber,

shingles, and lath make up the greatest bulk, while the westbound train you pass in Nevada may be mostly soft coal. Connections in California deliver fresh grapes in quantity to make up the third largest bulk item on connecting-line billings, and sugar also rates third in on-line billings.

The seasonal variation is considerable, but approximately in line with other Western roads. Revenue for October, the maximum month, is about twice that for February.

Passenger business, despite the magnificent Feather River Canyon, is a small matter. There is only one through train each way daily, the *Exposition Flyer*, and another train each way as far as Portola, at the head of the canyon. This last train is the *Feather River Express*. A local runs between Portola and Reno, and the Loyalton Branch sports a mixed tri-weekly. Through passenger service from the Pacific Northwest was planned for the Northern California extension, and application was made with the I. C. C. to run such a service. The depression caused withdrawal of the application in 1933, and the only passenger service on the line is Winter sports specials run to Lake Norvell, 52.5 miles north of Keddie on the main line. Lake Norvell is in a high mountain meadow, virtually on the summit of the Cascade Mountains, and is an ideal site for snow sports, including skiing, tobogganing, and ice skating.

Motive power to move the traffic includes 168 locomotives, 102 of which date from 1920 or earlier. The most unusual specimens on the roster are the 170-series Mountain types, used for fast passenger trains. These seem a bit out of place with the other power, and indeed they are. In 1936 the Western Pacific purchased the 10 sleek 170's from the Florida East Coast Railway!

The rolling stock lists 8 dining cars, 53 other passenger cars, 398 ballast cars, 555 other work cars, and 7768 freight cars. Unlike the locomotives, the bulk of these date from 1921 to 1925.

**T**HE *Exposition Flyer*, pride alike of the Burlington, the Denver & Rio Grande Western, and the Western Pacific, was scheduled so that its westbound run would take advantage of the scenic highlights of each of the lines. Unlike earlier WP passenger jobs, which went through the much-exploited Feather River Canyon in the dark, No. 39 leaves Portola at 12:55 p. m. and slides down the whole length of the canyon to Oroville by 4:30. Here is a truly exceptional train ride and the best way to see the Western Pacific.

Lying awake in his berth on the westbound *Flyer*, the traveler is introduced to the Western Pacific at midnight (mountain time) as he hears the sound of switching and engine-changing at Salt Lake City. The night before

it was a huge 4-8-4 with Rio Grande splashed across the tender. The next morning it will be one of the 170 series ex-Florida East Coast 4-8-2's on the front end as the train swings wide on the curves leading into the Humboldt River Valley.

It's 11:35 p. m., Pacific time, when the conductor lifts his lantern and No. 39 leaves Salt Lake City. Straight west run the tracks, until, lifting the shade, one can see the Great Salt Lake stretching north in the moonlight. Western Pacific is built right on the south edge, so close that much trouble was experienced at first because the small, but insistent, waves wore down the rock riprap along the embankment and continually threatened to slide the railroad into the inland sea.

It's still too early in the morning for anyone but a milkman when the train pauses briefly at Shafter, Nev. Here the Western Pacific crosses the Nevada Northern, which runs 121 miles south to Ely, location of some of the richest copper mines in the world. There is no longer passenger service on this railroad but it's still handling a very healthy freight business. Apparently at one time high hopes were held for it, as an early prospectus of the Western Pacific mentions the possibility of the Nevada Northern extending to Los Angeles and providing the WP with a valuable connection. (This wasn't WP's only hope for getting to Los Angeles. Plans were made for extending south in the San Joaquin Valley from Stockton to Los

Angeles.) If he's awake at 4:15 in the morning, and if an early Summer sun will permit him to see the right of way and structures, the sharp-eyed traveler may notice a change, for west of Wells the *Exposition Flyer* will be running on the tracks of the Southern Pacific. From Wells to Winnemucca both railroads follow the valley of the Humboldt River, winding from side to side in its canyon and sometimes cutting beneath sharp rock palisades. The Southern Pacific track is used for all westbound trains and the Western Pacific track for all eastbound trains of both roads. So here is a Western Pacific train stopping at Southern Pacific stations, controlled by the typically Southern Pacific semaphore signals,

and perhaps passing side-tracked Southern Pacific freight trains. The two tracks are quite close together most of the way. Battle Mountain on the Southern Pacific and North Battle Mountain on the Western Pacific are the stations farthest apart, the distance being about five miles.

The paired operation continues until about 8 o'clock, when the train reaches Winnemucca. The smart traveler has timed his breakfast so that he can get off the train at this station and walk up and down the platform while the engine takes water. The dry Nevada air is a treat, Winter or Summer.

Now the railroad climbs from the Humboldt River Valley, edging westward into the desert while the Southern Pacific disappears to the southwest. Distances here are deceptive. From Gerlach, 94 miles west of Winnemucca, a gypsum plant seems hardly a mile away to the south and yet it is five miles off! The utterly lifeless and arid earth seems to stretch endlessly to distant mountainous horizons. It is practically trackless, with automobile tire imprints occasionally leading a path in one way or another. Sometimes medium sized or even quite large lakes can be seen from the train. At other seasons of the year these lakes dry up completely. As the track winds on into hillier country, closer to the Sierra Nevadas and the California-Nevada state line, Pyramid Lake appears toward the southeast. This is the last remnant of prehistoric Lake Lahontan, which extended several hundred miles and had a depth of 880 feet.

Somewhat before noon and some 10 miles west of the view of Pyramid Lake, the Western Pacific crosses, at an acute angle, the Southern Pacific Alturas Line, a short-cut connection between the Southern Pacific's main line in Nevada and its Cascade Line in Oregon. Far across the desert there may be a powerful cab-forward articulated pulling a long SP freight train.

Angling up the barren and steep east slope of the Sierra Nevada Mountains, with a rul-

ing grade of only eight-tenths of one per cent, the Western Pacific reaches Reno Junction and the east portal of the Chilcoot Tunnel, in which it crosses the summit at 5018 feet above

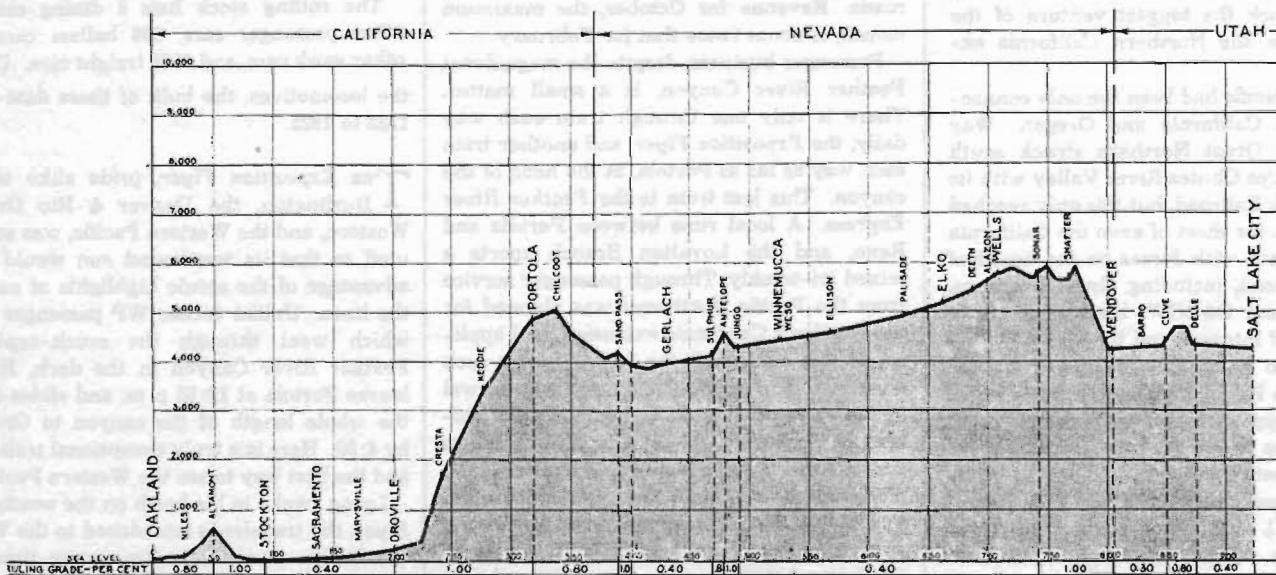
sea level. The Reno Branch of the Western Pacific is 33 miles long and is operated primarily for freight service. About 15 miles of this is on the right of way of the old Nevada-California-Oregon Railroad, which was a narrow gauge line running from Reno to Lakeview, Ore., via Plumas Junction and Hackstaff. There was a branch line from Plumas Junction to Clio, Calif., in the upper Feather River Canyon. WP purchased the line between Reno and Hackstaff and the branch between Plumas Junction and Clio. The latter was eventually abandoned. Total mileage acquired by WP was 105 miles. The Southern Pacific purchased the remainder of the line from Hackstaff to Lakeview, but most of this has been relocated and made standard gauge, some parts abandoned.

Reno Junction first was named Rainbow. The story of how it came to be so named comes from the correspondence of Virgil Gay Bogue, chief construction engineer when the railroad was built:

"A few days ago, having inspected the progress on Chilcoot Tunnel, and having had a very hard day, I walked over the surface of the ground. It had been raining all day, but as I neared the eastern portal of the tunnel, the sky cleared and there was a beautiful rainbow. I took this as a good omen and a promise that our efforts would be crowned with success."

Coming out of the west end of Chilcoot Tunnel, a startling change is evident. The western slope of the mountain has much more vegetation. In the broad mountain-rimmed Sierra Valley, the Western Pacific rolls westward down an easy grade to Portola, division point and top of the famed 100-mile one per cent grade of the Feather River Canyon.

Below Portola the valley starts in earnest. First it seems but a pretty wooded glade, and then it gradually widens out and becomes





more rocky. Blairsden, 11 miles below Portola in Mohawk Valley, is the starting point for trips to Johnsville, which lies in the shadow of Mount Eureka, where the famous Plumas-Eureka mine was discovered in 1851.

Just when the train is really getting into a deep valley, it dives into the 7343-foot-long Spring Garden Tunnel, in the construction of which engineers were compelled to fight for months against obstacles such as boulders and sands of an ancient river-bed and the waters of an underground stream. When the line emerges into the North Fork watershed it is in a beautiful high mountain meadow surrounded by forest trees, and but a short distance farther swings about this meadow in the famous Williams Loop.

Quincy Junction at milepost 288 (reading from San Francisco) is the junction point for the Quincy Railroad, which leads off in a southwest direction to the little city of Quincy, in the American Valley, protected by pineclad mountain slopes and snow-capped peaks. Although it is five miles distant, it can readily be seen from the Western Pacific. Quincy is headquarters of the Plumas National Forest.

Below Quincy Junction the train plunges through a long tunnel and then the railwise traveler starts to keep his weather eye peeled for Keddie. Here the railroad jumps from the north to the south side of the valley over one leg of a high steel wye bridge. The other leg

of this wye bridge carries the track for the Northern California extension by which the Western Pacific connects with the Great Northern. For a mile or so the tracks of the Northern California extension can be seen climbing along the opposite side of the canyon.

By comparison with the early days, Rich Bar, which once was a trading post and principal town in the Feather River Canyon of the gold rush era, is now a ghost town. However, a number of persons still dwell at Rich Bar, which has a little hotel-resort; and the old diggin's are still being worked.

Fishing abounds and, in fact, Tobin, at milepost 253, is one of the many points in the Feather River country which has caused it to be known as the paradise of trout fishermen.

The truly rocky character of the canyon becomes more and more evident in its lower regions. It is practically a rock gorge at points, and the train snakes along on a shelf blasted into the edge. Up high on the slope are the remains of one-time prospectors' cabins. Below, at the bottom of the crevice, the river foams and boils over rocks with a feathery spray rising in the sun. At Las Plumas is a power plant of the Pacific Gas & Electric Company which is across the canyon from the Western Pacific Line. The water comes through a three-mile tunnel from a dam 11 miles farther up the river.

More suddenly than it began, the deep rocky gorge flattens out into a tranquil wooded ravine and the train pulls into Oroville. This is at an elevation of 203 feet above sea level, and the descent from the Sierras is accomplished.

From here the Western Pacific track points nearly straight south across the smooth valley through Marysville, Sacramento, and Stockton—crossing, recrossing, and at times using tracks jointly with the electric Sacramento Northern. From Stockton the road turns west, crosses the summit of the Coast Range at Altamont (a great mountain pass in miniature), threads and twists through Niles Canyon, and swings north into Oakland, where it terminates on a mole or ferry landing. Passenger trains have used Southern Pacific ferries and passenger facilities since 1933.

Here is a railroad conceived in the era of expansion at the beginning of the century, well built to last, and playing an important part in the commerce of a still-growing part of our country.

## WESTERN PACIFIC 40' PULLMAN PS-1's

### Part III, Specially equipped.....

This is the last part on Western Pacific's 40' Model PS-1 type box cars built by Pullman-Standard. This part will cover the specially equipped and lettered cars ordered after the group of unequipped MX boxcars. WP ordered many more PS-1's but in 50' length and that will be another story.

WP 1952-1953 were experimental cars from Pullman used to test the then new cushion underframe. WP was the first railroad to put cushion underframe cars into service. The two test cars were owned by Pullman but sported a colorful paint scheme making it clear that they were special cars in use by the Wobbly.

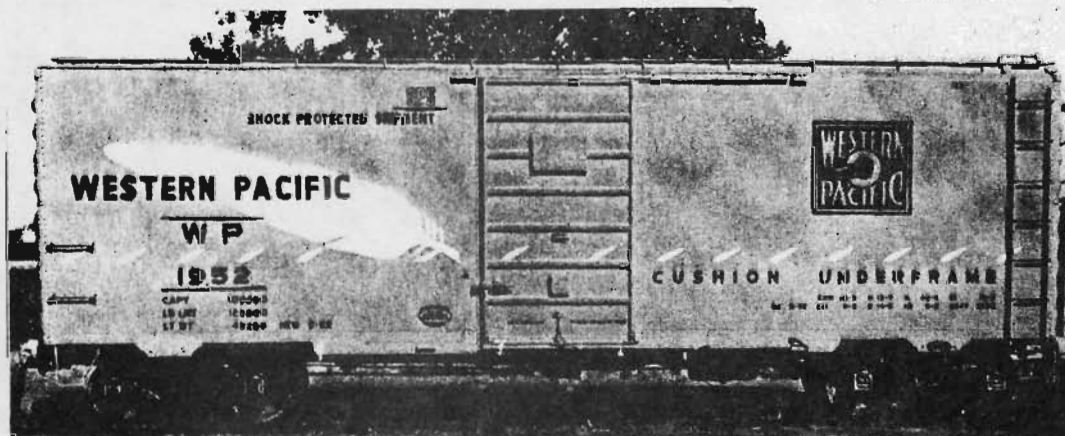
In 1960 WP bought the two cars from Pullman and they ended their service in 67 and 74. They were never repainted or renumbered.

WP 1952 and 1953 are the easiest models in this series. At the request of the Union Pacific Historical Society, McKean has come out with a PS-1 with a seven panel 6' wide Superior door. This is ready to paint right out of the box!. Use Micro-scale set 87-433 to decal after painting it completely reefer orange. Add a little yellow to fade the orange if painting it at the end of service. MDC has #1075 a AAR box car painted in this scheme. It's done correctly, I supplied

the info, but the ends and roof are not PS-1 plus the door is off a panel. But close.....

The success of the cushion draft gear in controlling cargo damage prompted the WP to order ten PS-1 cars equipped with 8' Superior panel doors and cushion draft gear in 1954. They were delivered in a solid orange with large silver feather paint scheme. In 1959 they were renumbered as 3401-3410, equipped with DF-2 loaders, and repainted into the box car red, orange feather, yellow lettering scheme. By 1980 only 3 were still running with 1 renumbered into the 23001 series XM class with loader removed.

In 1961 4 40' PS-1 type boxcars were bought by WP, series 3423-3426, the last new 40 footers delivered to the railroad. These cars were delivered with roller bearing



trucks, 8' Pullman doors and DF-2 loaders.

After building all models covered in this series of articles every style and class of PS-1 40 footers will grace your WP collection. The 40' PS-1's were just about every paint scheme used by WP and will add color and history to your collection. Note. After many requests about the WP decals that Detail Assoc. has but not out. Peter Arnold of DA has said they will be out soon and the FRRS will have them for sale ASAP.

1952-1953

Purch. from Pullman 1960 @ \$4500ea  
1952...retired Jul 67 Associated Metals, Benicia

1953...Running Boards removed 1968.  
Failed in service on PC at Enola, Pa May, 1974

1961-1970

Purch. from Pullman 1953 @ \$7500ea  
Accepted at Michigan City, Indiana on Feb 26, 1954.

Special distinctive stencilling applied at Sacramento shops.

1961...3404

1962...3403

1963...3410 ret 75

1964...3407 ret 79

1965...3402 ret 68

1966...3405 ret 76

1967...3408

1968...3409 renumbered to 23001

1969...3406 ret 79

1970...3401 ret 71

3423-3426

Purch. from Pullman 1961

3423-3424, 16 Belts DF @\$12,174

3425-3426, 19 Belts DF @\$12,079

*A well worn WP 1952 at Portola just shortly before retirement  
Norman Holmes photo*

WESTERN PACIFIC

# Mileposts

MAY 1956

**shippers learn how  
damage to freight can be**

## Substantially Reduced

Two cutaway working models of a Western Pacific cushion underframe car have been giving shippers and other interested persons an inside look at freight damage prevention.

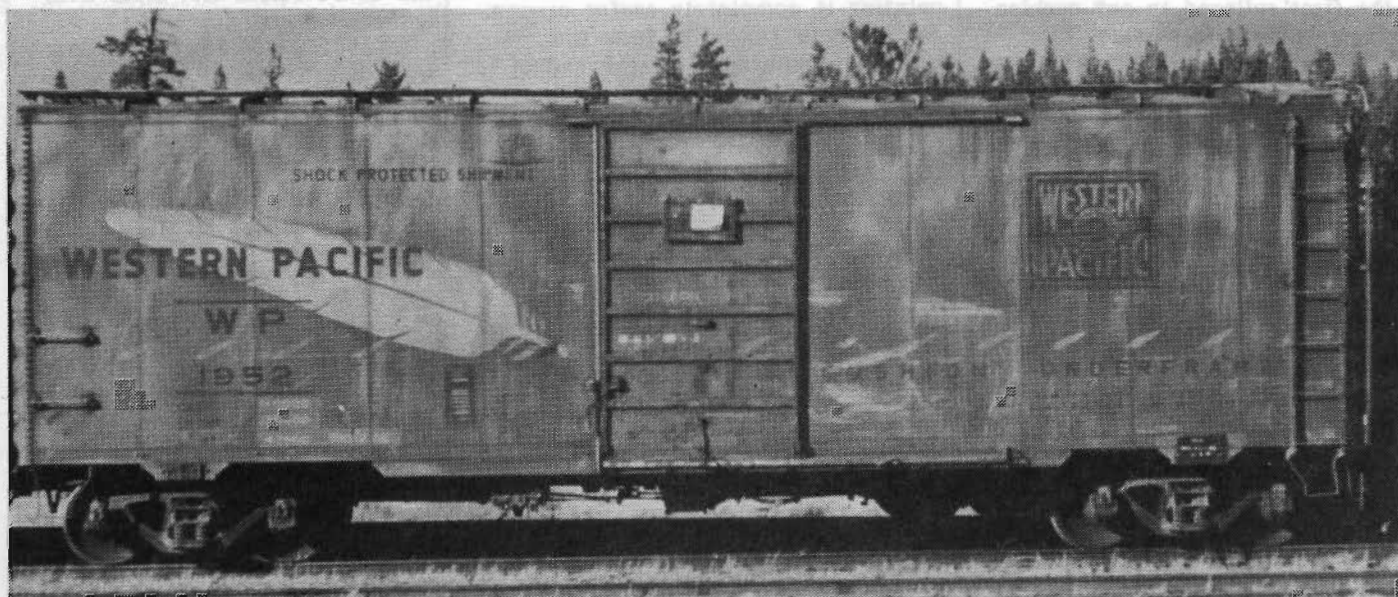
The two models, with tops and sides removed for better vision, carry a miniature load to simulate in proportion a loaded box car. With the cushion underframe device disconnected, an operator sends one car coasting down an incline to crash into the other car at the far end of a 20-foot track, at a speed comparable to 10 miles an hour. The loads are tumbled around just as would a carload of freight subjected to rough handling.

When the one car is again sent down the incline with the cushion underframe device in operation, the loads remain in their original position even though the force from the contact of the two model cars is identical to the previous demonstration. The effect clearly demonstrates lading protection afforded by this feature.

A sliding sill running lengthwise through a car underframe is the secret to the cushioning effect of the cushion underframe car. When an impact is made against the car, contact by the striking car is first made on the coupler of the struck car. The coupler drives in, with closing action and impact absorption taking place in the conventional draft gear under mild, low speed impact. Under heavy impact the draft gear becomes overloaded and goes

solid, leaving the bulk of dangerous shock energy to be handled by the cushion underframe. The impact forces the cushion underframe's sliding center sill through bolsters and crossbearers, which causes the lugs on the center sill to press against a rubber cushion in the heart of the cushion underframe. As the cushion is compressed, it is squeezed against an abutment welded to a shear plate which, in turn, is fastened to the car body. When sufficient compression of the rubber cushion is reached, the inertia of the car body is overcome. The car then moves in the same direction as the sliding sill. This cushioning lengthens the travel of the impact, allowing energies caused by the coupler impact to fan out and run off gradually through shear plate, car body and lading, without permanent deformation or fracture. Coupler forces are not transmitted to the car structure through the body bolsters as in conventional cars. The cushion underframe elements return to neutral position, ready to absorb and dissipate the coupler shock of the next impact. Cushion underframe action is equally effective either buff or pull, such as when train slack is being run out, and during road and switching operations.

In 1952, WP's research section and the Pullman-Standard Car Manufacturing Company sponsored a research program on two pilot models of CU cars. As a result of these tests, several other railroads have purchased CU-





equipped cars for handling of damage-sensitive commodities. Results obtained so far have been very favorable, with a number of carriers reporting substantial reduction in lading damage on loads moving in CU cars.

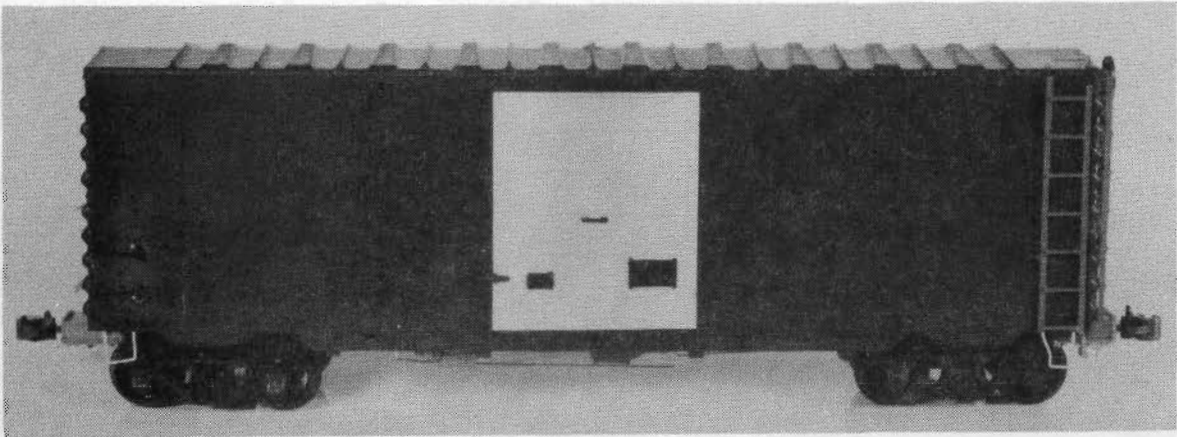
WP 1965, shown here in a photo by Charles Winters, in 1955. This solid orange, black ends, silver feather scheme would only last four more years. Micro-scale set 87-433 WP "FEATHER RIVER" box cars is correct for this series.....



WP 23001, renumbered from 3409 (ex 1968) uses Champs set HB-327 with a DF-2 on a plate on the door from DA set 9004. This scheme was the one WP started to use on all equipped cars.

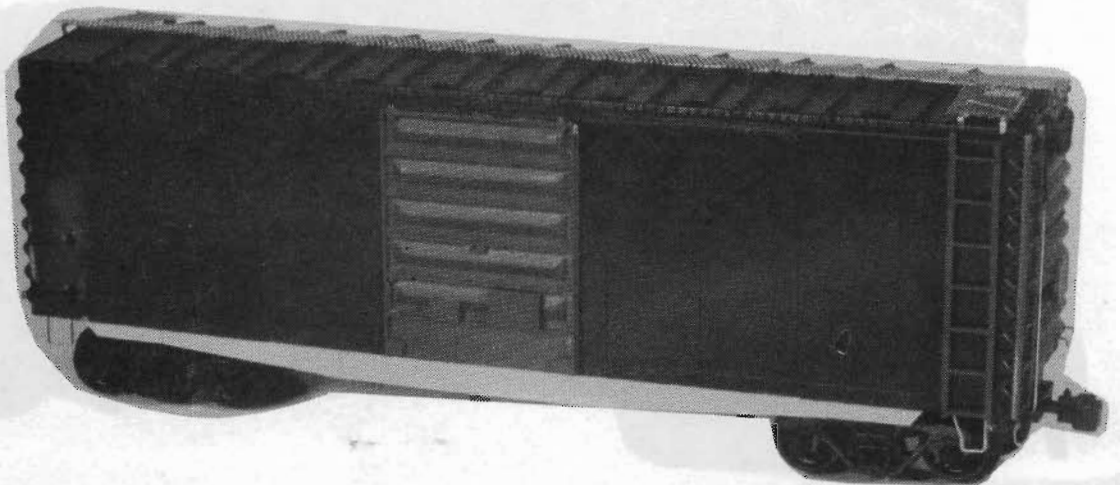
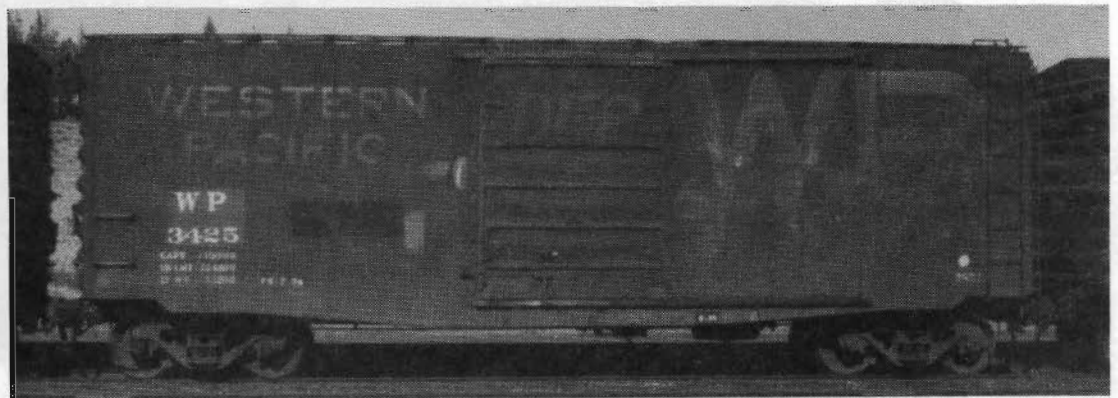
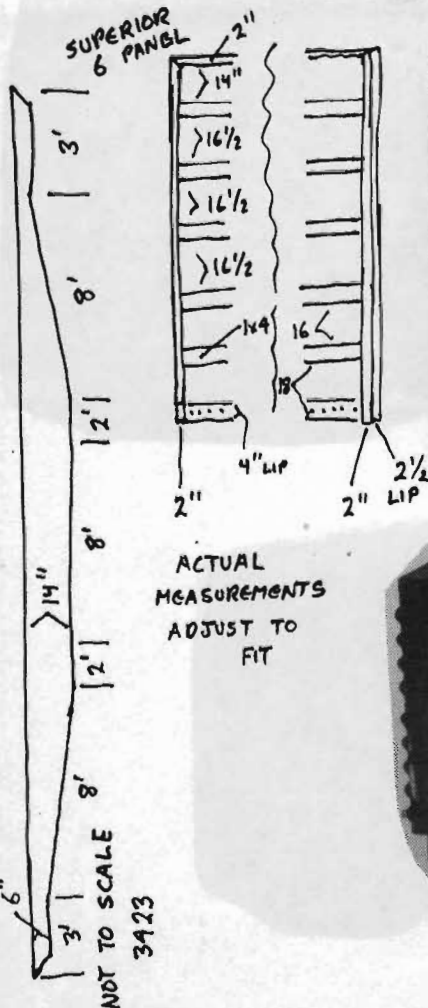
WP 3408. shown here in Sacramento, can be lettered with DA set 9001, and painted with Floquil Roof Brown with a little white added.

But is close to Box Car Red out of the bottle. See the 1st part of these series as to paint mixes. I have some Accu-paint but have not used it yet. Anyone using this paint please let me know how it works out on WP cars.... Please note that the roof walks are off and the door plate is painted over.....



A model of series 3401-3410 can be made by using a McKean PS-1, side sills are correct. Build up the Superior panel doors by using styrene strips on a .015 sheet cut to fit. Note I am going to be casting these and other doors plus sides for WP cars very soon. Door hardware is DA set 6213 and I added walthers cushion car coupler pocket kit with Kadee couplers.

To model, series 3423-3426, cut off the side sills from a 8' Pullman door McKean car and add a new side sill cut from .020 styrene to match the pattern. Add roller bearing trucks decal with DA set 9004 which is close for this series. The only WP 40'er that can use McKean's 8' Pullman doors is this series. WP 3425 near the end of it's service life, note white repainted reporting marks and LT WT of 52200 FH 7-74.



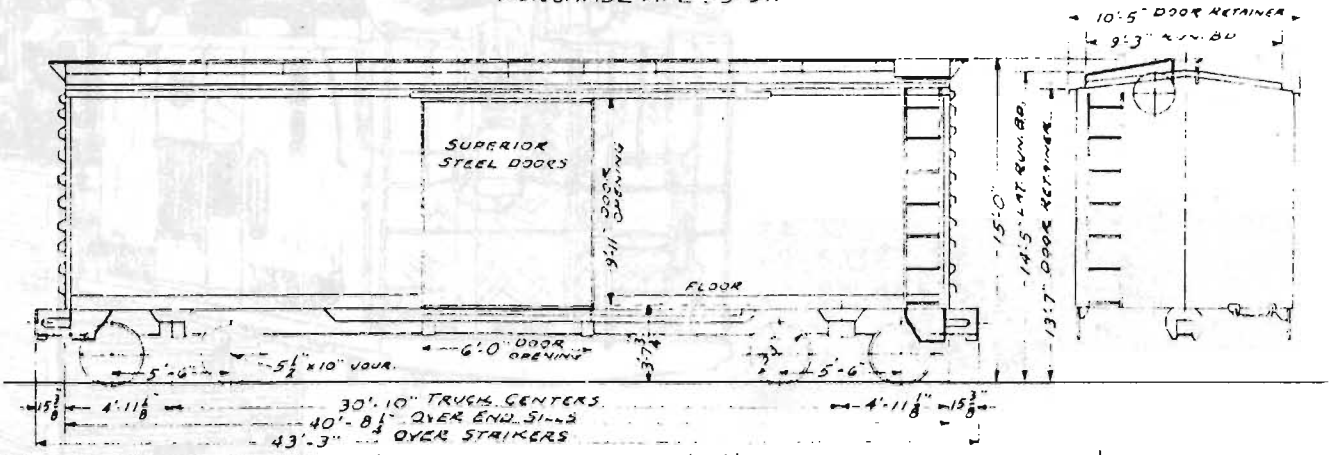
ACTUAL MEASUREMENTS ADJUST TO FIT

NOT TO SCALE 3423



BOX CARS, CLASS XM  
WITH CUSHION UNDERFRAME  
BUILT BY PULLMAN STANDARD 1952  
PURCHASE AFE 33-60

CAR Nos. 1952-1953  
No. OF CARS 2



|                                     |               |        |          |              |               |           |
|-------------------------------------|---------------|--------|----------|--------------|---------------|-----------|
| ASF A-3 RIDE CONTROL TRUCKS         | LENGTH INSIDE | 40'-6" | CAPACITY | 100000 LBS.  | WEIGHT - BODY | 33910     |
| CARDWELL WESTHSE DRAFT GEAR NY-11-F | WIDTH         | 9'-2"  | "        | 3903 CU. FT. | TRUCKS        | 14590     |
| AAR FRICTION BEARINGS               | HEIGHT        | 10'-6" |          |              | TOTAL         | 48500 LBS |

EX 1961-1970

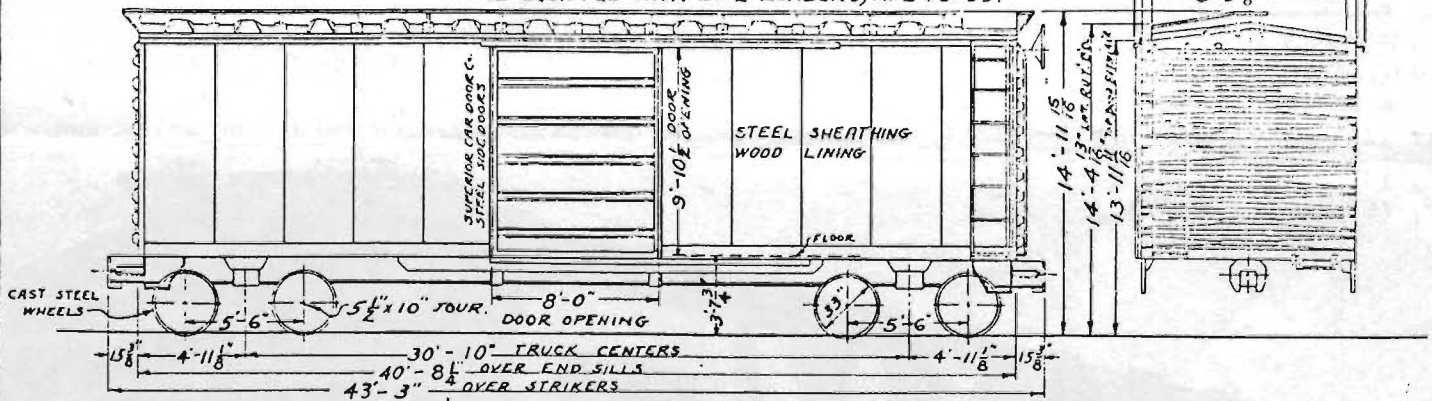
BUILDER'S SPEC. No. 8160

BOX CAR, CLASS XML  
WITH CUSHION UNDERFRAME  
BUILT BY PULLMAN STANDARD MARCH 1954  
AFE 156-53

CAR Nos. 3401-3410  
No. OF CARS 10

CUSHION GEAR-MINER CLASS CP-44

CARS IN THIS SERIES RENUMBERED FROM 1961-1970  
AND EQUIPPED WITH DF-2 LOADERS, AFE 40-59.



|                                   |               |        |          |              |               |           |
|-----------------------------------|---------------|--------|----------|--------------|---------------|-----------|
| ASF A-3 RIDE CONTROL TRUCKS       | LENGTH INSIDE | 40'-6" | CAPACITY | 100,000 LBS. | WEIGHT - BODY | 40710     |
| CARDWELL-WEST. NY-11-F DRAFT GEAR | WIDTH         | 9'-2"  | "        | 3903 CU. FT. | TRUCKS        | 14590     |
| AAR FRICTION BEARINGS             | HEIGHT        | 10'-6" |          |              | TOTAL         | 55300 LBS |

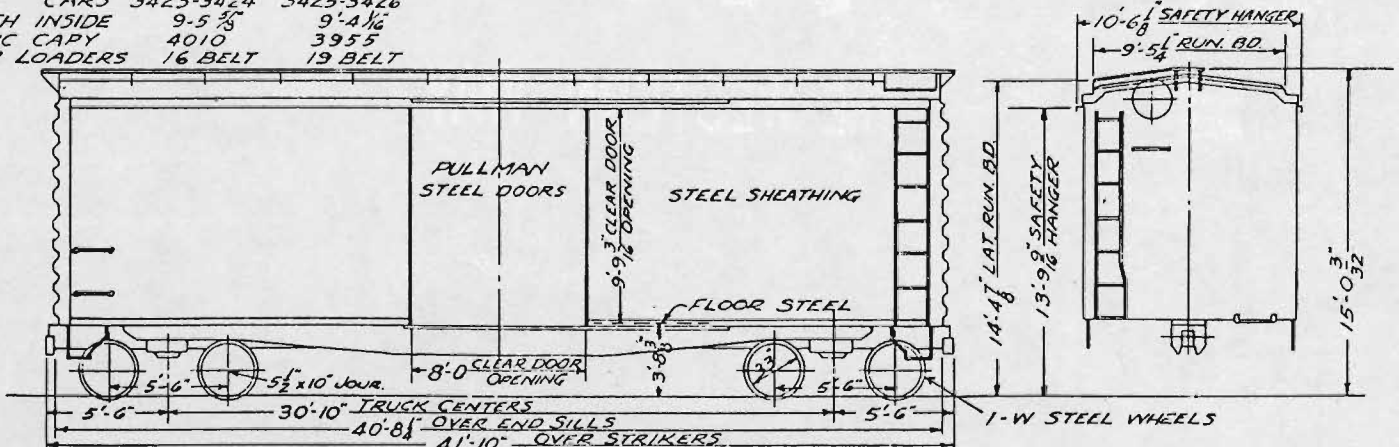
RFP 12-22-54

BUILDERS LOT 8630-4

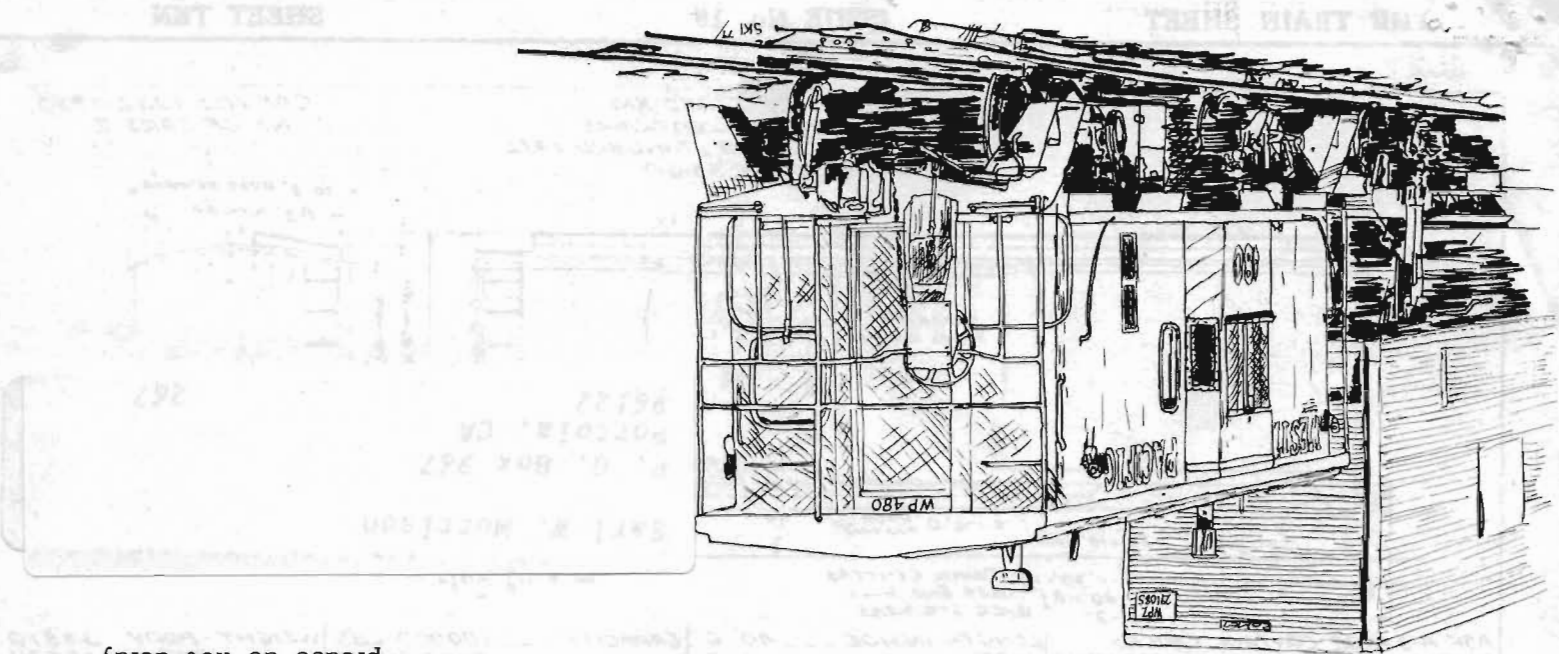
BOX CARS, CLASS XML  
BUILT BY PULLMAN STANDARD AUG. 1961  
AFE 63-61

CAR Nos 3423-3426  
No OF CARS 4

NOTE: CARS 3423-3424 3425-3426  
WIDTH INSIDE 9'-5 3/8" 9'-4 1/2"  
CUBIC CAPY 4010 3955  
DF-2 LOADERS 16 BELT 19 BELT



|                               |               |            |           |             |               |       |
|-------------------------------|---------------|------------|-----------|-------------|---------------|-------|
| A-3 RIDE CONTROL TRUCKS       | LENGTH INSIDE | 40'-6 1/2" | CAPACITY  | 100000 LBS. | WEIGHT - BODY | 36810 |
| MINER FR-19 RUBBER DRAFT GEAR | WIDTH         | SEE ABOVE  | CU. CAPY. | SEE ABOVE   | TRUCKS        | 14590 |
| TIMKEN AP ROLLER BEARINGS     | HEIGHT        | 10'-5 1/2" |           |             | TOTAL         | 51400 |



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THE TRAIN SHEET  
FEATHER RIVER RAIL SOCIETY  
P. O. BOX EIGHT  
PORTOLA, CALIFORNIA 96122



WP 3425 shown here in a Pullman Builders  
Photo new at the factory.....