



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

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ISSUE No. 10

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt California Corporation, operates the **PORTOLA RAILROAD MUSEUM** at Portola, California. Formed in February, 1983, to establish a railroad museum in Portola with the primary purpose of preserving local railroad history in general and Western Pacific Railroad history in particular. As a society we are involved with restoration and collection of railroad, but mainly Western Pacific equipment, photos, artifacts, historical information and data. The **WP LIVES IN** Portola for the benefit of railfans, authors, modelers, historians and friends of the **FEATHER RIVER ROUTE**.

Single membership dues are \$15 per calendar year. Our mailing address is;

Post Office Box 1104, Portola, Calif. 96122

President Norman Holmes

Vice-President James Boynton

Secretary/Treas. Chris Skow

Recording Sec. Mel Moore

"THE TRAIN SHEET" is edited and printed by John J Ryczkowski, anyone wishing to send articles/info please write;

"THE TRAIN SHEET"

Post Office Box 1663, Sparks, Nevada 89432

MEETING NOTICE...

Our annual meeting for the election of officers will be held on Saturday, Dec. 15th at 7:30 PM at the Portola City Hall. A program and refreshments will follow the business portion of the meeting. This change of meeting nights was selected to allow out of town members to attend and who might also wish to participate in any work party activities scheduled on the same day. It might be mentioned here that almost every Saturday, weather permitting, and often other days of the week, someone is at work at the museum. Everyone is welcome, no experience is needed.

LAST MEETING

The October 10th meeting was attended by only 13 members. Those 13, who braved a stormy evening were treated to a marvelous new film taken by Chris Skow. Chris's movie showed the New Orleans World's Fair Daylight enroute from Portland last May and returning in June. Although the railfan magazines have all had extensive coverage of the train, seeing the movie with its sound and color made it seem as though you were at track side. Chris's movie followed a short business meeting; cake and coffee was furnished by Barbara Holmes.

COMING EVENTS

December 8-9 Carson City Railroad Show
FRRS booth

December 15 Portola Craft Fair
FRRS booth

December 15 Work day and membership meeting work day on the 16th

February 16 Work day and membership meeting work day on the 17th

February 23-24 Great American Train Show
Oakland, Calif FRRS booth

\$\$\$ DUES NOTICE \$\$\$

As announced in our last issue of the SHEET we are now accepting 1985 dues which are \$15 for the calendar year. Your dues may be taken as a charitable donation on your income tax return for the year in which they were paid. remember the tax ID number that the society uses. 68-0002774

EXTRA-EXTRA-EXTRA

All color 1985 calendar by BO-TREE featuring our 921 for June. 38 photos overall-opens to 12x24 @ \$7.95 + .75¢ postage+Calif. add .48¢ tax

HOT OFF THE WIRE!!!!!!

JUST AS THE TRAIN SHEET WAS ON ITS WAY TO THE PRINTER I GOT A CALL FROM PORTOLA.... THE WP NW2 608 HAS ARRIVED AT THE MUSEUM. ITS COMPLETE AND STILL HAS THE PLASTIC WP PUT ON IT WHEN IT WAS STORED, ALL FLUIDS ARE DRAINED AND WE'LL WAIT TO WARMER WEATHER TO FIRE THE OLD GIRL OFF..



WP LIVES

FROM THE PRESIDENT'S DESK Norman Holmes

A year has almost passed and what a year it was. Last year at this time we were wondering if the museum would actually get going. There was no site commitment from Union Pacific and our only piece of equipment was the 921. Now we have a 37 acre site, 7 locomotives and 35 cars. We have 223 members and growing every day. The financial and sweat support of many of our members helped greatly to make our museum grow. Thanks.

As a result of the passage of Prop.18 last June, the City of Portola has applied for a \$150,000 grant to fence the property, build a new access road and repair the diesel shop building. Our Society, through the efforts of Jim Boynton, Bev Moore and myself, has also applied for grant money-\$41,000 for a visitor center (depot), a picnic area and a RV park. This is the first time the state has made funds available to non-profit organizations for recreation purposes. The competition for funds in the bond issue will be fierce, but we hope to at least get a part of the funds that we applied for. The entire museum project will cost \$450,000. The City can apply for funds again in 85 and in 86; the Society's application is a one shot deal. Without a doubt, we have the fastest growing museum and rail society in the country. We hope to have the facility open to the public on May 25.

Merry Christmas to you all.....

B & B

How do you spend a week's vacation in Oct? Ask Jack Paimer, He decided our diesel shop needed some window glass installed and he wanted to do it. So, Jack drove up from sunny South San Francisco ready for work, but due to an early snow storm Jack's cold fingers allowed him to install only 36 panes. However, that's 36 that wouldn't have been in place if he hadn't wanted to do something for the museum. Hap Manitt, Mel Moore and Ken Shipton also helped install glass. It's a cold-slow job, but if you can help, you sure are welcome.

Contributions from 22 members allowed us to purchase the glass. We still have over 350 more to replace, we are concentrating on the lower shash first as this will help secure the building. Window panes are still available for \$2 each.

WESTERN PACIFIC MODELERS

Cascade models is going to do a HO brass model of WP #1 "FEATHER RIVER" business car. It's due out early in 85 you may ask your dealer or write us for more info. Also Overland has a Jordan Spreader w/large snow blade just like WP's and a Snowdozer D&RGW 44 which is like WP 8 that was in Portola so long.

Precision Scale Co. is showing an Ho brass 2-6-6-2T Clover Valley #4 delivery date to be announced please watch the SHEET when info comes available.

THE WHEEL REPORT

On Monday, Nov 20th Chris Skow, Lave McClain and John Ryczkowski as switchmen, Norm Holmes as engineer, we spotted eleven new cars on the museum trackage with 921.

Included are ; all WP

Box cars 0207 from Oakland 1937 40'
0209 from Sand pass ex MILW
0239 from Gerlach 1951 40'
0246 from Sacramento a former
compartmentizer car to be painted B.C. red with
a orange feather and yellow lettering
22009 from Milpitas
36045 from Portola 50' TS car
Flat cars 0318 from Keddie
8522 from Oakland
8545 from Oakland
Gondola 6116 from Oakland wood side
6550 from Oakland steel

After the cars were spotted, UP 6946 was pulled out of the house for some publicity photos and when everything was put away, 921 was drained for the winter, so it won't freeze up.

WP GP-7 708 arrives

Thanksgiving Day, WP 708 came in on the SST. It was moved to the west pass on Friday and on Nov 27 was placed inside the diesel shop in front of the 6946. The engine is complete except for batteries, engine governor and four cylinder heads and pistons have been removed, also a tag indicates a crack in #9 cylinder. Its to bad that so much is missing however our competent mechanical staff will go over the unit and get it running again, we hope. The out side appearance is good, the green and orange paint needs a cleaning, but overall the unit is in good shape. It is a welcome addition to our collection and we thank the Union Pacific for their donation.

Locomotives ~~808~~ G 3051, one flat, a air dump gon, one tank car, the 481 class tender, and five more box cars as well as Norm Holmes' FR&W equipment have yet to be delivered to the museum. We need more tracks by next summer.

NEXT YEARS SPEEDER RACES

Wayne Monger, has been appointed chairman of the speeder races next year. He has come up with a lot of suggestions and rules on how to make this a grand event. If you know of anyone who has a track motor car, let Wayne know so he can contact him to inform him of the event. Wayne Monger, Mr. Motorcar, 1245 Esplanade #8 Chico, California 95926

John Marvin has taken on the project of rebuilding the wooden WP 779 caboos. This is a major rebuild as much of the wood has rotted over the years it has been exposed to the elements and the damage done in moving it. Nearly every Saturday you can find John working on his project.

DO YOU KNOW OR HAVE???

WP converted in 1950 two box cars into bulk sugar cars, numbers 14601&14602, complete with roof hatches and bottom dump hoppers and painted silver. Does anyone have information or a photo of these cars?

What is a Jumbo Car? self propelling, numbers 20621, one had a AH&D co double drum hoisting engine 70 HP boiler oil burning. I have equipment diagrams of these cars but no explanation as to their use.

CONTRIBUTIONS AND DONATIONS

\$271.00 has been contributed to our window pane fund, our annomous doner sent another \$100. money order

Four baggage trucks or carts are now at the museum. Two were donated by Norm Holmes, one from John Ryczkowski and one from Russ Pettit & Gordon Addis through the efforts of Hap Mani. Now we need that depot and some baggage! Bill Cripe sent us two books and several magazines for our library, Vic Reyna sent two WP photos, one a 8x34 of WP 253.

John Ryczkowski has contributed the \$375.00 that he paid for paint, primer, masking material, stenciling, etc. when he painted and stenciled WP 3032 & SN 1632. John did a great job and we can thank him for two nice looking cars for display.

The Carson City model railroaders donated a Fairmont M-19 exWP speeder to our museum. It was delivered by Clyde Lippincutt and family on Nov 25th. We thank them for thinking of us.

And thanks to all that have contributed items time and money to the FRRS.

DIESEL DOINGS

When WP 921 was delivered to us, the unit's dynamic brake grids were burned out. Dale Sanders generously donated a set of four grids from his NP F-7 shell last year. On Sunday, Nov 18th, Dave McClain, Hap Mani, Emery Goddard and Ken Roller removed the old grids from 921. This was accomplished by unbolting them from their hangers and lowering them to the floor inside the unit. The "normal" way to replace the grids is to unbolt a large roof plate, raise the entire unit (grids, cooling fan et al), turn it upside down on the floor change the grids and replace the assembly. However, we do not have a crane or hoist, hence we did it the hard way. Next we have to lift the 200+ lbs replacement grids back into place.

EDITORS NOTES

Just to clear any confusion about the WP Historical Society it is not any new group or a name change or sub group, but that the FRRS is now the offical organization to desiminate info on the Western Pacific and the FRRS is the WP Historical Society. This is done in "THE TRAIN SHEET" and under "THE FEATHER" heading. To this end I have sent letters to all Railroad and Modeling magazines to list the FRRS as the group handling the WP and for people interested in the WP to join up and participate.

Any member that would like to put an article on the WP in the SHEET, please put it together and sent it in, the membership is a treasure chest of photos, tall tales, stories and history of the WP. WP LIVES because of us....

Also starting in the next issue I would like to print a photo of the WP, any subject reflective of the WP old or new. So if you have a photo that you would like to share please send it in. We will file them until used and then they will become part of the FRRS photo collection and you will get credit for the donation.

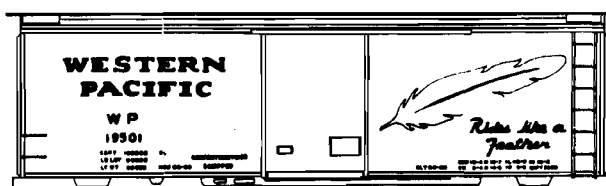
I have up graded my typewriter to a Swintec 8000 electronic and I hope the new style will help the SHEET get better all the time. I have enjoyed my first year as editor, but would like you to know that almost all news items have and are written by Norm Holmes, I put it together and the typos are mine, but Norms writting is at times hard to read.

CABOOSELESS

Caboosless main line trains started operating on the Feather River Route on October 15. The action of a federal labor arbitrator allowed the railroads to remove cabooses following guidelines agreed upon by the United Transportation Union. The national guidelines provide for the removal of cabooses from 25% of through trains and all local and switching movements. The cabless trains on the UP will be monitored by a portable electronic device called "Trainlink." The devices cost about \$4000.00 each and monitor air brake pressure at the rear of the train. It radios the info automatically to the engineer along with whether or not the rear is moving, if the strobe light is working and will tell when the length of the train passes a certain point.

Good bye cabooses....

WP 0246 will be repainted into this style...



TAMPER

The Oct 13-14th weekend found Al Thomsen running his Kabota tractor moving ballast and paving to allow the installation of a turnout for two car storage tracks. Al's efforts have saved our volunteer workers many hours of backbreaking work.

Plumas County is unique in the state for its program to require food stamp recipients to do a certain number of hours of public service work to remain eligible for the stamps. Qualifying work can be assigned at county, city or non-profit projects. On Oct 30, five men showed up for work at the museum. With the help of Norm Holmes, Hap Manit Mel Moore and Ken Roller, 100 feet of the rip track was removed and moved east. The ties were then removed from an unused switch and moved to the first location. Then the City provided a tractor to remove the old ballast. The next day the ties were placed in their new locations and rail spiked down. During the next week additional track work was done when the weather was nice; at other times, the workers removed dry putty from the broken window frames in the diesel shop area. The men now have their required hours in they did a good job while they were here. One man showed up to work even tho his hours were completed-just to help our museum. All together we gained 192 hours from these men.

FUND RAISING by Chris Skow

Portola's Feather River Railroad Days on Aug 25 & 26th were a complete success with over 12,000 people showing up on Saturday and about half that number on Sunday. Needless to say our society did quite well in sales of our railroad related items. We had our merchandise for sale at three different locations in Portola. The GIA-BLE Lady Engineers set up a booth in the city park and sold items for us. We thank the ladies for all their help in raising money for our museum. Also we want to thank Marion Crumpacker who carried our line of railroad items in her hobby store, Marion's Hobbies, which is located on Commerical Street just above the railroad depot. This booth was

in downtown Portola. Our society then set up a booth at the west end of Commerical Street just above the railroad depot. This booth was operated by John Walker from Marysville, Barbara Paul of Reno and Martin Banks from Las Vegas, all society members. We thank them very much for their time and help. Also we want to thank the Western Depot of Yuba City for giving us quite a bit of merchandise on consignment to sell at this event. All profits from the two day event will go to help acquire, restore and maintain equipment at the museum. In the Spring we will have a very big job ahead of us working on this equipment, it all takes money.

Our custom made 921 mugs have arrived and are now available. These mugs are a real work of art. With five different colors on these mugs

they are beautiful! Please help us out and order a set today. We have strong cardboard mailers and can ship them anywhere. We also have three other mugs for sale now: Western Pacific logo! Union Pacific logo and the merger mug which has the logos of WP-UP-MP. Mugs cost \$5.00 plus 6% tax for Calif. residents. Shipping cost 75¢ per items with a maximum cost of \$2.25 per order. While on the subject of mugs, we are getting made a UP 6946 mug which is the large DDA40X Centennial diesel that the UP donated to us on Railroad Days.

Other new items include Western Pacific adjustable hats. They are orange with the WP logo in black letters with the red feather, @ \$5.50 ea. Western Pacific T-shirts with a large WP logo.

These shirts come in Adult sizes S-M-L-XL for \$6.50 each or child sizes 4to6, 8to10 or 12to14 years for \$5.50 each. The decals have arrived in two sizes, 2" square for \$2.00 or 8" square for \$7.00. These decals are beautiful and made by the original company that had the contract with the WP years ago. Easy to apply, backing paper which peels off so you can press the decal onto any surface. We also have several other items for sale including a UP E unit in a small hat tack and the UP "Overland" cloth patch, key rings, watch fobs and hat tacks. Refer to our list of items for sale that was mailed out to all of you with the ballots several weeks ago.

We are going to start setting up a booth and display to advertise and sell items for the museum at railroad shows. Our first show was on November 17 & 18 at Roseville. Many model railroad clubs, railroad vendors, collectors and dealers display their railroad items every year at this event, called The International Rail Fair. We did over \$900 in sales for the two day event. Several more shows are coming up in the next several months and we hope to participate in all of them.

The large 45x40" and the standard size 26x22½" WP logos are going to be available soon, we need to know how many you will want before we order them due to the cost. Please let us know so we can get an order in soon \$60.00 and \$22.00 ea.

It was very hard to vote for next years Board members, every one on the list would do a great job and it was hard to pick one over the other.

- EDITOR -

MEMBERSHIP

The FRRS is now at 226 members and growing every day. We put together a list of all the members and their addresses it was going to be included in this SHEET but due to the size it was not. Any member wishing a copy of this list please send a self-addressed and stamped envelope to the society at Portola and we'll send the computer style list right out.

The Flanged Wheel

The flanged wheel is closely related to railroading but it was not always that way. In the beginning the flanged wheel was not used. The very first load drawn on rails by a locomotive took place on February 22, 1804 at Penryduren in South Wales. The locomotive (called Trevithicks locomotive) was built in 1803 and had one cylinder 8 inches in diameter with a tremendous stroke of 54 inches.

Richard Trevithick a Cornish engineer (1771-1833) designed and built the tiny 0-4-0 which was the first locomotive to utilize an induced draft to enhance the steaming qualities. The diminutive engine's cylinder was connected by a shaft to a huge flywheel on the right side of the boiler. Another shaft on the left side was crank connected to gearing that meshed with ring gears surrounding the wheel centers.

Trevithick had built the locomotive for the Samuel Homfray Ironworks at Penryduren where flat rimmed carriage wheels were employed to haul the coal and ore. The concept of equipping the wheels with flanges was unheard of, so Richard equipped his tramroad with flanged rails. Perhaps he was covering himself in case of failure of his untested rail road. The carriages could always revert to the dirt road again! In some primitive way could this have been the forerunner of the intermodal concept? Carriages that could be used both on the road and on rails plus a water carrier interchange at Abercynon. History repeats itself!

The first run was from Penryduren to Abercynon, a connecting point on the Glamorganshire Canal and a total run of $9\frac{1}{2}$ miles. The train (1st mixed train no doubt) consisted of one load of bar iron (10 tons) and several carriages with 70 passengers. The entire trip took 4 hours and 5 mins., a far cry from "Mallards" world speed record of 126 M.P.H.

Trevithicks locomotive was derailed after several trials proved it a success. History has failed to record whether or not the flanged rail contributed to the first derailment in history. The worlds first steam locomotive then reverted to stationary service at the ironworks.

By the time "Puffing Billy" came upon the scene in 1813, the flange appeared on the wheel where it rightfully belonged. Long Live the flanged wheel!

Steam forever,

James E. Boynton

PROJECT SEQUOIA

The work on #8 is moving along every week end with Sat. as a main work day. Just last Saturday the air pump was removed and cleaned. With this rate of work and with the growing work crew on hand the sound of a steam whistle will once again be heard in Portola.

THE FEATHER WESTERN PACIFIC HISTORIC INFORMATION

by JOHN J RYCZKOWSKI

1937 STEEL BOX CARS

WP 0207 RENUMBERED FROM 20094 BLT BY MT VERNON CAR & MFG CO MAY 1937 SERIES 20001-20200, ORIGINAL COST OF \$2567.50. THIS SERIES WAS THE FIRST ALL STEEL BOX CARS ORDERED BY THE WP, ALL PREVIOUS ORDERS WERE ALL WOODEN OR WOOD WITH STEEL END BOX CARS. THESE CARS SMALL BY TODAY'S STANDARDS HAVE ALL BEEN SCRAPPED, 8111 & 0207 WERE THE LAST TWO IN USE IN MofW SERVICE. 8111 HAS

Please find enclosed a copy of the new brochure that Norm Holmes and John Ryczkowski put together and had printed. It folds in two places so that the map is on the back and the application is to the inside, with our logo on the front. Please show it around and if you would like more please send a S-A-S-E to the society for as many as you may need.

JUST BEEN CUT UP AND THE 20094 IS THE ONLY CAR LEFT. IN 1941 15 CARS IN THIS SERIES WAS EQUIPPED WITH STEAM HEAT AND AIR SIGNAL PIPING, STENCILED MERCHANDISE DISPATCH AND RENUMBERED INTO SERIES 220001-220200 AT SACRAMENTO SHOPS. THE CARS WERE USED FOR L.C.L. SHIPMENTS AND OPERATED IN PASSENGER TRAIN SERVICE. OUR CAR #20094 DID NOT SEE THIS SERVICE BUT WE ARE GOING TO LETTER IT IN THIS STYLE, THE CAR IS PULLMAN GREEN WITH YELLOW LETTERING AND STRIPE. THE PHOTO SHOWS 220106 AT OAKLAND IN 1941 PHOTO BY WC WHITTAKER.

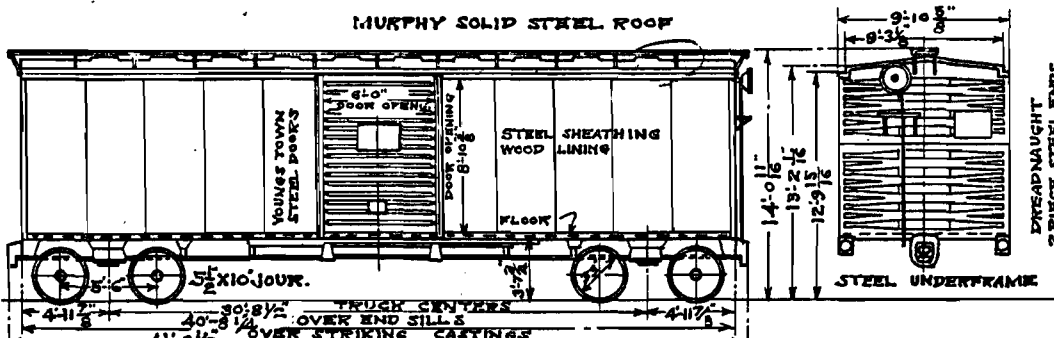


BUILDERS SPECIF. NO. 9198

BOX CAR (AAR MODIFIED) CLASS XM
BUILT BY MT. VERNON CAR & MFG. CO. MAY 1937
AFE 70-37

CAR NOS. 20001-20200
ORIG. NO. OF CARS 200

MURPHY SOLID STEEL ROOF



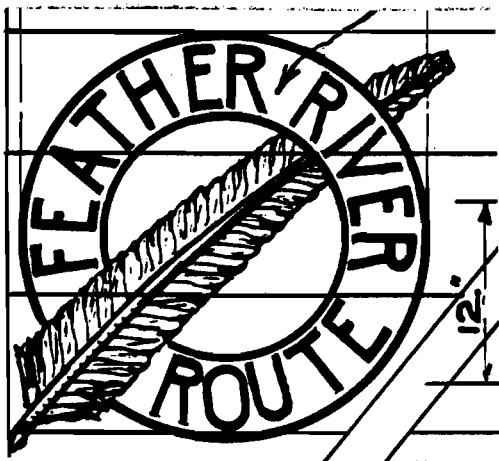
A&F. SPRING FLANLESS S&F FRAME TRUCK
MINOR FRICT. DRAFT GEAR A-2-XB
AAR FRICTION BEARINGS

LENGTH INSIDE	40'-6"	CAPACITY	100,000 LBS.	WEIGHT-BODY	29810
WIDTH	9'-2"	"	3526 CU.FT.	" TRUCKS	14590
HEIGHT	9'-6"	"		" TOTAL	44400 LBS.

CAR NOS.	NEW NOS.	OLD NOS.
220071	20071	
220084	20084	
220085	20085	
220086	20086	
220089	20089	
220092	20092	
220105	20105	
220106	20106	
220108	20108	
220136	20136	
220146	20146	
220149	20149	
220159	20159	
220176	20176	
220194	20194	

WESTERN PACIFIC "Feather River Route" MEDALLION

STYLE B



THIS IS THE EMBLEM WP USED ON ITS FREIGHT EQUIPMENT STARTING WITH THE FIRST BOX CARS DELIVERED TO THE RAILROAD IN 1916. THE SQUARE LOGO THAT WE KNOW TODAY IS FIRST SHOWN ON THE COVER OF A TIMETABLE ISSUED SEPT. 1916, BUT WAS NOT APPLIED TO EQUIPMENT UNTIL THE LATE TWENTIES. A STENCILING DIAGRAM DATED 6-16-27 FOR BOX CARS IN SERIES 16001-18500 SHOWS THE SQUARE LOGO PAINTED ON THE DOORS AS THE WP STANDARD, THE OTHER STYLE BEING OBSOLETE.

ROBERT HANFT'S BOOK "PINE ACROSS THE MOUNTAIN" SHOWS ON PAGE 194, WP SERIES 16001 1917 BOX CARS IN 1931, WITH SOME CARS STENCILED WITH THE SQUARE LOGO ON THE DOOR AND OTHERS STILL LETTERED IN THE OLD STYLE. ABOUT 1929 THE MEDALLION WAS ADOPTED FOR USE ON STEAM ENGINE TENDERS AND UNTIL THE GREEN PAINT SCHEME CAME INTO USE IN THE 70'S IT WAS USED ON WP DIESELS.



STYLE B IS WHAT I WOULD CALL THE MODERN STYLE AS IT HAS BEEN THE MOST USED STYLE OF FEATHER AND THE SMALL MARK OVER THE C IN PACIFIC IS TO BALANCE AGAINST THE F ON THE OTHER SIDE. NOTE THAT THIS MARK IS OMITTED ON MOST OF THE ENAMEL LOCO EMBLEMS USED ON DIESELS BUT THE STYLE OF FEATHER IS THE SAME.



STYLE C

STYLE C WITH THE SPLIT QUILL WAS ONLY USED ON WP'S PFE REEFERS AND AGAIN WHEN THEY WERE REBUILT BY PFE IN 1952.

CABOOSE WP444 GOT A HAND PAINTED EMBLEM OF STYLE B BUT THE CONTRASTING CIRCLE WAS OMITTED. WITH WP AGAIN USING THE EMBLEM AFTER NOT APPLYING IT ON NEW OR REBUILT EQUIPMENT SINCE THE LATE FIFTIES, STYLE B WAS ORDERED IN SIZE 45x40" IN DECAL FORM. UP UNTIL THE UP TAKE OVER MOST ALL REBUILT AND PAINTED CARS GOT A DECAL. IT MADE IT ONTO SEVERAL NEWER PLUG DOOR BOX CARS AND COVERED HOPPERS AND ALL REBUILT CABOOSES GOT A DECAL.

WITH THE UNION PACIFIC PAINTING ALL ACTIVE WP CARS INTO A UP STANDARD THE EMBLEM WILL AGAIN DISAPPEAR EXCEPT AT THE PORTOLA MUSEUM WHERE THE WP LIVES.....



STYLE A

STYLE A IS STILL USING THE SIMPLE STRAIGHT QUILL FEATHER HELD OVER FROM THE ORIGINAL. THIS STYLE WAS USED ON WOODEN BOX CARS AND ON THE EARLY STEEL CARS WP RECEIVED FROM MT VERNON CAR CO IN 1937 AND THE FIRST PULLMAN STEEL BOX CARS IN 1951. PULLMAN THEN STARTED USING A MORE MODERN STYLE (B) ON THE LAST PART OF THE ORDER AND ON THE 50' DOUBLE-DOOR CARS IN 1954.



THIS SQUARE LOGO HATED BY SOME, LOVED BY OTHERS, WAS FIRST USED ON BOX CAR #60421 IN AUG 1979 BEING DESIGNED BY A SAN FRANCISCO AD FIRM. THIS STYLIZED FEATHER WAS WP'S NEW IMAGE UNTIL THE UP TAKEOVER. WP'S LAST ORDERS FOR BOX CARS HAD THIS LOGO STENCILED ON THEM.

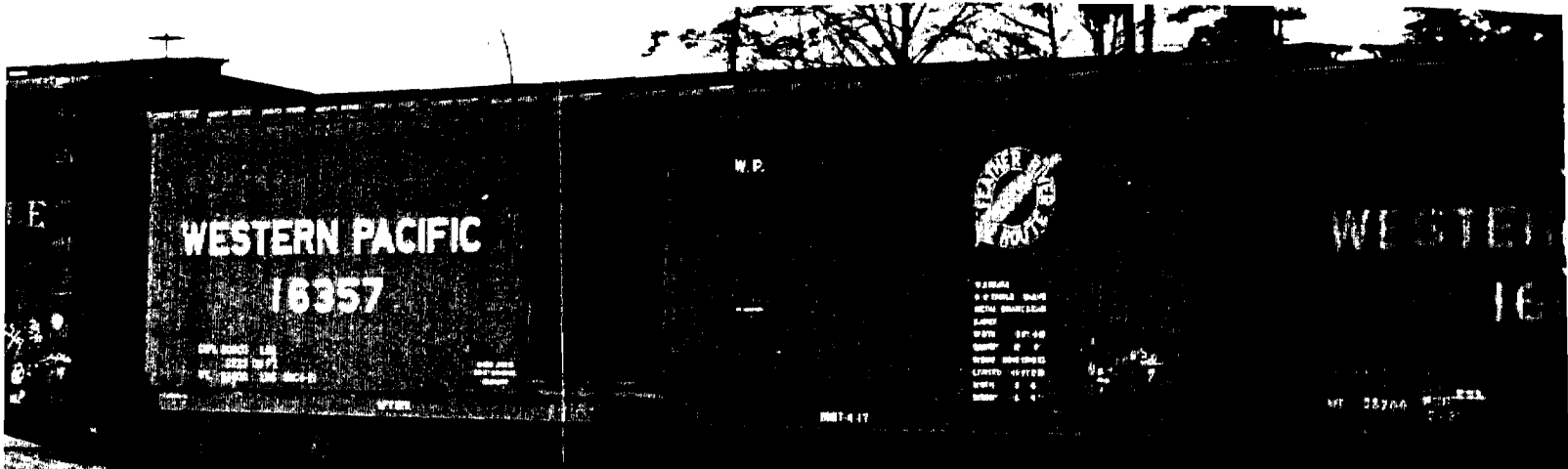
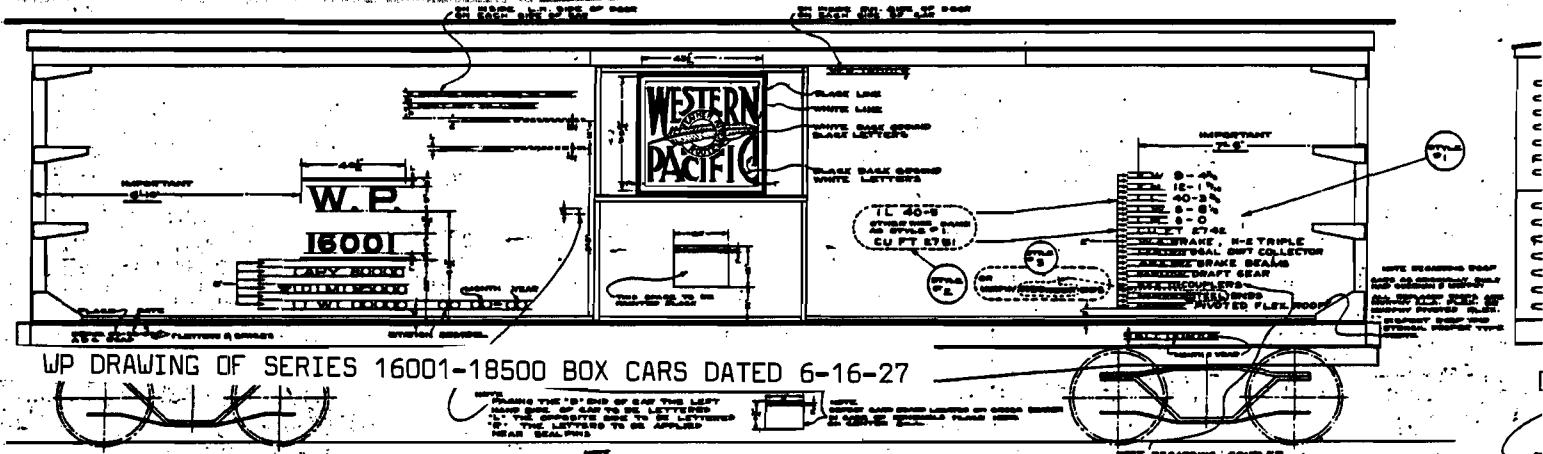


PHOTO OF SERIES 16001 BOX CAR IN ORIGINAL STENCILING AS DELIVERED FROM MT VERNON



FEATHER RIVER RAIL SOCIETY
POST OFFICE BOX 1104
PORTOLA, CALIFORNIA 96122

FIRST CLASS MAIL.....