



The Train Sheet

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The FEATHER RIVER RAIL SOCIETY, a tax exempt California Corporation, operates the PORTOLA RAILROAD MUSEUM at Portola, California. Housed in the old Western Pacific Railroad engine house the Society is doing restoration and collecting of WP equipment and data.

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Single membership dues are \$10 per calendar year

"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

NEXT MEMBERSHIP MEETING

Our next social membership meeting will be held on Wednesday, August 8th at 7:30 PM at the museum engine house meeting room. This will be our first meeting at this location and since it is not yet furnished, please bring your own chairs. Mary Rehwald from Quincy will be a guest speaker, telling us about grants and how we can obtain them to improve our property. Bob Larson will present a slide show afterward featuring highlights of the "Highline." Refreshments will be served.

LAST MEETING

The June 13th meeting was not so well attended as usual, perhaps the Train Sheet came out too early and some of us forgot to mark our calendars. Remember, we meet on the second Wednesday of every other month. None-the-less those of us who did attend were treated to some very interesting movies shown by Hap Manitt. His movies were taken on the 1950's and 1960's at Portola showing the old depot, snow removal and a number of employees who are now long gone. Thanks Hap, and thanks too for furnishing the refreshments.

WESTERN PACIFIC MOVIE

The night of May 25th was a night to remember. Don Olsen drove up from San Francisco, accompanied by Ted Wurm and Guy Dunscomb, to show us his Western Pacific movie titled "50 years on the WP". Many historic scenes were shown from construction days to Zephyr years. About 50 people attended the show. Don most graciously donated his cost for the show to help our museum funds. Don is looking for additional early film on the WP, if any one knows of same, he sure would be interested.

FROM THE PRESIDENT'S DESK

A lot has happened since our last newsletter. After waiting for what seemed forever, visible progress is being made. The Portola City Council signed a lease on the property, donated equipment has started to arrive, track work has started, we had our first event in the engine house and the Feather River Short Line equipment has been moved from the Quincy fairgrounds.

It was really exiting to see our 921 switching cars around the engine house tracks after the arrival of No. 8. Jim Boynton, at the throttle, seemed right at home as 921 preformed flawlesly doing its work. Maybe some day soon No. 8 will be doing this work. You can be sure Jim will have his hand on the throttle.

As Railroad Days approaches we will want our facility to look good to visitors. While not open to the public on a regular basis yet, we never-the-less expect a number of people will want to see what we are doing and will want to see our equipment. Each of us should do what we can to make the property presentable.

During may, Union Pacific painted the Portola depot and out buildings. They also placed a flag pole and small planter near the depot entrance. This certainly makes the facility look nice.

Our first "track meet" was an outstanding success. Eighteen men worked Saturday and Sunday May 26-27. Much work was done removing all the ballast from the dock switch. A number of switch ties were "borrowed" from this switch for use in the Portola yard several years ago. To remove the ties, the track was jacked up which allowed the ballast to go under the ties leaving the track too high. The track is now level to where it once was and the switch is nearly completed. It should be noted that all our workers are novices doing this work, so much discussion took place as to how to properly build the switch. Lucky we had all the necessary materials on hand. We have a minimum of three more switches to build, so we should be experts by the time these are completed. (To the purist, of course, switches are correctly called turnouts.)

Saturday night twenty-four participated in a catered BBQ beef dinner. Ralph Womack donated an ample supply of Coors Beer and other drinks were also available. After dinner Chris Skow showed two of three reels of his covered wagon film. Sunday evening a pot luck dinner was enjoyed by all, followed by Norm Holmes' current slides and Jack Palmer's collection of WP slides. Rounding off the evening's entertainment was Dale Wyant's movies of SP and Milwaukee power on SP's Tucumcari line. Members participating in the track work were: James Boynton, Greg Brahm, Dennis Clemens, Norm Holmes, Oden Lorimer, Hap Manit, John Marvin, Dave McClain, Steve Milward, Wayne Monger, Mel Moore, Glen Mosley, Jack Palmer, Ken Roller, John Ryczkowski, Dale Sanders, John Walker and Dale Wyant.

As mentioned elsewhere, the June 30 track work party worked on rolling stock, likewise for the July 28th track work party, with the exception that Norm Holmes installed a switch stand on the oil spur. Track work needs to be done, but for the present, an effort to make our equipment presentable for Railroad Days should come first. Besides, its HOT out there on the ballast in the afternoon.

THE ENGINE HOUSE

As far as our shop building is concerned, a temporary electrical power supply has been installed and we have a 120v plug placed inside the building to provide power for small electrical tools and lights. A much bigger job awaits before power can be restored throughout the building. We need a 3 phase meter socket and main disconnect switch. If anyone knows of these items that are available at low or no cost, we sure are interested.

we now have water at the building. The water turn on valve was located and turned on, only to find water flowing all over the place. Cracked

valves, missing pipes and removed fire plugs all showed their locations by a flow of water. Most of the water leaks have now been stopped, thanks to the efforts of Norm Holmes and the Wollesen family. Gordon, his wife Dianne, four sons and two daughters were vacationing at the nearby KOA campground and decided it would be "fun" to spend a few days working at the museum. They were a great help. Norm bought a used urinal water valve from a yard sale for \$5. This bargain did not prepare us for the cost of a new toilet flush valve which set us back \$76! However, we now have a working toilet in the engine house.

THE WHEEL REPORT

New arrivals at the museum include: WP 36037, former TS 512. This car arrived on May 12. It is a 50' single door box car built in 1955. It will probably be repainted as a Tidewater Southern car. The car was last used in cement and lime service and was quite dirty when it arrived. Ken Roller swept a pickup load of debris from the floor and with the help of Norm Holmes, splashed 200 gallons of water on the car floor to make it useable for storage of track parts and "things."

WP caboose 779 arrived by truck from Quincy May 29, followed by the Clover Valley outfit car on May 31, No. 8's tender on June 1 and No. 8 herself on June 13th. A story of these moves is chronicled elsewhere in this issue. Oroville derrick caboose WPMW 37-9 arrived May 31. This was the last wooden caboose on the WP (or on the UP for that matter) and is a prize that we are lucky to have. It was in need of paint and new window frames, but its overall condition is good. The caboose was built by WP in 1938 from a 1917 box car. Later it was transferred to Sacramento Northern, numbered 1632 and painted green with yellow lettering and trim. In 1974 it was transferred back to WP and assigned to the Oroville derrick outfit. We have now repainted the caboose to its SN color scheme and will place it on display for Railroad Days.

Another caboose arrived June 14. This was WP 428 a steel bay window caboose built in 1955. Union Pacific repainted it in box car red with white lettering at its Pocatello shops in May. We can thank Union Pacific for its efforts to present us with a nice looking car. We are cleaning the interior and plan to repaint it in the near future. We will need seats and a few other items. We would like to obtain a set of the small marker lights that were used on this car.

Two cars arrived June 30: WP 36102 and FGEX 59932. WP 36102 is a 50 foot box car built in 1955 and is painted orange with a large silver feather. FGEX 59932 is a 40 foot steel ice refrigerator car built in 1927 and rebuilt in 1950. This car is a gift from David Dekay who owns Albers of Nevada. The car was used for grain storage at his Reno facility. We thank Mr. Dekay

for his generous donation of this historic car, which incidentally is in excellent condition.

"What a difference a day makes." In just one day John Ryczkowski scraped and wire brushed the badly peeled paint from SN 1632 caboose and primed the car ready for paint. Another day saw the removal of the name boards and window trim. The June 30 track work party turned into a caboose and box car party. James Atkins, Frank Hibbs, Norm Holmes, Dave McClain, John Marvin, John Ryczkowski, Gordon Wollesen and family and John Walker worked on cleaning and other preparation work on SN 1632 and WP 36102. On July 4th, John Ryczkowski, Ken Roller and the Wollesen family primed all the remaining bare wood on the caboose in preparation for final painting. On July 16 the caboose turned green thanks to John's efforts. John bought the paint and other materials at his own expense so we could have a nice looking car for display.

Before the 36102 could be painted, it was necessary to clean the interior and roof. This car, like the 36037, was used in cement service along with soda and gypsum. Its slatted side interior contained reminders of its former loads. Norm Holmes and Ken Roller spent several days chipping and washing the car so that now the interior is clean, but badly rusted. We are looking for some preparation to retard the rusting.

WORK WEEKENDS.....

The last weekend of every month is a time for all members to get together and meet one another, work on some project and bullshit.

Most of the participants of the July 28-29 work party concentrated their efforts on equipment. Mel Moore and Jack Palmer worked on SN 1632's window trim, John Ryczkowski and John Walker busied themselves cutting a stencil and painting the feather on WP 3032 (36102), John Marvin, James Boynton and John Ede were working on No. 8 and Dave McClain did some minor maintenance on the 921, finishing the day giving the unit a bath. Barbara Holmes and Charlene Marvin got down on their knees to scrub the filthy bunk pads from SN 1632. Thanks ladies. John & Charlene Marvin, Dave McClain, Jack Palmer and John Walker stayed overnight to do some work Sunday. Jack washed the FGEX car, John Walker painted the roof vents and Mel Moore put the final coat of paint on the 1632 window trim. We still need someone who can make us new window frames for this car.

John Marvin has redrawn and made copies of our leased property and of the shop building. Copies will be available at the August 8 meeting for anyone who would like to help prepare our museum's master plan. We expect to apply for funding grants in the very near future,

THE STEAM GAUGE

Project Sequoia is going ahead. As soon as No. 8 was spotted in the engine house Ken Roller got busy with a wire brush and scrapper cleaning the years of accumulated oil and dirt from the running gear. Over the next weeks he removed several buckets of sand from the smoke box and started to clean the rust from the tender water tank before he was nearly overcome by the dust. Later Norm Holmes donned a respirator and finished the job. Norm also removed cans and wood from the oil tank. We can now fill it with used oil so it will be ready when we fire her up. Incidentally, we can use your drain oil, just leave it in jugs or cans near the tender.

On July 19th, Jim Boynton, John Ede, Norm Holmes, Ken Roller and Hal Shields worked removing the steam dome and coupling the engine and tender together again. The steam dome bolts, 19 of them, were rusted in place so Norm's trusty torch was brought into play to convince the nuts to loosen their grip. So far the boiler appears to be clean and relatively free of scale. Ken has been applying paint remover to the rods so that they have the bare metal appearance generally seen on this type of engine. On July 28th, Jim Boynton and John Marvin replaced the gauges and did some other minor work. John Ede cleaned the cylinders in preparation to replacing the heads. Jim Boynton has been taking parts home and doing a thorough cleaning job on them so that when they are put back on they look like new. Later in the day Dave Lubliner, a Navy boilermaker, showed up and gave the boiler a complete visual inspection. He then joined the Society and said he'd be back ASA. Hope you'll return soon, Dave.

The Feather River Short Line, owner of Clover Valley No. 8, the former Army outfit car and WP caboose 779, paid for moving the equipment from Quincy. The No. 8 earned some money in a film many years ago and the FRSL has a membership who contributed to its maintenance.

Our ad on the back cover of the June issue of the CTC Board produced over 30 new members and a good number of buckle and fob orders. A number of responses indicated a positive interest in preserving history and equipment of Western Pacific. The WP will continue to live due to our efforts. The cost of the ad was indeed worthwhile. A repeat of the ad will appear in the August issue.

We have received a donation for window glass for our shop building. This gave us the incentive to buy enough glass to replace the windows in the meeting hall, the kitchen and the bath room. We are now looking for someone to do the installation. When more donations are received, more glass can be bought. The panes cost \$2 each and we need only 450 more!

FEATHER RIVER RAILROAD DAYS.....

The second annual Feather River Railroad Days celebration will be held in Portola August 25-26. Two days of community activities are planned. Last year's event was a success, this year's promises to be even greater.

Union Pacific will hold its employee Family Days in conjunction with Railroad Days and will provide a ten car passenger train for rides between Portola and Blairsden. The train will leave at 7,8,9,10,12 & 1 o'clock on Saturday, August 25. The train is operated primarily for employees and their families, but it is expected any empty seats will be available for the public. The FRRS has offered to provide coach attendants to assist in loading and to be on the cars during the trips. We need volunteers for this work. You need not make all the trips. Contact Norm Holmes or Chris Skow for details.

HELP WANTED

Our Society will have a booth selling our line of railroadians items including buckles, pins, books etc. The booth will be located at the end of Commercial Street near the 33 Club. We need volunteers to help in the booth. Please contact Norm or Chris if you can help. The GIA-BLE Lady Engineers will have a booth in the City Park selling our railroadians items, with profits donated to our Society. We really appreciate these ladies efforts to help the museum.

On Sunday the world's first "speeder" track car time trials will be held at our museum trackage. The "race" will start at 10 AM on a 300 meter course, timed from a standing start. Each car will make three runs, the best of the three will establish the winner. Trophies will be awarded to 1-2-3rd place cars. No entry fee will be charged. Here again we need volunteers to help in crowd control.

We plan to have No. 8, 921, 2 cabooses and several of our cars on display outside for Railroad Days. Union Pacific is sending a 6900 Centennial locomotive and several cars for display at the Portola depot. They are also sending their German Band, Quartette, hot air balloon and kiddie train ride. UP goes all out to help celebrations such as this.

MEMBERSHIP

Total membership in the Society now numbers 135. We welcome the following new members, which is the largest single increase since the Society was formed.

Grant Allen, Sausalito; John Allen, San Jose; Peter Arnold, San Luis Obispo; Martin Banks, Pomona; Frank Barajas, San Diego; Ken Bellaver, San Jose; Jerry Brown, Culver City; James Clayton, Santa Clara; Chris and Armond Conti, San Jose; Bill Decker, Mtn. View; David Dodds, Hacienda Hts. JACK Dorothy, Shingle Springs; Andre Dubs, Switz-

erland; Pat Flynn, Orangevale; Jim Folsom, Reno; Dave Foster; Oroville; Deryl Frye, Delleker; Cliff Gerstner, Stockton; Kenneth Gosch, Phoenix; Bob Harlow, Portola; Lynn Held, Quincy; Stephen Hewey, New Orleans; Jules Hoyt, Los Angeles; Dwight John Oakland; Ann and Dick Joy, Portola; Robert Klempner, Alhambra; Ben Knight, Soquel; David Lubliner, Oak Harbor, WA; David Marcinkowski, Phoenix; John McCormick, San Lorenzo; James McLane, Fremont; The Meyers family, Culver City; Wayne Newhouse, Austin TX; Gordon Pletcher, Colton, Kenneth Pugh, San Bernardino; R. Rathbun, Paradise; Charles Robinson, Granada Hills; Michael Rumball, San Leandro; Robert Sarberenyi, Mrn. View; Elton Shell, San Bernardino; Ken Shipton, Portola; Dennis Smith, Belleville, IL; Bill Spier, Fernley, NV; Gael Troughton, Lodi; Richard Vincent, Anaheim; John Walker, Yuba City; Bob Watson, Santa Cruz; Scott Watson, Fort Madison, IA; Robert Wilson, Sacramento; Dale Wyant, Palmdale; Tom Yagerhofer, Greenville.

TOOLS NEEDED

DONATIONS & CONTRIBUTIONS

Society members are working on cars and locomotives at the museum, but are hampered by lack of shop equipment. We are in need of an air compressor, a steam cleaning machine and sand blasting equipment. We also need ladders, scaffolding and almost any hand or power tools. Anyone having such equipment who would like to loan or donate same to the Society is urged to contact Norm Holmes 832-4737 or Mel Moore 832-5912. All donations are tax deductible.

Cash donations received during the last two months totaled \$777. More than any other previous period. Our anonymous doner has sent us a \$50 money order in June and \$100 in July. We sure appreciate the donations. Others making cash donations are Jim Atkins, George Childs, Bill Cripe, Jack Dorithy, Dean Hill, The Meyers family, Lou Ann & Steve Milward, Les Plock, Nell Plock and Dale Wyant.

Contributions to our collection of railroadians have been made by George Wentworth, who sent us 17 8x10 photos of the California Zephyr, Hal

shields who gave us a set of International Text-books on steam locomotives along with a EMD NW-2 operation book and Marion Crumpacker who also gave us a set of steam books, a 1911 WP timebook a WP "Standards" book and several other books.

Some interesting items have been added to our collection courtesy of Art Griffin in Quincy. They are two end doors from SP Fairbanks Trainmaster units 3021 and 3022. Also from the same type units, two Pyle National Gryo headlights. These are huge! We don't know exactly how these items will fit into our collection, but if we need a giant headlight for our steam engine----!



WP LIVES

WP LIVES.....

BUMBER STICKERS AVAILABLE @ \$1.50 ea.

This STATEMENT & SYMBOL, drawn by John Ryczkowski is being sold as a special fund raiser for the restoration of WP freight cars, Let's get them all to look as good as WP 3032!!!!!!

FUND RAISING.....

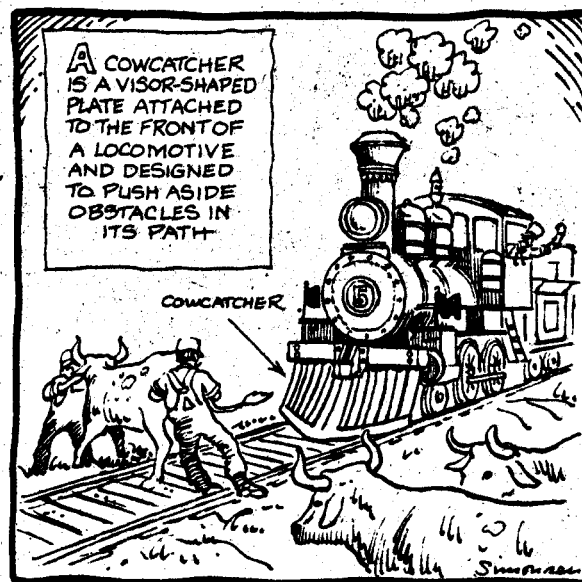
We have been gearing up for Feather River Railroad Days which will be on August 25 this year. Several new items are now in stock or will be very soon. Our members keep coming up with new ideas for all kinds of railroad type items to sell. Our Society will have merchandise for sale in two booths, one at each end of Commercial St. and at Marion's Hobbies also on the same street. All profits will go to the Portola Railroad Museum. This year we are going all out and will have over \$10,000 in merchandise to sell. Some items have been given to us on consignment by a hobby store in the Sacramento Valley. These items we will stock only for Railroad Days, then we will return whatever we do not sell.

We now have received our custom made emblem of the "boxed feather" which was the last logo the WP used before the merger. We have this orange & white colored emblem in watch fobs, hat tacks, key rings and buckles. Now that the large UP 6900 diesels are running through the Feather River Canyon regularly, we will stock 6900 watch fobs, hat tacks and key rings. Our very own coffee mugs should be in stock by the time you read this. These mugs will have a full color picture of the WP F7A 921. Another nice addition which would look great in any den is two porcelain enamelled signs on heavy steel with corner eyelets for mounting. These signs are 8 inches square and we have Western Pacific and Union Pacific in stock.

You will also see we have several new styles of belt buckles. Please check out the enclosed list of items for sale. Two new items not listed are: Orange colored key rings with Feather River Rail Society and address on one side and our logo on the other. The other item is a ball point pen. Either item sells for 50¢ each, 3 for \$1,

We can ship any item by mail, or better yet, come join in on the fun at Railroad Days and buy from the booth. We have some real surprises in store for you on Railroad Days this year.

COWCATCHERS



QUESTION: What is a cowcatcher?

ANSWER: A cowcatcher is a visor-shaped plate attached to the front of a locomotive and designed to push aside obstacles in its path. To railroaders, the cowcatcher is frequently known as the "pilot."

The cowcatcher is nearly as old as railroading itself. The first record of the use of such a device was the "guard" invented by Isaac Drips in 1832. It was installed on locomotives of the Camden and South Amboy Railroad of New Jersey after trains destroyed several cows that had wandered onto the tracks. The guard consisted of a sturdy wooden frame attached to the front axle of the locomotive and guided by two small wheels.

Many early guards were too high and too pointed, and caused serious injury to animals. As a result, the device was modified into the form of a large, horizontal, wooden triangle attached directly to the body of the locomotive and suspended only a few inches above the rails. By 1838, the guard was known as a "cowcatcher," and a few years, a "pilot," "Horsecatcher" and "cow guard" are other names that were commonly applied to the device.

On modern diesel locomotives, the cowcatcher is a simple wedge-shaped steel plate that not only pushes aside obstructions, but also serves as a snowplow. Generally, locomotives used only for yard work and switching are not equipped with cowcatchers.

There are those who make it happen
There are those who watch it happening
There are those who wonder what happened

HOBO: After the Civil War, displaced farm workers roamed the South looking for work. They were called "hoe boys" because they carried their own hoe, the means of farming at that time. Time shortened the term to "hobo" also changing the meaning to anyone who wanders having no home.

A New Home For The Feather River Shortline

A long standing dream came true when the Feather River Shortline engine and cars were finally moved from the Quincy Fairgrounds to our Pontola facility. The equipment was badly vandalized over the years and no doubt would have had to be junked in a few years as an eye-sore. Engine 8's cab windows and doors were smashed each time they were re-applied. All cab gauges were smashed and the needles twisted off and attempts to break the water glass were made. All loose parts were stolen and the firebox was filled with beer cans and whiskey bottles. The journal boxes were filled with sand and gravel and the tender water and oil compartments were filled with debris. A new sandblasting unit and most of the tools stored in the bunk car were stolen.

Yes, F.R.S.L. 8 and the other equipment will live again thanks to the Feather River Rail Society and it's hard working members. On May 14, Iver Gregory and Jim Boynton started to prepare the equipment for the move by disconnecting the valves, removal of the cylinder heads and complete lubrication of the units. The tender and locomotive were separated for the move which was made in four trips.

On May 25th C&M Trucking of Quincy moved a low-boy" trailer into position behind the display track and the caboose was pulled back into place for loading. We then proceeded to dismantle the head of the train order signal using the caboose as a base for an extension ladder. After removal of the lenses and semaphore arms the nuts were removed at the signal base and the mast was shoved over by hand. Norm Holmes, Mel Moore and Ken Roller had arrived earlier with a truck load of ties, rails and other tools and equipment. A short section of track was built onto the "low-boy" trailer. Ties were then stacked with other cribbing and a ramp was built connecting the trailer with the track the equipment had rested ^{ON} for over 20 years. After the caboose was pulled onto the trailer the ramp was dismantled and removed so the tractor could move into position and couple up to the trailer.

The morning of May 29th saw the caboose moving up Highway 70 toward Pontola. The coupola had been removed because of overhead clearances. Once at our Pontola facility, the trailer and caboose were disconnected from the tractor and again a ramp track was built to connect the trailer to one of our museum tracks. W.P. 921 was available and after picking up a water car as an idler, we slowly inched the caboose from the trailer. The caboose was then

carefully spotted in our museum building probably being under a roof for the first time in its career. The ramp truck was disassembled again so the tractor could couple up and return to Quincy for another load.

This entire process was repeated three times in order to move all the equipment except engine 8. The Army ammo. car was loaded the afternoon of May 29th and unloaded at Pontola on May 31st. Engine 8's tender was loaded as soon as the trailer returned to Quincy and was spotted. The tender was hauled and unloaded the next day. It was not until June 13th that a special heavy duty low bed trailer was available for loading. Earl Casazza Trucking of Reno furnished the rig and driver who incidentally did a masterful job of handling 8. The Little Prairie engine sailed up Highway 70 much to the amazement of startled motorists. Once at Pontola, the rig was stopped on the main street creating a mini celebration. First time in Pontola history a steam locomotive moved down Commercial Street!

Clover 8 was finally shoved into our museum building as the skies opened up with a display of lightning and thunder. Hail and heavy rain pelted the museum roof and someone said that they heard a faint gasp as 8 settled down in a nice dry comfortable place she could call home. Yes! Out of the storm for the first time in over 20 years.

The Society is greatly indebted to the following members who labored so hard to make this dream come true. Lifting heavy ties and rails is no job for the faint hearted but motivation made the task seem like an easy chore. The warm weather didn't ease the work and if it were not for the gallons of ice-cold lemonade supplied by Barbara Holmes, our "gandies" certainly would have dried up and blown away. Our sincere thanks to these devoted members: Bill Cripe, Iver Gregory, Bob Harlow, Frank Hibbs, Norm Holmes, Bob Larson, Roy Lopez, Hap Manit, Dave McClain, Steve Milward, Mel Moore, Glenn Mosley and son, Jack Palmer, Ken Roller, Ken Shipton, Bill Spier and Bob Wakefield. Forgive me if I have forgotten anyone and my only excuse would be that the distraction of the job at hand derailed my memory.

Engine 8 is now project Sequoia and plans are being made to put her in steam, again. I appreciate the job as project manager and am also extremely happy to know that vandals will no longer be pulling the Little 2-6-2 apart. As project members I have Society members Dennis Lemmins, Iver Gregory, John Marvin and Ken Roller helping to renovate the diminutive engine. The love and attention she has so badly needed has returned again and soon 8 will respond wearing a flashy new jacket and a plume of steam in her bonnet.

Jim Boynton

THE FEATHER RIVER ROUTE LIVES



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