

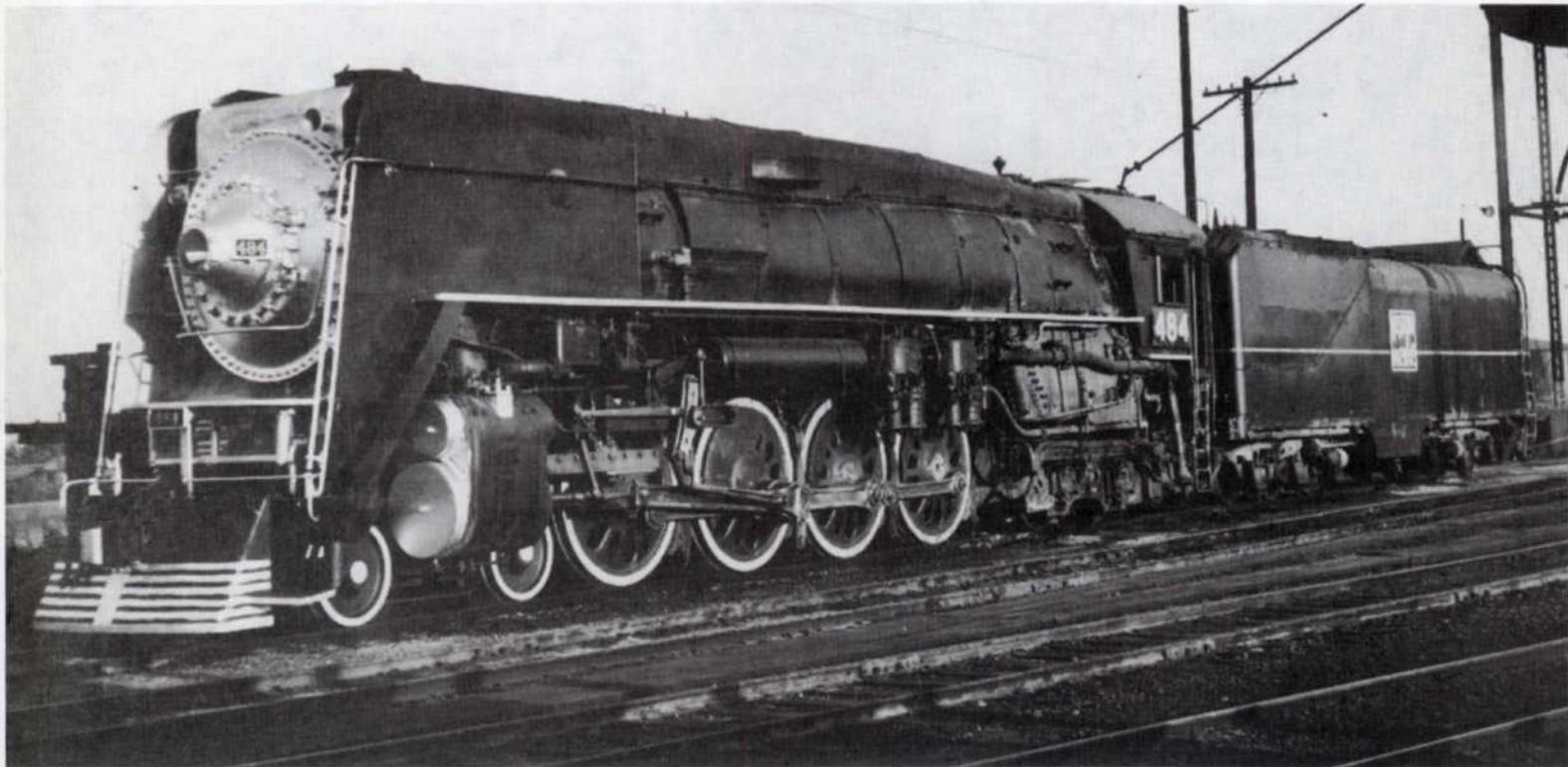


Preserving "The Feather River Route"

# The Train Sheet

January/February 1990

Issue No. 41



WP 484. Nearing the end of its active life, the WP 484 waits for its next assignment on the ready track at Stockton on June 20, 1950.

When Western Pacific needed additional motive power during World War II, The War Production Board allocated 6 locomotives from Southern Pacific's GS-6 order to Western Pacific.



# FRRS

## Feather River Rail Society

Preserving  
"The Feather River  
Route"

PO Box 8  
Portola, California 96122

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, California. The FRRS is not associated with or supported by the *Western Pacific Railroad*.

FRRS Tax id number is 68-0002774



Tourist Railway Association Inc.

### Board of Directors

Brian Challender  
Bruce Cooper  
Norman Holmes  
Jim Ley  
Wayne Monger  
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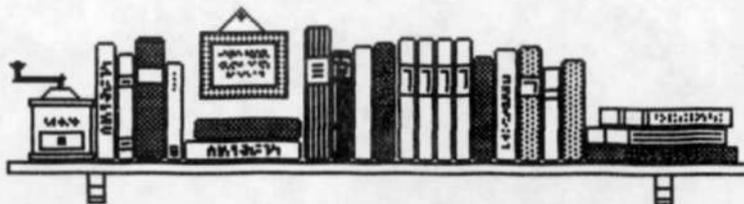
### Train Sheet Editor

Ed Warren

### Membership

Associate	\$ 15.00
Active	\$ 25.00
Family	\$ 30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote, except Associate.



## From the Desk of the President

Are we having fun yet? Sometimes I wonder why I became so involved with the establishment and maintenance of the museum. Then as I open the mail and some members note on their membership renewal, "You're doing a great job," and "Keep up the good work," my spirits soar and it's on to another day.

The administration of the museum takes about half of my time, maintaining the gift shop stock and other miscellaneous duties take care of the rest of my time. Last year, I logged 2731 hours, this comes out to 52+ hours a week. If it wasn't for the dedicated people also volunteering their time and the sense of accomplishment in having one of the largest collection of preserved diesel locomotives in the world, I might think again about my commitment. However, as long as our members support the museum, I'll do my best to keep on track, so to speak.

### UPDATE

Update on our WP depot/visitor center: Don Clark, a Chico land planner, is working on a master land plan for our museum property. This will help us to decide the best location for the depot and other structures we may add in the future. Roger Hepkima is drawing plans for our new entrance road and Kent Stephens is making inquiries for grants to find that all-important financing needed to carry out our capitol improvements.

### SAVINGS ACCOUNT

We have opened a savings account at Placer Savings for our depot/visitor center funding. It was opened with \$5,000 with a goal of \$100,000. All donations from members or business firms will be deposited directly into this account.

### CORRECTION

The Keddie water tanks reported as being demolished in November are still in place according to Vickie Krois. The demolition will take place when Union Pacific forces find time. Contrary to a published report in FLIMSIES, we are NOT going to get one of the tanks.

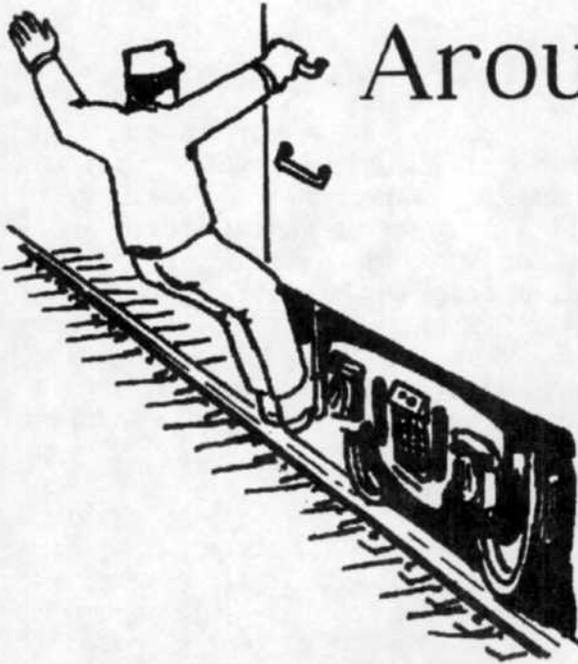
### DONATION

Bay Area Electric Railroad Association has donated a large lathe to our museum use. Thanks to Dave Johnston of BAREA, who is also a member of FRRS, arrangements were made to have us have a truck at the Western Railway Museum in Rio Vista Jct. on February 9th so the lathe could be loaded at the same time as a newer lathe was installed in their shop.

Our lathe is a Lodge & Shipley, has a fourteen foot bed and will take a 36 inch diameter part. Patent dates are from 1891 to 1900! With it installed in our shop area, the shop area will begin to look like a shop. We appreciate BAREA's generosity and consideration. Cooperation between groups of like goals is essential for all our survival and betterment.



# Around the Museum



We have thought about extending our trackage toward the west away from, but parallel to Union Pacific's main line toward the west end of Portola yard. This would involve obtaining UP's agreement to lease additional property for the extension, filling some low spots and building over one-half mile of trackage.

On the south side of UP's main line west of Portola depot, a siding track locally known as the West Pass was no longer in use. In January, UP crews pulled the spikes, stacked the rails and prepared to haul it away for scrap. A hurried call to Omaha gained permission for us to bring the rail and track parts onto the museum property for possible future use. Hap Manitt, Ken Roller and Norm Holmes loaded tie plates, angle bars and spikes into the Hough loader, making a dozen or more trips to our storage area over two days. Then a flat car was shoved to end of track, the Little Giant crane moved to position and the rails dragged through mud and snow to the loading area. Hank Stiles operated the crane; Ken Roller, Jim Ansell, Gordon Wolleson, Bruce Cooper, Norm

Holmes, and Hap Manitt assisted in hauling and loading. The approximately 140 75# rails were all loaded on one car and very carefully moved into our yard area where they will be unloaded ASAP.

It may be some time before we can use the rail, but we will have it on hand when that time comes. Thanks again, UP.

## BATTERIES

Gordon Wolleson is keeping our 157 battery inventory in a charged condition. Some of our batteries are over 15 years old, but still hold a charge. At over \$300 each new, we have to make them last as long as possible.

## DIESEL DOINGS

Bruce Cooper's "Rent-A-Locomotive" program has been a nice source of revenue, with 48 rentals completed or gift certificates mailed to potential engineers for an hour. Alco S-1, #512, has been used for anyone who wants to run during winter time. A choice of power will be available once warmer weather arrives.

Hank Stiles has removed grill work, hand rails, etc., from GP-20 2001 in preparation for sand blasting prior to the expected summer paint job.

## AUCTION RESULTS

The book auction advertised in the September-October Train Sheet raised \$280 for the museum. We hope to have another auction of surplus books and railroad items at a later date. Thanks to all who participated.

## APPOINTMENT

Erv Hartung has been appointed Chief Mechanical Officer for the museum equipment. It will be his job to correlate mechanical repairs, schedule inspections and service of locomotives and rolling equipment. A file system on each unit will be established and maintained which will include past history of service and repair. Erv volunteered for this much needed position.

# DONATIONS:

The following have made a cash contribution to help maintain our historic collection of railroad equipment:

George Andrews

Tom Arrington

Jeffrey Baus

Kirk Baer

Robert Blanch

Charles Case

George Comer

Stephen Denno

Bob Dobbins

Don Douglas

Henry Ford

Charles Givens

Henry Holtgren

Ken Meeker

John McCormick

Tom Nagle

Peter Parrish

Ralph Ross

Ralph Shafer

Richard Simonsen

Peter Watkins

Even though winter impedes our restoration efforts, our expenses continue. We thank you all for your help.

## OPERATING CREW TRAINING AND RULES EXAMINATION

By Jim Ley

Superintendent of Safety and Training

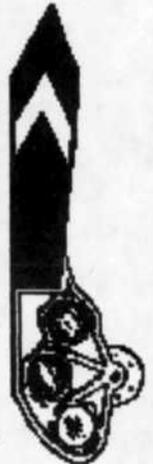
Training classes will be held for members who wish to participate in our Passenger Train or Switching operations on Sunday, April 8 and again on Saturday, April 14. A Rules Examination will be given beginning at 9:00 AM on those days. Members who wish to participate in the museum's operating crews will be required to take this examination. The Rules Examination will consist of 100 questions on the FRRS General Code of Operating Rules and will be an open book test, with no time limit. A passing grade will be 75% or above.

If you do not have a copy of the General Code of Operating Rules, you may obtain one from Norm Holmes, Hank Stiles or myself. You must have a rule book in your possession to take the examination. Members who are unable to attend the examination sessions on the two above dates may make arrangements to take the examination at another time by contacting me at (916) 756-0850 or Hank Stiles at (916) 836-2881 or (916) 832-4131.

Members who wish to participate in operations or any other work at the museum will be required to sign a Release of Liability. In most cases, this can be done at the time of taking the Rules Examination. For convenience, a Release of Liability form will be attached to the Rules Examination answer sheets.

Operating crew training will consist of a review of hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

So, don't forget to bring your rule-book and safety shoes and we'll see you in April.



### NEW TRAIN SHEET EDITOR

My name is Ed Warren and our fearless president Norman Holmes has given me (unloaded on me) the task of new Train Sheet Editor which I have eagerly accepted. I have just recently moved here from the East after having railfanned here for many years. You may feel free to send me pictures and articles for the train sheet. Until I become more active in the club (read until the warm weather gets here), I will NEED plenty of articles and info from the membership.

I will be editing the Train Sheet on my Macintosh Plus computer. Any of you computer buffs may arrange to send me articles and graphics from your computer to mine by modem. I look forward to meeting you all.

Ed Warren  
110 Date Palm Drive  
Sparks, Nevada 89436  
(702) 673-3610



WPMW 8522 strains under a load of 45 tons of rail removed from UP's Portola Yard. It was soon unloaded to a more secure location.



Alaska E9B No. P-7

Alaska power car P-7 has had an interesting history. This unit was built for Union Pacific in October, 1955 (EMD #20510) as No. 970B, one of 25 UP E8B and E9B units. In 1972 it was sold to Amtrak and renumbered 468. In late 1975 the ICG Paducah shops removed the engines and traction motors and it was converted to a heater car receiving two large steam generators, a power generator and an air compressor. Its new number was 1919, later changed to 669. In the early 1980's it was sold to the Alaska Railroad along with another ex-UP E9B, No. 963B. Alaska P-7 was retired in 1989 and purchased by our Rail Society. Only 39 E8B's and 44 E9B's were built and as far as we can tell only 6 E9B's are left.

# The 805A Report

by  
Larry Hanlon

In July of 1987, WP FP7 805A returned home to Portola. This locomotive, last survivor of WP's power for the California Zephyr, is a key addition to our museum. As this is the first in a series of hopefully regular status reports, I'll indulge in some background to bring everyone up to speed.

## Some History

While writing the FRRS's Master Plan some 5 years ago, I had targetted the acquisition of the 805A as an important goal. At that time it was owned by and in service on the shortline Louisiana & North West, which had acquired it from GE via the WAG (Wellsville, Addison, & Galeton). GE had of course acquired it in 1972 when the WP traded in several tired F units on new U-23b's; the 805A was credited towards the 2260.

In February of 1987, Mountain Diesel and a number of other parties had contacted the L&NW regarding their small fleet of F units. (Dinner trains were just becoming an "in" thing). At an FRRS board meeting that month, it became clear that the time to act was at hand, and the money wasn't. The L&NW was asking several times scrap value for the locomotive, while MDT's superficial look at it indicated that it was one tired unit. It had been in the shop for almost 2 years, and 4 power assemblies were out of the engine. At least it had been in out of the rain, there was no serious body damage, the stainless steel side panels were intact, and there was a new main generator armature. John Ryczkowski talked with the L&NW's CMO, who claimed that "she was always one of our best engines....real reliable". So why was it in the shop so long? "Well, we set out to work on 'er, but then we got real busy. Then we got the Geeps, and we were still real busy. We never got back to her". (Sounds like too many of my home projects!)

After a great deal of serious thought and lining up of support from wives (you want to buy *WHAT?!!*), three FRRS members (Steve Habeck, John Ryczkowski, and myself), along with the Society, stretched their respective financial resources and shared equally in the purchase. We knew we were "paying too much", but there is only one WP 805A and the L&NW had it for sale. We decided to go for it.

As part of the deal, the L&NW agreed to reassemble the engine; apply the protective plywood sheets which we sent them for windows, portholes, and headlights;

deliver the locomotive to the UP at their interchange with the Midsouth; and get it to pass the UP's inspection. The UP graciously donated transportation from Louisiana. Despite getting "lost" because we forgot to specify new reporting marks, the 805A made it to Portola with only minor damage (broken rear door window and backup light glass, missing air horn, and, in the engine room, broken water tank sight glass and all of the alarm indicator lights and lenses).

It happened that my parents were out West on vacation and we were returning from Arches National Park just as the 805A arrived at Portola. Upon seeing it, my mother exclaimed, "You spent money for *that* dirty old thing?!!" Lynn (my wife) explained to her the historical significance of the locomotive, the CZ, etc. Overhearing all of this, I just couldn't help grinning.....

Since that time, it would be easy for a casual observer to conclude that nothing has been done to restore this locomotive. Indeed, until recently, very little had changed in the outward appearance. But there has in fact been progress.

Soon after arrival, Ski and Steve Habeck removed the plywood glass protectors and cleaned off the residual silicone glue. I had been in touch with EMD, and that link has proven to be crucial to our efforts. Glenn Monhart supplied very helpful mechanical advice and knowledge while Jack Wheelihan dug into the company files and sent along the original electrical schematic and a complete set of painting and lettering diagrams, including a full-size template for the nose wings and the lower side curve for the nose.

The next spring, Norm installed a set of batteries and I began to check out the electrical systems. Dave McClain tried filling the cooling system and discovered massive water leaks from several cylinder liners into the oil pan. (Because of their design, 567B engines were notorious for such leaks). It was obvious that we had a major engine repair job on our hands, and that the 805A wouldn't be running any time soon. Levin Metals in Richmond offered an attractive price on a 567C engine from an SP GP9 (a much more reliable design), and we started thinking about swapping out the entire engine. (As it turned out, there was to be one delay after another in Levin's cutting up of the SP Geep, and it was not until late this past summer that the C engine made it to Portola).

After the usual fussing with dirty contacts and switches, I brought everything in the low-voltage control and lighting systems back to life. I also installed a prelube pump, and Dave pumped a barrel of lube oil into the engine. By June 1988 we were ready to check out the

starting circuit. After running the prelube pump until oil could be seen dripping out of the crankshaft, rod, and camshaft bearings, I opened the flashcocks and punched the start button. With a great *WHOOSH!* the 805A cranked over more rapidly than any of our other EMDs. Progress!!

Over the rest of the summer Ken Roller wirebrushed years' worth of accumulated paint and crud from the pilot, steps, and fuel tank skirts. (The Zephyr running gear was painted on every trip, and in some places Ken found paint 1/2" thick!). Steve checked out the air system and had the automatic brakes both controlling and responding when MU'd with 921. The independent would not respond to the 921.....hopefully it will be only a minor problem to resolve. Scott Sims and his buddy Dan, who had worked on WP 918's cab for Howard Wise and PLA, removed the cab interior roof panels as part of the preparation for the eventual priming and painting of the cab interior.

In November 1988, I was able to acquire EMD engine maintenance manuals for both B and C engines while attending the TRAIN convention in Sacramento. After studying them and talking several times with Glenn Monhart (who, in addition to being a key figure in EMD's service department also happens to own an E6 and 3 F7s), I concluded that we should be capable of handling the cylinder liner resealing job. Not only would the 805A remain historically correct, but we would also gain valuable experience in working on B engines. We have several locomotives so equipped, and B engine knowledge is mostly lost from the current railroad industry. All of the right reasons for a museum to undertake the job. Others that I spoke with agreed, and we ordered the necessary parts.

Last spring and summer I became extremely busy at work, with many more business trips than usual, and was unable to spend much time at the Museum. By October things had settled down, and Dave, Ski, and I began a concerted effort.

*The goal is to have the fully restored 805A on display at the 1991 Railfair at Sacramento, and operating on the way there and back.*

### Recent Results

Using mineral oil and fine grit sandpaper, I sanded down through the paint in several spots on the nose in order to determine the true colors and the order in which they were applied. It turned out that there were two layers, each comprised of a white/red/orange sequence. In addition, Ski collected a number of

orange paint chips from relatively un-weathered sections of the carbody.

Since fall we have made a number of pleasant discoveries. In inspecting the engine we found that:

- \* all rings and pistons are good, and many look new. Rings on only 2 pistons show any wear at all.
- \* interior finish of all cylinder liners looks good. A few liners look unused.
- \* 4 liners show obvious signs of water leaks, and one is suspect. We plan to pull and reseal all 5.
- \* internal rod bearings, etc., look good

In addition, the traction motor cables are so clean as to perhaps be new, and the motors themselves may have been recently reconditioned. The air compressor contains new oil. In other words, except for the trucks (which are *really* bad), this locomotive appears to be in pretty good shape mechanically. I can understand why the L&NW was firm on their price.

In the past 3 months, Dave, Ski, and I have removed the "gingerbread" from the top deck of #4 and #5 cylinders. And since Glenn Monhart is one of the few people in the country who is really familiar with the tricks of working on B engines, I've been talking with him a lot in order to ensure that we do things right. I designed and Dave built a puller for the heads and the liners; it worked like a champ the first time and #4 head and liner are now out of the engine. The bad spot on the liner seal which resulted in the water leak was obvious. The most important result, however, is the realization that we have the ability to handle this job with available tools.

Additional help has been forthcoming from Ken Roller (who has wirebrushed the flaked and rusted paint from the nose), Pete Solyom, Hap, Hank, Norm, Gordy Wolleson, and Chris ..... (a new member whose last name I didn't catch).

### Next Steps

- \* Work on the cylinder liner seals will continue over the winter.
- \* In spring when the weather warms up, we can use help on the many tasks which make up the cosmetic aspects of the restoration. I have made a list of these tasks and taped it to the side of the locomotive as a sign-up sheet.
- \* Next issue, I won't talk as much and will instead share the list of tasks and a schedule for 805A work weekends throughout the summer.

See you next time.....



**WP second 484 - - When Western Pacific needed additional cabooses in 1980, International Car Co. added WP's order onto Southern Pacific's order of cabooses.**



**Who says you can't get a locomotive stuck? Hank Stiles said he didn't stay stuck for long while clearing snow at the Museum on Saturday, February 24, 1990 with our ex-U.S. Army GE 80 tonner which was built in 1942.**

# Events of Interest Away from Portola

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March 3, 1990

Too Late!



Orange Empire Railway Museum Swap Meet Peris (FRRS sale table)

March 4, 1990

Too Late!



Great Pacific Coast Train Show - Orange County Fairgrounds Costa Mesa (FRRS sale table)

March 10, 1990



Southern Pacific Historical & Technical Society Meet, Brand Library, Glendale

March 10-11, 1990



Model Railroad Show & Sale - County Fair Mall Woodland

March 10-11, 1990



Great Western Train Show - Cow Palace San Francisco (FRRS sale table)

April 7, 1990



Winter Rail - Modesto (FRRS sale table)



## LAS PLUMAS

How many sharp-eyed readers noticed the difference in track layouts in the before and after photos of the Las Plumas? Union Pacific engineer Rod McClure (eagle eye?) brought the difference to our attention.

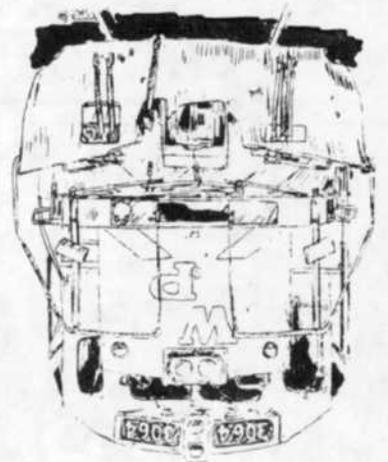
We contacted George Comer who sent us the after photo and he contacted Frank Clapp who took the picture. He did a search in the Ship Registry Office in Vancouver and assures us LINK 100 is indeed the former LAS PLUMAS. Evidently the track layout was changed in later years for use elsewhere. Incidentally after a year of operation, the owner claimed the pusher tug system was a success -- not missing a single trip.

## HELP WANTED

We still need the advice services of an ATTORNEY for those little legal questions that come up from time to time. We also need an ELECTRICIAN to install new electrical wires in our diesel shop building, an AUTOMOTIVE MECHANIC to maintain our small fleet of gasoline and diesel machines, other than locomotives.

## SNOWBOUND!

After a relatively mild winter, all of a sudden on President's Day Weekend, we received 3-4 feet of snow. Needless to say, the Museum came to a standstill. When skies cleared, Hap Manit cranked up our veteran Hough loader and began breaking a path to the Museum.



Address Correction Requested.....Dated Material Please do not Delay

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