

4449 in Oregon with a Daylight train in a high look down view. Very nice poster, they are \$1.49 in the gift shop or \$2.49 by mail order in a sturdy mailing tube. California residents please add the 6% sales tax to your orders.....

### NEW STYLE T-SHIRTS AVAILABLE

The cover of this issue shows museum members wearing the official FRRS Operating Dept. T-shirts. The shirts are dark blue with the FRRS logo in white and bronze on the front and OPERATING DEPT on the back. These T-shirts will be sold exclusively to operating dept. personnel. Also available, for everyone, are silver T-shirts with the logo in red and black on the front with a plain back. These high-quality shirts currently come in sizes M, L, XL, and XXL for \$10 each. The proceeds will be used for paint and other supplies needed to restore equipment. Please find an order blank enclosed for your use.

### WP MODELS

The HO WP bay window caboose models produced by Overland are now in stock, and have been shipped to those members that have paid in full. As they are almost sold out, interested members please notify us as soon as possible, if you want one..... The models are very accurate and I'll have a painting and prototype article out in the TS soon.. I would like to thank everyone that ordered these models, you have all helped make this a successful project.

Next is the wooden cupola caboose like WP 779 in Portola. Overland has this project underway and I'll have a notification in the TS on when to order.....

After the success of the caboose run I have looked into the feasibility of doing WP's tank cars. Pecos River Brass is manufacturing a SP 12500 gal. tank car which is very similar to the WP tanks in series 1201-1250, a 12500 gal single dome car. We can add WP tanks to this SP run of cars if there is enough interest..... It will be run in two styles; "as delivered" with K brakes and "a late model" with AB brakes. I am also looking into doing the WP 10,000 gal tank car that we have at the museum, if again there is the interest....so please advise.....

Have had contact with Key on the big 2-8-8-2 WP mallets also on WP passenger cars.....

### HELP NEEDED.....PHOTOS.....

Photo's and information of early Pullman Co. owned wooden passenger cars leased by WP, 1910-1922 are being sought by John Walker. Examples of these cars would have been the "Blairsdan", "Oroville", "Marysville", and "Wendover".

These were six-sleeper compartment observation lounge cars built by Pullman. If you have a photo or know of a published photograph or description of these cars please contact John at 1130 Galaxy Dr Yuba City, California 95991.....

Thanks.....

The TRAIN SHEET is still looking for B/W or Slides of the exWP GP's that have been sold off or leased to other railroads.....

### DEPOT PLANS

Society member and retired architect John Fisher is preparing a set of plans for our proposed replica WP depot and visitor center. A 24X90 foot building is proposed with space on the main floor for a display room, gift shop, ticket office and rest rooms. A 24X24 second story will house our office, library and dark room. A portion of the profits from the gift shop, donations from members and grant money will be used to finance its construction.



## Caboose

### Saga of the 999197

-or-

"Have I got a deal for you..."

Errol Spangler

#### Part II

Our plan called for leaving San Jose at 6:30 pm and sure enough we managed to get out of town by 9 pm. By the time we got to the Bakersfield turnoff from I-5 I was so sleepy, I asked Bob to take over and get us into Bakersfield for the night. Now usually in a car I can only cat-nap at best. That evening, however, I seemed to have gone out completely for the next thing I know it's 4 am in the morning and we are pulling into Barstow. Of course by this time Bob is ready to sleep on his feet so we pull into a motel where we both crash till 9 am Friday morning.

My friend Bob and I have been on railfanning trips before, and seem to have an uncanny ability for winding up in the right spot. True to form, in the daylight the next morning, we could see the tops of a couple rows of cabooses directly across the yard from the motel, and we were within a block of Mr. Martin's office.

After a quick mid-morning breakfast, we headed for the office and ran into our first big disappointment. We were directed to walk through the engine house, out the other side and turn right to the Stores Department. In case you are wondering, our disappointment was that we had left our cameras in the car. Did you ever notice how long it takes to simply walk through an engine house?

Everyone we had met or talked to on the Santa Fe was very friendly and helpful, and Mr. Martin was no exception. "So you are the fellows here to look over the cabooses? Well just call me Cal Worthington and me and my dog Spot will take you out to the yard to have a look at our beautiful collection of Santa Fe waycars" (on the Santa Fe they are not cabooses but waycars, sometimes abbreviated W.C.).

After a short and dusty trip out to the end of the yard, we drove down between three long rows of deserted, sorrowful-looking waycars. At a rough count there were somewhere between 85 to 90 cars in the yard. All of them had been set aside for one reason or another, many had busted windows with window shades flapping in the breeze. Without exception, one or both doors were open to the elements. And, as to be expected, they were the favorite home of Bos passing through and all were filled with trash and dirt from the hobos and the desert winds.

Mr. Martin had a list in his hand of the 35 cars which had just been declared excess and he offered us the opportunity to inspect each one, "or I can take you to the best one of the lot. I have been through them all and this one I would rate an 18 on a scale of 20, the rest of them go on down the scale from there". We decided to take a look at his top of the line car first which turned out to be the ninth car from the end of the longest row.

There she sat, every railfan's dream, a bright red caboose complete with cupolas on one end and roof walks in place, Santa Fe caboose number 999197. Okay, so it wasn't a speeder, she grabbed



*The Santa Fe Boy's wasted no time in cleaning up their prize.....*

my heart anyway. With a tear in my eye, I told Mr. Martin that, yes indeed we would rescue this poor damsel of the rails from the mean old scrappers torch. With a gleam in his eye, Mr. Martin took us back to his office where he wrote out the bill of sale, and I wrote out my check.

Since both Bob and I had left our cameras in the car we didn't have any picture to take back to San Jose with us. Mr. Martin kindly gave us directions on how to drive around the end of the yard to the other side of the main line where we could park and walk across to the cabooses. Our status would only be semi-official after all I had a bill of sale in my hand, but he did warn us that he himself had been stopped by the Santa Fe police just the week before.

Now a true blue railfan is nothing if not resourceful, and both Bob and I had brought along our official looking (at least at a distance) white hard hats which we donned before heading out across the rails. With cameras in hand we spent an hour going over 999-197. It was then that we began to notice the little things which seem to escape the eye when the salesman has his arm around your shoulder. One of the door latches was broken, the conductors desk lamp was busted, the idler pulley and belts were missing from the alternator, etc., etc.

Reading the contract again, we

noted that it said "caboose 999-197 complete". Bob looked at me and said, "why don't we go back into town, pick up a few tools and help the Santa Fe make this car complete"? Once again the idea man came through. By the time we were done, the only thing we didn't have for the 999197 was a radio (never did find one of them) and a refrigerator (found one of them, but it was 15 cars away). Now our only problem was getting all those parts back, my little Datsun was filled with camping equipment. Then I remembered seeing an odd little door below the radio compartment that was held in with three screws. Upon removing the screws we found an ideal space about two foot wide and two foot high by about three feet deep which we proceeded to fill and then seal back up.

By the time we finally got out of Barstow that Friday, we were both too pooped from running between cabooses to even think about pitching tents on Tehachapi. So, Friday evening was spent in a hotel in the town of Tehachapi. The next morning we enjoyed a few hours of watching both the Santa Fe and SP lift tonnage over the famous loop before heading home.

Back in the Bay area I contacted Mrs. Holmes (Norman is never home) to let her know that we had purchased the caboose and would get in touch with Norman when we heard from the Santa Fe that it was moving.

Two long weeks later (coincidentally two days after my check cleared the bank) I received a call from Mr. Martin on Friday afternoon that the 999-197 was moving and should be in Stockton at the UP interchange by the following Monday. Again I was on the horn to let Norman know it was moving (also again he was not there), so he could make arrangements for Uncle Pete to move it to Portola. We figured she should reach Portola by Wednesday so on Thursday I called Barbara (Norman who?) and was surprised to find the 999197 had actually arrived at the UP yard in Portola on Sunday, a day ahead of its supposed arrival in Stockton.

Now railfans, you know the saga of caboose 999197 and how it came to be at the Feather River Rail Society museum in Portola. So stop by whenever you see one of the Santa Fe boys working on the caboose and swap a lie or two.

Now if we just could figure out how to get that Fairmont motor hooked onto the first axle???

The Santa Fe Boys:  
 Errol Spangler  
 Bob Lindley  
 Tom Brann  
 Fred Seyferth  
 Tim Seyferth  
 George Lilley  
 Ed Del Prete