



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 3 No. 5

SEPTEMBER OCTOBER 1985

ISSUE No. 15



Western Pacific Ice Service reefer #7045 in Stockton 1952, see the story on WP's PFE and MofW reefers inside along with the National Track Motorcar Championships, car #4 cross's the Finish Line.....



and may arrive any day, if all goes well????)

Our first operating season is now history. 12 days of safe train operation brought in more than \$4700.00. Since individual and family tickets are sold it is impossible to determine the exact number of passengers carried, but it would be safe to say over 2500 people came to the museum for a train ride. Many hundreds more visited our facility on non-operating days viewing the equipment and patronizing the gift shop. Over 3600 people have signed the guest book since opening day..... In four months time we have already made an impact on Portola and Plumas County. All this would not have been possible without the cooperation of Mr Flannery, Mr Davis, and the Union Pacific System. We are indeed grateful. We also are most fortunate to have a group of dedicated volunteers, some who drive long distances and put in long hours working on the equipment and operating the trains. We thank them all. A special thanks must go the Hap Mani, who nearly every day this year has opened and closed the museum, conducted guests around the facility and opened the gift shop for them.

LAST MEETING

Two dozen members attended our Aug social meeting and pot luck dinner. Plenty of good food was available. The meeting was followed by a film presentation showing South African steam, by Chris Skow.

NEXT MEETING...Oct 19th...

Our next meeting will be held Oct 19th at 7:30 in the Portola City Hall meeting room. A movie will follow featuring Norm Holmes trip to Colo. along with refreshments.....see you in Portola....

OVER 500 MEMBERS

We are now over 500 members strong and heading for 600 and on to 1000. Tell a fellow WP fan about us and help build the membership. We are listed in "PROTOTYPE MODELER" but for some-time now we have asked "MAINLINE MODELER" to list us but with little success..someday.....

EQUIPMENT ARRIVALS

Union Pacific has donated a S-2AA track motor car to our group. It arrived soon after Railroad Days and will be used for track maintenance work. We were (are) looking for a larger gang car that could haul trailers so we could move rail and ballast, but this one will have to do for the present.

Arriving on Sept. 20th, was WP Burro crane E-14, This 1936 model small crane was a familiar sight in the Canyon lifting ties and rails and working on bridges. It has outlasted its useful life on the UP and will now see service at our museum. The unit requires some work and a main drum cable, but runs good and otherwise in great shape. Plus its fun to drive and operate.....

(ANTRAK DINER GOT TO PORTOLA ON THE N.P.ST. THE MORNING OF THE 7th IN GREAT SHAPE..... !!)

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt public benefit California Corporation, operates the **PORTOLA RAILROAD MUSEUM** in Portola, Calif. and is the **HISTORICAL SOCIETY** of the **WESTERN PACIFIC RAILROAD**. 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 **FEATHER RIVER ROUTE**.

Single membership dues are \$15.00 per Calendar year. Our mailing address is.....

FRRS, Post Office Box #8, Portola, Calif. 96122

BOARD OF DIRECTORS

- President and Founder Norman Holmes
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- 2nd Vice President Hap Mani
- Member Chris Skow
- Member John Marvin

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- Track & Grounds Norm Holmes
- Sales Chris Skow
- Signal Jim Atkins
- PR Hap Mani

"**THE TRAIN SHEET**" is Edited and Layed out by John (Ski) Ryczkowski, anyone wishing to send articles/info please write; **THE SHEET** Post Office Box 1663, Sparks, Nevada 89432

FROM THE PRESIDENT'S DESK

Barbara and I took a long awaited vacation trip as soon as Railroad Days and the details were taken care of. We drove to Colorado and rode the narrow gauge steam powered Silverton and Cumbres & Toltec tourist RRs. We also rode the Pikes Peak Cog Railway and a restored trolley line in Fort Collins as well as visiting the Colorado Railroad Museum. We saw some beautiful country and observed how other tourist lines and museums "Do It."

On our return through Salt Lake City we spent five days working on the Kennecott Alcos # 3 and 908 plus electric 778. We needed a journal jack to rebrass the journal of 908 and through the cooperation of the local NRHS group we met Rex Firth, President of the Salt Lake, Garfield & Western. He loaned us a 50 ton hydraulic jack, UP provided the brass and KCC furnished the oil-with this equipment the brass was changed. #3 and 778 required minor repairs, the thrust blocks from the #2 in one journal box and an air check. All three units should now be ready for movement to Portola. (Eds Note, they are in the line up for movement to Portola

ELECTION OF OFFICERS

Our annual election for the Board of Directors will be held at the December membership meeting. Five directors will be elected for one year teams. Nominations can be made at the October meeting, or interested parties can place their names on the ballot by submitting a written application for the same. Any paid up member is eligible, however applicants are expected to be able to attend monthly meetings and participate in decisions affecting Society activities. If the applicant wishes, a brief statement regarding applicants background and thoughts toward the Society will be included with the ballot. With the membership over 500 we are with all the equipment and activities, a group that will need active, interested and participating directors to get the job done. The next year will be a busy one with all the activities, training and dealing with the City of Portola.

Ballots will be mailed to all paid up members about the 15th of November, and will be counted at the December meeting. Ski is going to include a questionnaire about the "TRAIN SHEET" and the Society.....

AMTRAK DINER PURCHASED

Periodically Amtrak sells off some of its surplus equipment. Its latest offering was dome cars and diners. We placed a bid on several dome cars and two diners. The dome cars were sold for much more than we could possibly afford, however we were successful in bidding on a diner. We were awarded No. 8070, a 1951 Santa Fe Pullman blt unit with stainless steel siding. It was used on the Super Chief and is in good condition and with a little work will serving meals again during operating days. It is located in Los Angeles and the UP is moving it to Portola at no cost and should arrive anyday now as you read this.

The purchase of this car has depleted our meager treasury, as the bid was \$5280.00. If any of our members would like to contribute toward its cost and return to service, it sure would be appreciated.....

DONATIONS

George Comer has donated a large enameled WP herald and a large box of railroad books and literature, these items will be added to our ever growing collection of railroad material.

Jack Palmer gave a large framed photograph of a D&RGW passenger train in the Royal Gorge, ca. 1916. The photo is in brown tone and has a brass ID plate, this photo was seen in many offices and stations.

Peter Arnold dropped off several elect. cabinet covers from retired WP U30B's at Ski's house after a trip east. This makes the 3051 complete on the outside, but inside????????.....

John Noonan of Sacramento, Cal. sent in \$25.00 for oil for the 2001

COMING EVENTS

Oct 20th Meeting-work weekend
Nov 17th & 18th work weekend
Dec 15th Annual membership & election of Board members.....

RESIGNATION - APPOINTMENTS

Mel Moore resigned from the Board as he was appointed to fill a vacancy on the Portola City Council and he felt there might be a conflict of interest. We hope Mel's position on the council will aid our museums goals. And Bev Moore resigned as membership chairperson because of other pressing commitments. We thank them both for their past services to the FRRS.....

John Marvin was appointed to fill Mel's term on the Board of Directors. John has been active in Society activities and is project chairman in the restoration of WP caboose 779. He also represents the FRRS on the City's Advisory Board. Charlene Marvin has been appointed membership chairperson. Bill Magazin agreed to take over the Treasurers position to keep our financial records in order.....Welcome.....

805A FUND FALLS SHORT

We received a few pledges of support for the purchase of the.....LAST CZ unit WP FP-7A from Louisiana & Northeast. They will still trade for a GP7 or 9 for the F unit or a cash payment. We would have to locate and buy such a unit and ship it to them, unless someone has a better idea, the unit will be lost to us.....

FROM THE EDITOR'S NOTEBOOK

by John Ryczkowski

6912 to Portola, Express Reefer, Silver box car, and WP models.....

DDA-40X 6912 has been loaned to us for parts so that we can get the 6946 in running shape. by next summer we will know the 6946 inside and out, and anyone wanting to get involved please feel free to do so.... Also on the point of being involved, a few points...1.. we need help at the museum...2... suggested ways to get people to help....3....everyone has a gift for the museum...time or money. I am sorry to say but we did not get much response on a fund for 805 and the oil for the 2001. Any member can take on a project and there are a lot of them. Also still no articles on the WP have come my way.....Norm on his trip found a Railway Express Reefer for us in Colorado. I am excited about it as I am working on an article on the Railway Express and modeling their express reefers. After it is repainted in REX marking we may have the only example around as REA closed up in 1978. Does anyone out there have info and photos of REA equipment????? I would like to hear from you.... Last operating weekend I finished the 40' silver/orange feather PS-1 box car with the help of Wayne Monger. All that is left is to do the lettering so the next SHEET will have photos and an article on

WP's PS-1 box cars....Fair response on the WP cabooses and if I get some more I think we can fly with it. One model like the 428 at Portola with roofwalks and the other a rebt w/o roofwalks and windows blanked out. Also Cascade Models is doing the FEATHER RIVER WP's business car, write for details.....Thanks..see you in Portola..WP LIVES....

PS Norm called me as the SHEET was being put up and typed and said that we are getting Union Pacific CA-3 caboose #25049 and the REA express car is number 7664 50' Steel.....

DIESEL INJECTOR

Soon after Dave McClain, Matt Parker and John Ryczkowski returned from Salt Lake City last July, Kennecott moved Alco's #2 and #908 to Garfield for the UP to transport to Portola. The units were picked up by a local and hauled to Burmester (15 Miles) for the SST to pick up. Although the units were restricted to 25MPH, 908 developed a hot box. Both units were left at Burmester while UP tried to locate a replacement axel. None was to be found, it was then decided to return 908 to Garfield and bring the #2 onto Portola. Norm Holmes caught the SST from Winnemucca on Aug 16th, and had the dubious pleasure (?) of handling the unit in his train for 12 hours at 25 MPH.

In the wee hours of Aug 17th No. 2 arrived in Portola and was spotted on museum tackage. The engine is complete except for water in the radiator. A battery charger was put to work on the batteries, but to no avail. Upon investigation, Dave discovered two broken battery cases (probably froze and cracked in SLC last winter) and replaced the batteries with two we had on hand. The charger then proceeded to recharge the battery set. The next day, we filled the radiator, strung a jumper from 608 and #2 came to life. It had been at least three years since the engine ran last, but with a cloud of smoke and the typical Alco sound (a bucket of bolts, a bucket of bolts)we now had another running locomotive. It ran but would not load, something in the remote control device prevented throttle response. It wasn't until the following week, with the engine idling for RR Days visitors to listen to, that John Ryczkowski got to looking over the controls and figured out the right combo of switches to set and #2 loaded and moved under its own power. With John at the controls the #2 went around the balloon and with the other power running trains switched the 2001 and moved the 6946 to a better position. It's ugly and needs paints, but it runs very well and John hopes to paint the unit into SP&S colors next summer. One point the engine belongs to us, the FRRS, and not the City of Portola.....

921: Our faithful 921 let us down for a short time on Aug 24th, but with the aid of a jumper wire it operated fine throughout the weekend. She came to life just after Ski got the Alco moving and into position to fill in if needed, she was not about to be replaced by that!!! Dave was not satisfied with the use of the jumper and search-

ed out the problem, with the result that a relay has been repaired and the jumper removed.

2001: Four barrels of oil are needed to fill the crankcase of the locomotive and Dave picked up the oil (\$769.) added it to the engine and the unit was started. The sound of a 567 turbo powered engine filled the diesel shop, however this engine also would not load. Dave and Jim Ley have worked on the differant systems and are close to the problem. It is just a matter of time and we'll have one more running and working engine in Portola.....

On WP GP-20's watch for an article in "PROTO-TYPE MODELER" on them and how to model them.



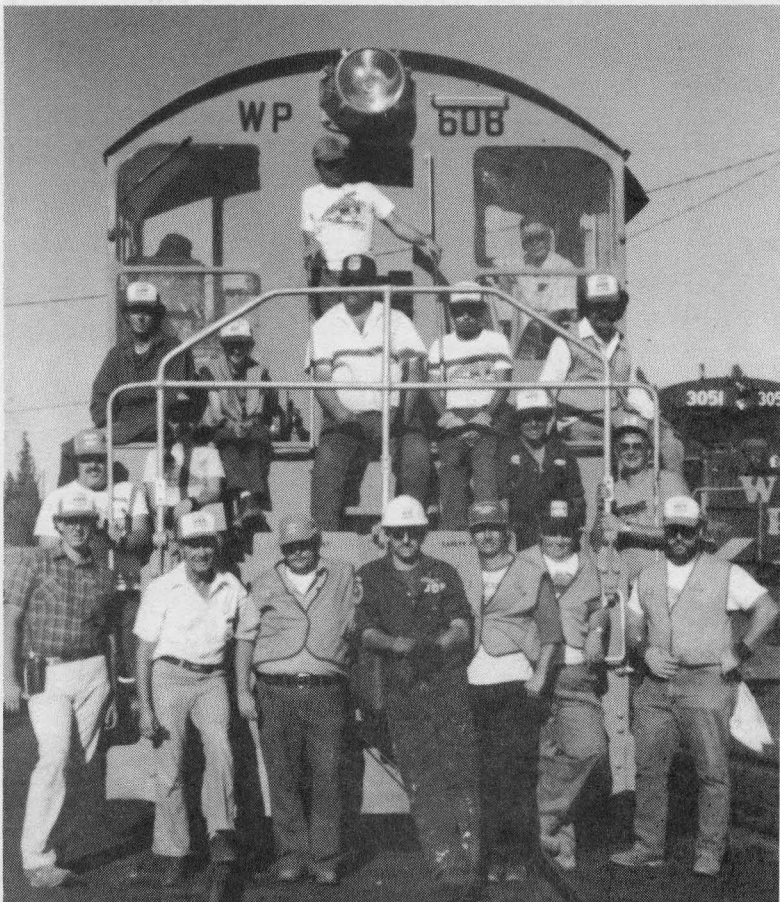
RAILROAD DAYS REPORT

Again, a frantic effort was made to complete necessary work for our biggest event of the year. The move of the gift shop from the office room to the locker room required the efforts of a number of workers including Jim Folsom, Norm Holmes, Hap Mani and Chris Skow. A new counter was constructed by Jack Palmer, who spent a week helping us get ready. The new gift shop has more room and is more secure. Additional shelving has been installed for our ever increasing stock. Chris and Vickie Krois kept the cash register ringing.

Larry Hanlon, John Walker, and Norm built a dirt bumper in front of 3051. An additional flat car was required for passenger service. The car was sand blasted by Norm, Wayne and Vic. Material for a new deck was donated by Sierra Pacific Lumber through the efforts of John Marvin. The deck was nailed down and side boards built and the car placed into service. It will be painted and lettered by Ski along with the other flat this winter.

Workers on the flat car and other projects included Steve Habeck, John Hachey, John Marvin, Glen Mosley, Peter Soloym, Nick Baldi, Greg Brahms, John Walker, Ski, and always the Wollesen Family. If we have forgotten anyone it is not intentional- we appreciate your help, but it is hard to keep track of everyone.

Train operations started at noon on Sat. Aug 24th, with only the 608 in operation. After a time the 921 joined operations after Dave and UP



A LARGE PART OF THE MEMBERS THAT MADE UP THE TRAIN CREWS FOR RAILROAD DAYS.....

electrician Dick Trost installed a jumper. Operations lasted until 5 PM with some trips leaving with a full load pf passengers. Sunday train service started after the speeder time trails were completed (story elsewhere), and ran until 4 PM.

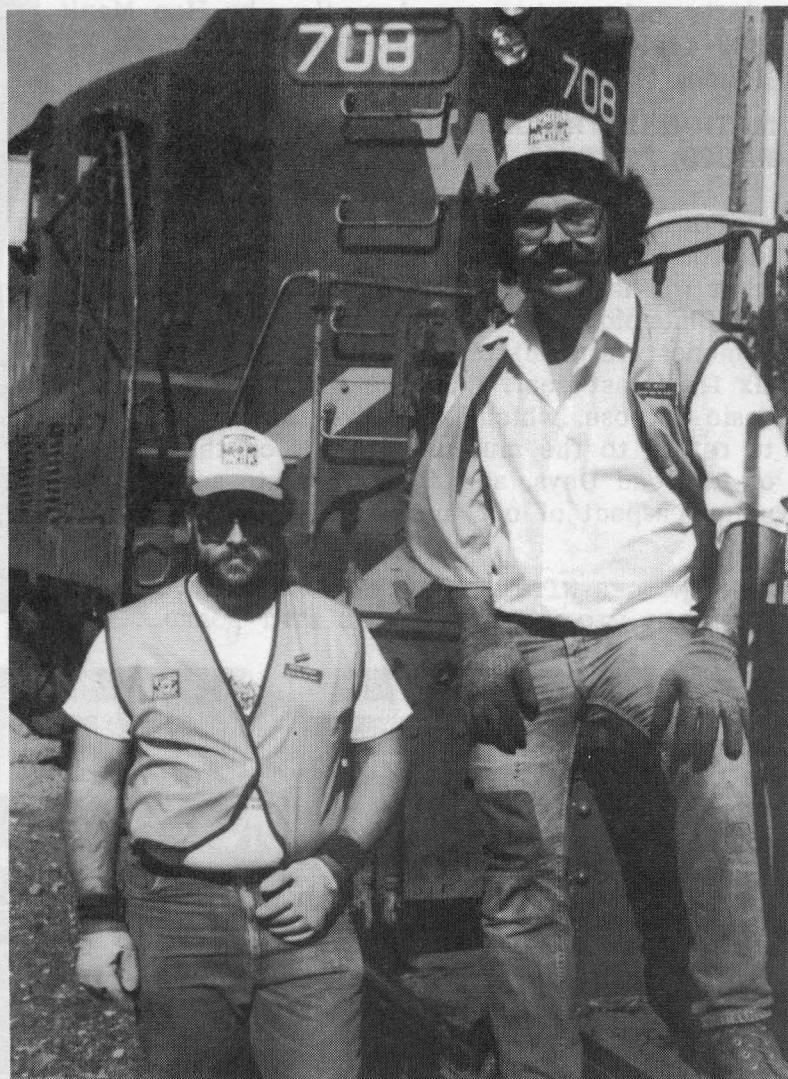


Mary Ryczkowski nearly single handedly manned the ticket booth, assisted by Dennis Clemens. Charlene Marvin and Diane Wollesen sold soft drinks, coffee, ice tea and donuts from the kitchen. The Calpine Elks sold hamburgers, Soccer boosters sold snow cones and the UP junior Old Timers sold hot dogs, all helping to make the museum the place to be on Railroad Days. We thank all who helped make the event a success.

RAFFLE

Through the generosity of Don Miller, two over-night Bed & Breakfast accomodations at White Sulphur SPrings Ranch near Clio were donated for us to sell to benefit the Society. The tickets sold were far short of expectations mainly due to other groups selling raffle tickets at the same time.

The winners were Donna Tibbedaux of Portola and Mary Jane Stickney of Quincy.....



THE MEN IN CHARGE....STEVE HABECK AND VIC NEVES FRRS CONDUCTORS....and good ones too.....

MEMBERS OF THE WOLLESEN FAMILY THAT HANDLED THE CROWD CONTROL AT THE BOARDING POINTS AND PASS. ASSISTANCE (our passenger porters.....)

GIFT SHOP

Our well stocked gift shop did a great business during RR Days. Chris Skow and Vickie Krois were busy both days with some \$6000.00 in sales. The BLE-GIA "Lady Engineers" helped us with a booth at the City Park: Claudia Rohlinger, Ellen Housen, & Rosalie Caufield, FRRS members, manned the booth, Barbara Holmes stocked the booth and provided transportation. Another booth was located in the High School Gym, Nick and Dorothy Baldi took care of sales at this location. Between these booths, another \$2000.00 was made in sales.

On Sept 7 & 8, Odie Lorimer and Larry Hanlon set up a FRRS booth at the Great American Train Show in San Jose. About \$750.00 in sales were made and our Society received valuable publicity.

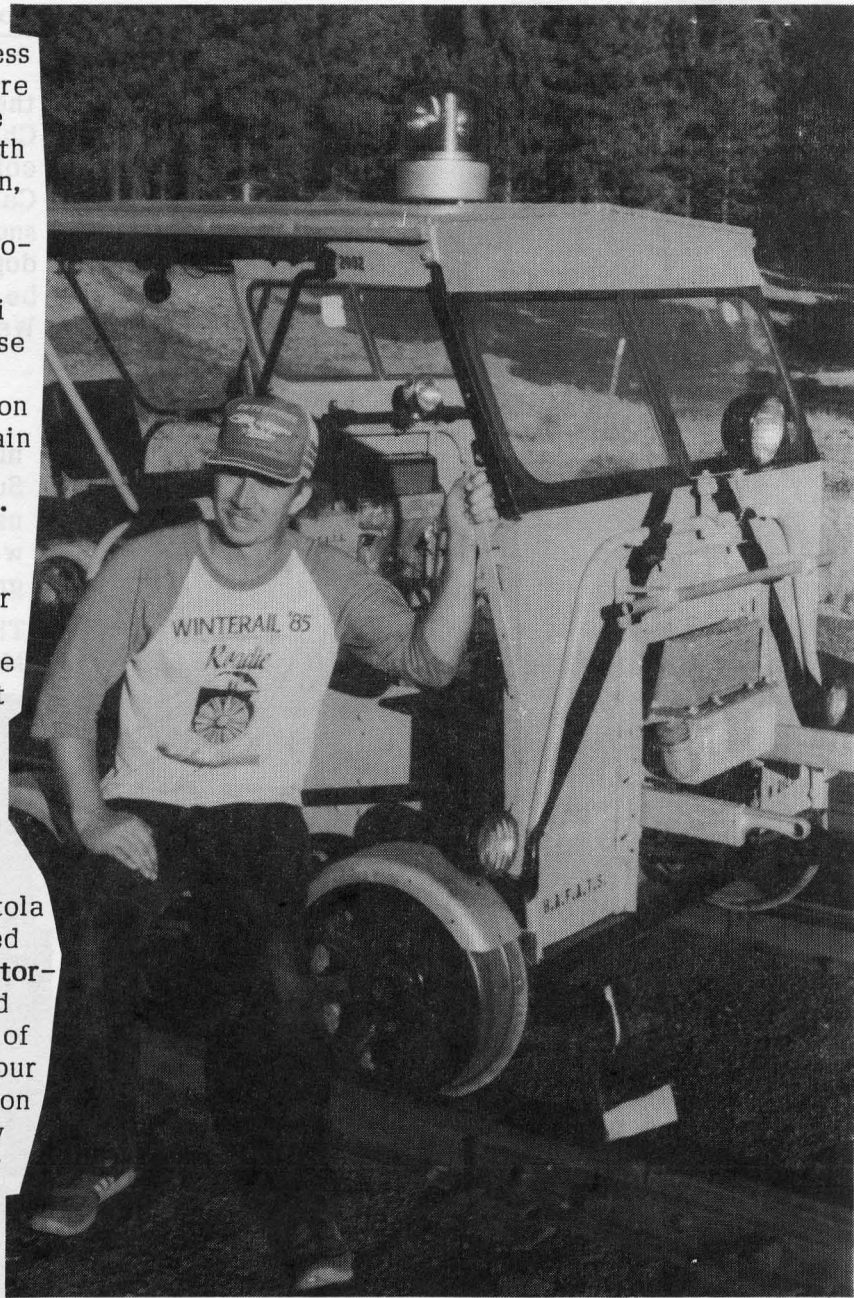
We have a number of new items in the Gift Shop including a complete line of available WP and UP post cards. We hope to have some of our equipment on cards by Christmas.

The Gift Shop is open on weekends during the winter and can be opened anytime by Hap Manitt (832-4901, Chris Skow (836-0469) or Norman Holmes (832-4737).....

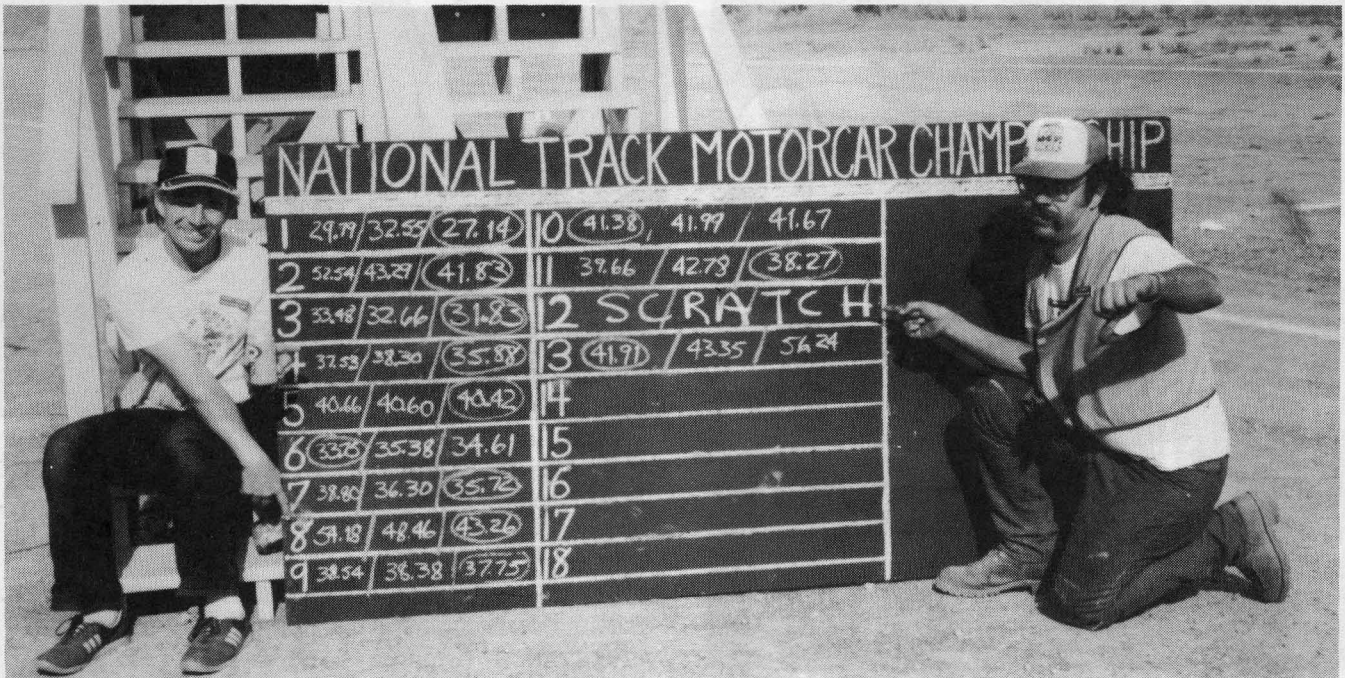
NATIONAL TRACK MOTORCAR CHAMPIONSHIP RACES, PORTOLA, AUGUST 25th, 1985

by Wayne Monger

For the second year in a row during the Portola Railroad days celebration, your Society has hosted what we have labeled as the "National Track Motorcar Championships". This year we once again had a modest turn-out of 14 motorcars, an increase of six from last year. I believe we did accomplish our basic purpose, which is to give the public a reason to return to the museum grounds on the 2nd day of Railroad Days, and allow them to see another unique aspect of our museum.



WAYNE MONGER WITH HIS WP M-19 MOTORCAR AND WAYNE AND VIC NEVES WITH THE STAT BOARD...



NATIONAL TRACK MOTORCAR CHAMPIONSHIP					
1	29.77	32.55	(27.14)	10	(41.38), 41.99 / 41.67
2	52.54	43.27	(41.83)	11	37.66 / 42.73 / (38.27)
3	33.48	32.66	(31.83)	12	SCRATCH
4	37.53	38.30	(35.88)	13	(41.91) / 43.35 / 56.24
5	40.46	40.60	(40.42)	14	
6	(33.75)	35.38	34.61	15	
7	38.80	36.30	(35.73)	16	
8	51.18	48.46	(43.26)	17	
9	38.54	36.38	(37.75)	18	

Preparations for the Motorcar Races began as early as last winter, when a proposal was written up and circulated among museum members and motorcar owners for comment. Owners and possible owners of motorcars were added to a growing list for use in the summer. Invitations were printed up and sent out to everyone on the list in early June. In all, over 60 invitations were sent, mostly to railroad historical organizations/museums in the western US, as well as to all known private owners. There was a good response from owners during June and July, but the expected last minute flood of entries did not materialize. A few of the early entries had to withdraw within a few days of the races. Employees of the Union Pacific from both Portola and Stockton expressed an interest in operating a company motorcar in the races also, but they too did not show up as expected.



As the days counted down toward Railroad Days and the Motorcar Races at 10:00 on Sunday morning, the preparations became more and more hectic. Trophies for the winners, and metal placards for everyone participating in the races were purchased by Dale Wyant, while orange participation ribbons were purchased by myself. A proper finish line banner was completed, also Dave Wyant had been working on a timing device for several weeks, but due to last minute problems, it was left behind in Dale's workshop on the Ventura County Railway in Oxnard. On Sat morning the 24th, Railroad Days began with a parade through downtown Portola, and we were there to help advertise the races the

next morning. Loaded onto my motorcar transport trailer was John Ryczkowski's M-14, Vic Neves' M-19. Also h M-9, and my M-19. Also helping out, and sitting on the motorcars while we were in the parade was Matt Parker, and about a dozen of the Society member's children. For most of the motorcar owners, the rest of Sat was spent working on getting their motorcars ready for the next morning, as well as helping out with train operations that day.

Sunday morning found 14 motorcars on the museum's trackage, in various stages of readiness for the races. The following is a list of all of the participants. The numbers are the racing numbers given each car the day of the race....

← #1 American Parcel Service #784, this is a Fairmont Motors A8-Series B, powered by a 6-cylinder motor. The car was built in 1958 for the Gulf, Mobile and Ohio Railroad, and was retired in 1974. This large car is owned and operated by David Rangel of Fresno, Cal. This car came in first place in the "Multiple cylinder category" with a winning time of 27.14 sec best of three runs over the 300-meter long run.

#3 Richard Brickell of Reno, and his Buda motorcar came in second. This car dates back to the 20's but has recently been rebuilt with a modern 2 cly motor. This car came from the V&T, but may have been originally built for the Yosemite Valley RR.

#6 Tom Moungovan of Sebastopol, Cal., and his Fairmont M-19-AA came in 3rd. This car blt for the WP as M2057 in 1940 is equipped with a "AA" two cylinder motor.

#7 John (SKI) Ryczkowski of Reno, (and the editor of The Train Sheet), placed first in the "Single cylinder category", with his Fairmont M-14. Named the "Black Maria" because of being painted in the original black and silver Western Pacific MofW scheme. The former WP M2352 had just completed a rebuilding a week before the races, was blt in 1942 and then retired in 1976. Pulled from the scrap pile in Gerlach, Nev where it sat for years it turned in a winning time of 35.72. Dave McClain running one run for a time of 36.30 sec.

#4 Steve Milward of Sunnyvale, Cal. who was our defending champion from the 1984 races, placed 2nd with his unnumbered, but beautifully restored Fairmont M-19-E. This car was blt for the WP in 1943, and was retired about 1978. Steve, who is an active member of the Society (along with his wife, LoAnn), had a time of 35.88. It should be noted that Steve was beaten out of first place by Ski on their very last run, with a margin of 16/100ths of a second.

#9 Steve (S.R.) Bush of Colfax, Cal. was another big success story of the 1985 Motorcar Championships. He placed third with his Fairmont M-19-E, but only after many hours of hard work. His car, a former Sacramento Northern Ry M51, did not want to run at all after he had arrived at the museum on Saturday morning. Steve worked on his car almost continuously until midnight, and then worked on it from 6AM until race time. The work

paid off, as the motorcar, which was built in 1942, had some of the most consistant times over the 300-meter course.

#11 Dale (Palmdale) Wyant of Long Beach, Cal. placed 4th with his beautifully upgraded Fairmont M-9. This car, numbered M69, was blt for the WP in 1945, but can now be found on the Ventura County Ry where Dale is Signaling Super. Dale, who said he is representing "Fairmont Racing Team and the Foamites.....".

#5 Greg Brahms of Santa Rosa, Cal, placed 5th with his rebilt Fairmont M-19-E. This car is former WP M2163, which was built in 1949, and retired in 1971, is equipped with an experimental ignition system that Greg has built himself. (Editor's note, I call Greg Mr Fairmont as he is most knowledgeable about Fairmont cars and helped others adjust their cars, with a few adjustments with my cars timing he had it in tip top form, thanks Greg...Ski)

#10 Jim Atkins of Sacramento, placed sixth with his Fairmont M-19-D. This car, which is currently lettered Ventura and Bakersfield Northern Ry #718, is a former AT&SF motorcar built in 1947 and retired in 1974. Jim's times for the three runs were 41.38/41.67/41.99 the most consistant of anyone entered.

#2 Mike Clayton and Tom Hughes, owners of Pentrex Videos of Pasadena, Cal. placed 7th with their recently acquired Fairmont M-19. This car, ex AT&SF #172970 was purchased in June this year in Albuquerque, New Mexico. Mike and Tom, along
SKI'S FAIRMONT M-14 WHICH WAS POPULAR WITH THE PUBLIC DURING THE RIDES, DAVE McCLAIN HAD MORE FUN GIVING THE RIDES THAN THE PEOPLE RIDING...

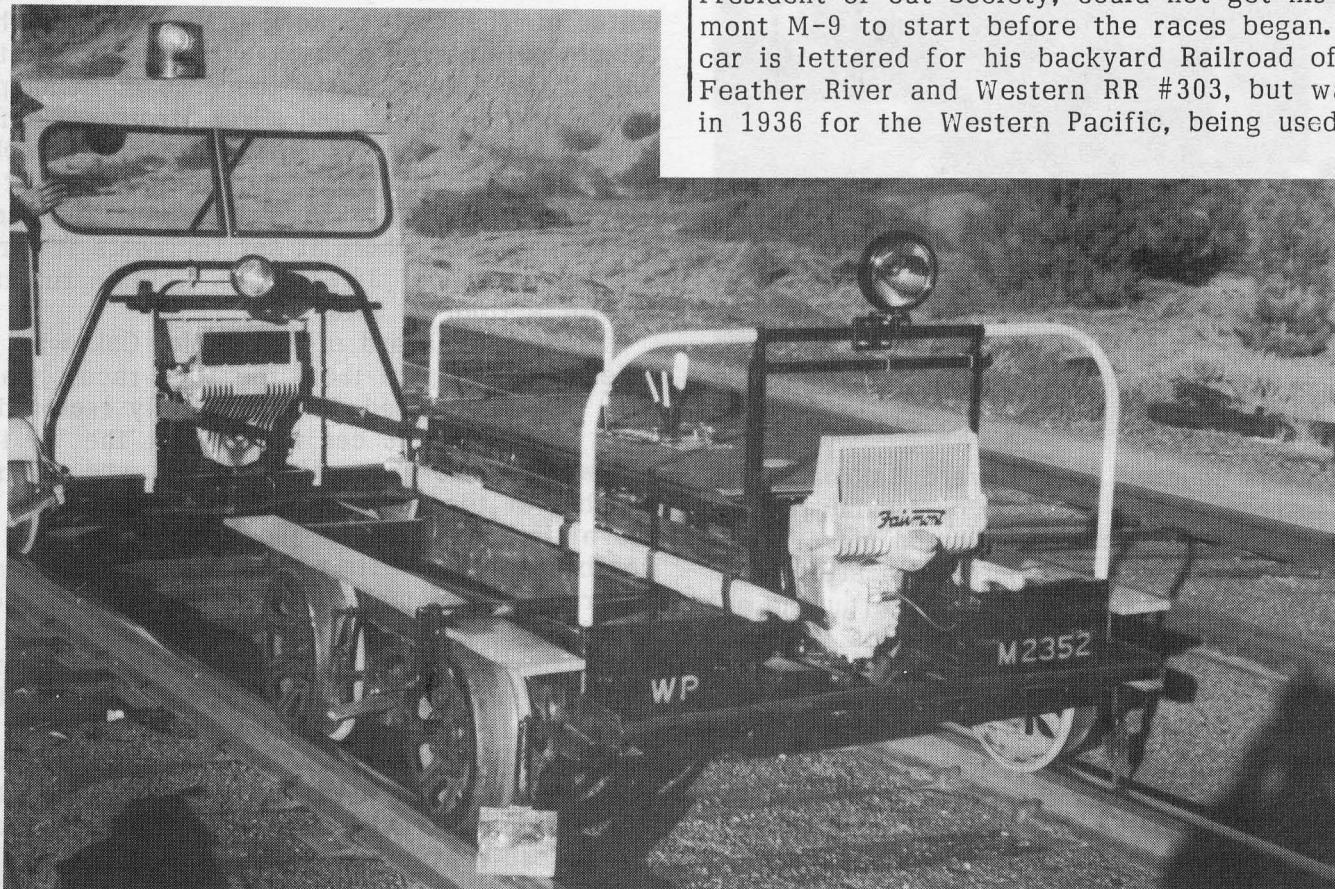
with their entire pit crew, were outfitted with Pentrex T-shirts, making them look much more organized than anyone else at the races. They too worked on their motorcar most of the day and evening on Sat., in order to get it to run better.

#13 Steven Knowles of Virginia City, Nevada, placed 8th with a last minute entry. His car is a Fairmont M-19-D, blt for the Chicago, Rock Island and Pacific RR in 1947. Steve acquired it through Railroad Contractors in Tulsa, Oklahoma, one of the scrappers of the Rock. He, along with Mark French of Chico, were having serious problem getting their motorcar to run Sunday morning, and didn't make their first run until most everyone else had made two runs.

#8 Wayne Monger of Chico, Cal. placed 9th with his Fairmont M-19, despite some heavy work done to it this past summer. This car, formerly WP M2129 was built in Aug 1940, and was retired in 1977 after being wrecked. It was rebuilt in the Oliver Brothers Salt Co. shops in Hayward, Cal. in 1979. During the Races, he was representing the "Foamites", along with the CTC BOARD Magazine (Which he is Union Pacific Editor).

#12 Vic Neves of Castro Valley, Cal., had last minute problems with his Fairmont M-9, and had to drop out of the race. His motorcar had run fine at various times from Thursday through Sat., but failed just before his 1st run. He worked on it through the race, but gave up finally his 1939 car blt for the WP was numbered M2002. Vic one of operating days conductors and hoped to represent the Bay Area Foaming and Toking Society during the races.

#14 Norman Holmes of Portola, Cal., the President of our Society, could not get his Fairmont M-9 to start before the races began. His car is lettered for his backyard Railroad of Feather River and Western RR #303, but was blt in 1936 for the Western Pacific, being used by the



signal department out of Oroville until 1976, when Norm bought it, and then restored it.

THE NATIONAL TRACK MOTORCAR CHAMPIONSHIP RACES are patterned after the International Handcar Championships that are held every year in front of the California State Railroad Museum at Old Sacramento. Like the handcar races we use a single 300-meter long stretch of track. In our case, we have used the track from the south side of our balloon loop to a point near the east end of our engine house, which is where the finish line is located. On Sunday morning, all of the motorcars and their operators were lined up at the finish line at 10:00, and since Norm's motorcar wasn't running, the job of announcing the motorcar races fell to him. Using the fabulous sound system that Vic Neves had assembled, and brought to Portola for the races, each operator and their motorcar were introduced to the crowd. After the intro all of the cars proceeded around the balloon loop to the starting line. In the meantime, members of the Wollensen family brought the museum's three-wheeled velocipede, and the handcar down the track in front of the crowd.

It was 10:30 by the time that the 1st car crossed the finish line for the 1st time. The crowds of people on hand to see the motorcars were standing behind rope barriers in the museum's parking lot, or were sitting on the flatcars and in the cabooses of our "passenger" train. Right from the start motorcars began to break-down at the starting line, but everyone except Vic was able to get in their three runs by 12:30. With all of the operators gathered at the finish line, Wayne made the presentations of awards and participation ribbons. By 1:15 the passenger train had once again began to operate. Motorcar rides to the public began around 2:30, six were run at once, running ahead and behind the train until after 4:30. The rides were a great success and many people liked the motorcars better than the trains. Many operators who had been having problems with their cars earlier found that the cars performed better as they were run more. I would like to extend to everyone that was involved with (and affected by) the Motorcar Races this year. A big "Thank you" needs to be extended to Norman Holmes for his wonderfully entertaining announcing abilities, plus for giving me a free hand in trying to set all of this up. Thanks also goes to members Steve Habeck, who manned the stop watch and the blackboard at the finish line, and to Dennis Clemens for taking the position of starting line judge. Another "Thank you" needs to be extended to the entire Wollensen Family, in helping with the set up of the announcers stand, running the handcar and velocipede, and many other items needed to make this event a success. A very special "Thanks" needs to be made to my longtime friend, Vic Neves, who brought up his fantastic public address system for use during the races, plus who put up with my badgering of him about this event over the past

year. Also special "Thanks" need to be extended to "Palmdale" for his support and assistance in trying to get us a proper timing system, plus in helping with the trophies, and to Brad Black of the Ventura County Ry in helping "Palmdale". And one more big "Thanks" needs to go to my Wife, Lynda, for putting up with me, and enjoying Railroad Days in spite of my pre-occupation with the races. If I have missed anyone, please forgive me, and let me know about it....

NEXT YEAR...

It is my hope that during next years's races we will have a turn-out of 30 cars. We know that we will probably have the Wollensen Family entered as they have taken on rebuilding the motorcar that we received from the Carson City Railroad Club, There are also new ideas already floating around about how this event can be even more entertaining. Eventually, I would like to see this event be able to "stand on its own feet", and be held on a totally separate weekend from any other operations at the museum. But until then, it will continue to be held on Sunday mornings on the weekend of Portola's Railroad Days.....

SEPT 28-29th OPERATIONS

The last operating weekend of 1985 was relatively quiet compared to the other dates. Good weather and fall colors brought a few visitors, but later there were more crew members than passengers on the trains. (Sounds like the way some "real" railroad passenger trains ran before Amtrak).

Our Hobo Stew Cookoff likewise was slow with only 30 people taking advantage of a delicious dinner. Four stew were submitted and 1st place was taken by Rosalie Canfield, in 2nd was Barbara Holmes, followed by Mary Ryczkowski, and Bev Moore a green salad, french bread and coffee filled out the dinner. Bev Moore and Charlene Marvin provided the great desert selections We'll try again next year...so start planning.....

VIDEO'S OF THE RACES

by Vic Neves

Just a short note, El Cheapo Video Productions has about 1½ hours worth of the races, but Pentrex Video will have a video on the races, please write for details. Also Fred James helped me with the P.A. sound system.....

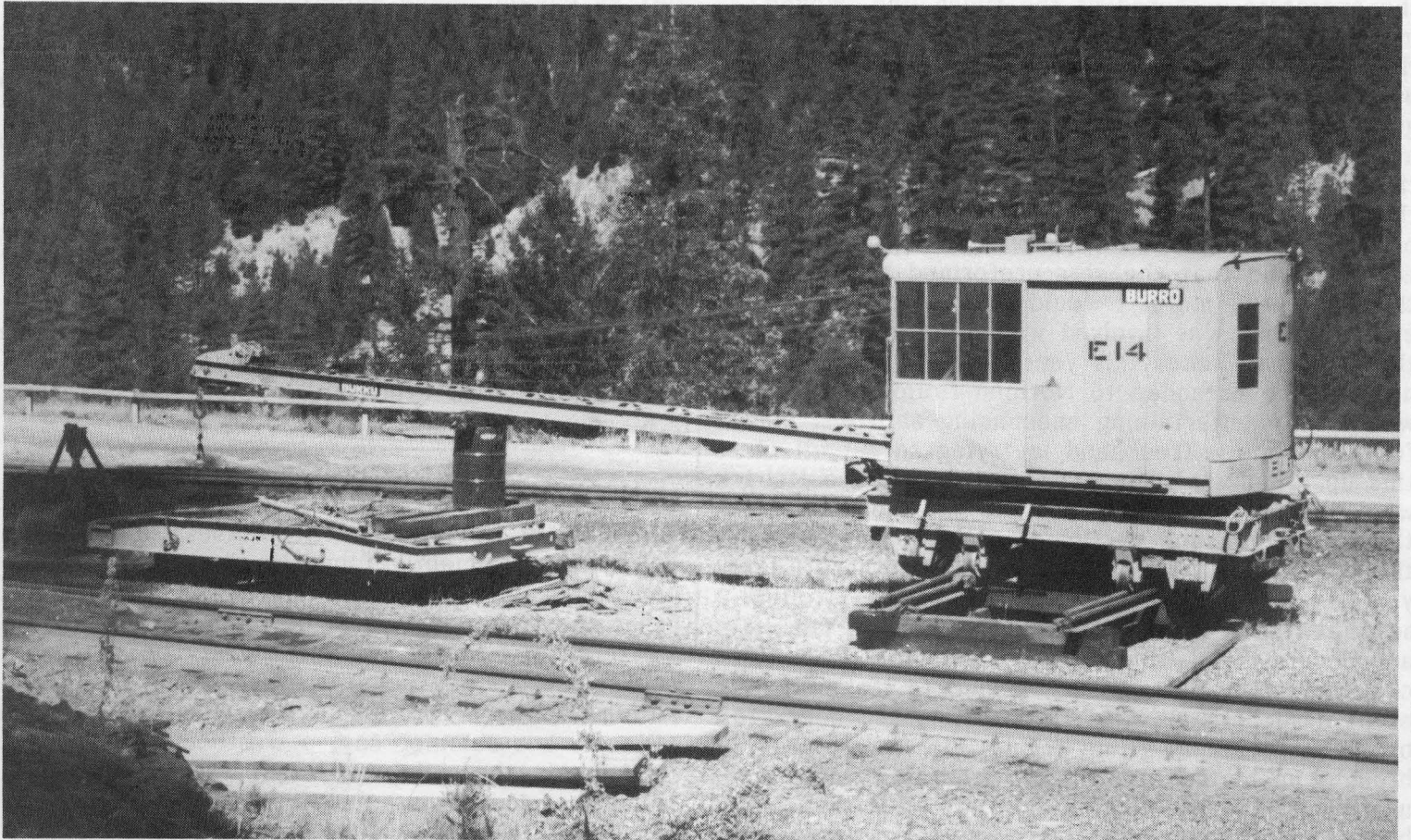
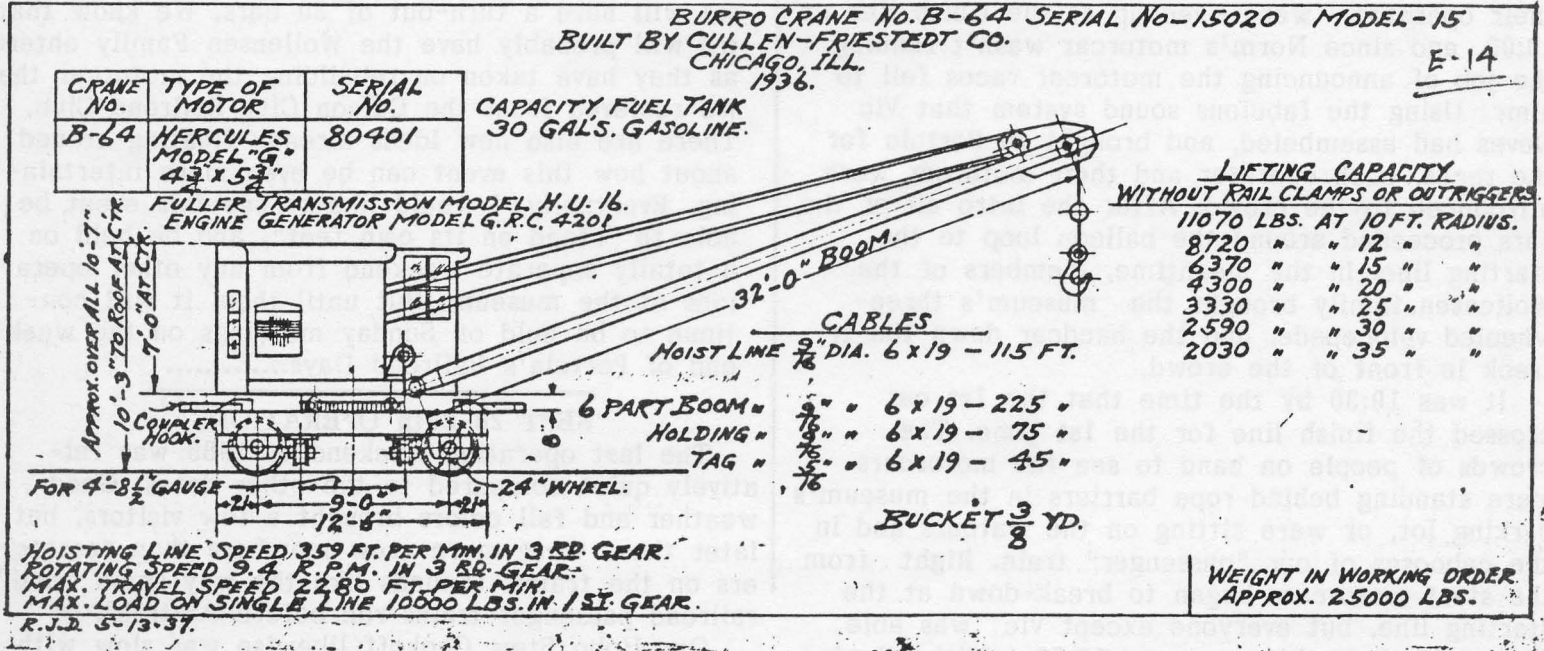
TRUE TAILS of the RAILS

Years ago the Western Pacific shipped significant amounts of livestock: cattle, horses, sheep and pigs were frequently found in stock cars, usually at the head of the train. The reason for this was that the livestock had to be unloaded, rested, watered and fed at regular times. The railroad constructed stock pens at every terminal and at other locations for this purpose. On one hot summer day, a westbound freight was waiting in the siding at Pulga. The first car behind the engine was a carload of pigs. The head brakeman, doing his duty inspecting the train

whenever time permitted, observed the pigs suffering from the heat which was radiating from the canyon wall. Near the west end of Pulga siding, a water hose was hooked up at a location where a spring flowed from the canyon. Thinking a nice cool shower would make the pigs feel better the brakeman proceeded to wet down the animals. When the train reached Oroville all the pigs were dead: the shock was too much for them. No one except the brakeman knew what had happened—as all the water had evaporated.

BURRO CRANE E-14

Here is a little info on the Burro Crane we now have at the museum, the trailer flat shown came with it and it has been converted to a diesel engine.....



WESTERN PACIFIC WOODEN REEFERS

In 1923, WP ordered from American Car and Foundry 2000, 40' Wooden Refrigerator cars. At the time of ordering they were to be lettered WESTERN REFRIGERATOR LINE and numbered in series 7001-9000. WP entered into a pool agreement with Pacific Fruit Express to add the WP cars to PFE's large fleet of cars serving the California heart lands.

The cars entered service with PFE reporting marks and number series, WP emblem and painted yellow sides with box car red ends and roof. My car, 52138, has yellow paint on the roof under the box car red, but the body was rebt in 1943 so it may have been delivered with a yellow roof. 775 more cars were added to the fleet in 1924 to a successful agreement with PFE. In 1953 PFE, at the Roseville Shops, re-conditioned 900 old cars in the best shape and renumbered them into series 55001-55900. They were repainted into PFE orange and retained the WP "Feather River Route" emblem, steel frame superstructures, electric air-circulating fans, and other modern features were added to make the cars equal in service characteristics to new cars. These cars run under the arrangements

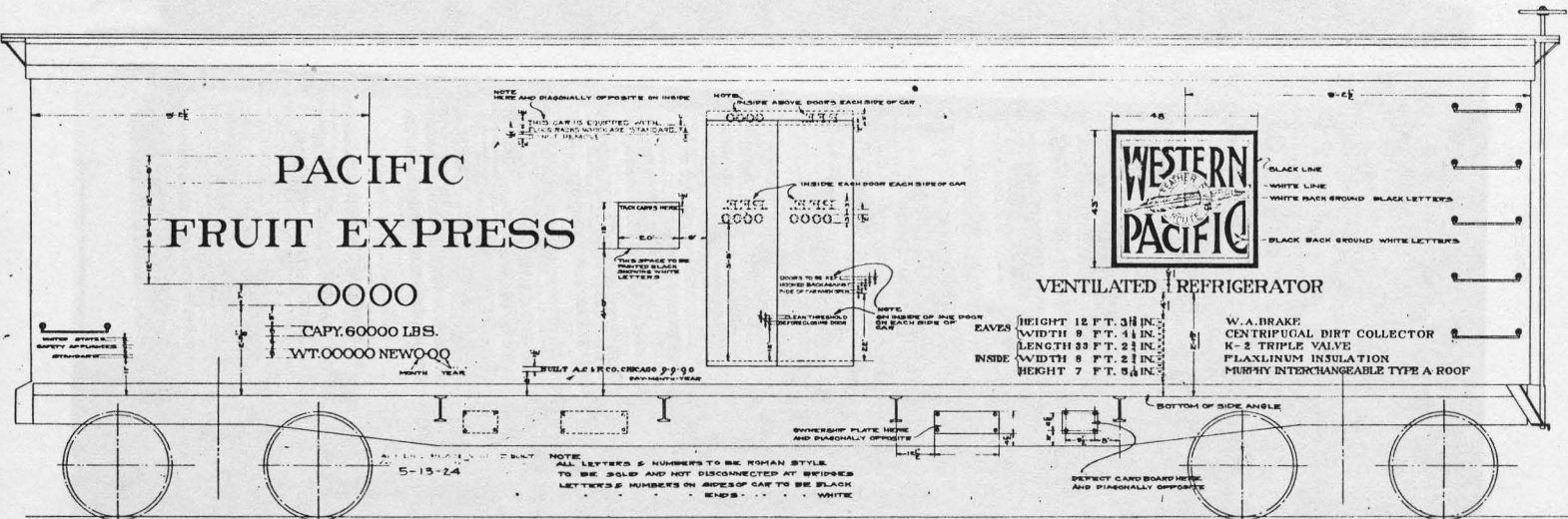
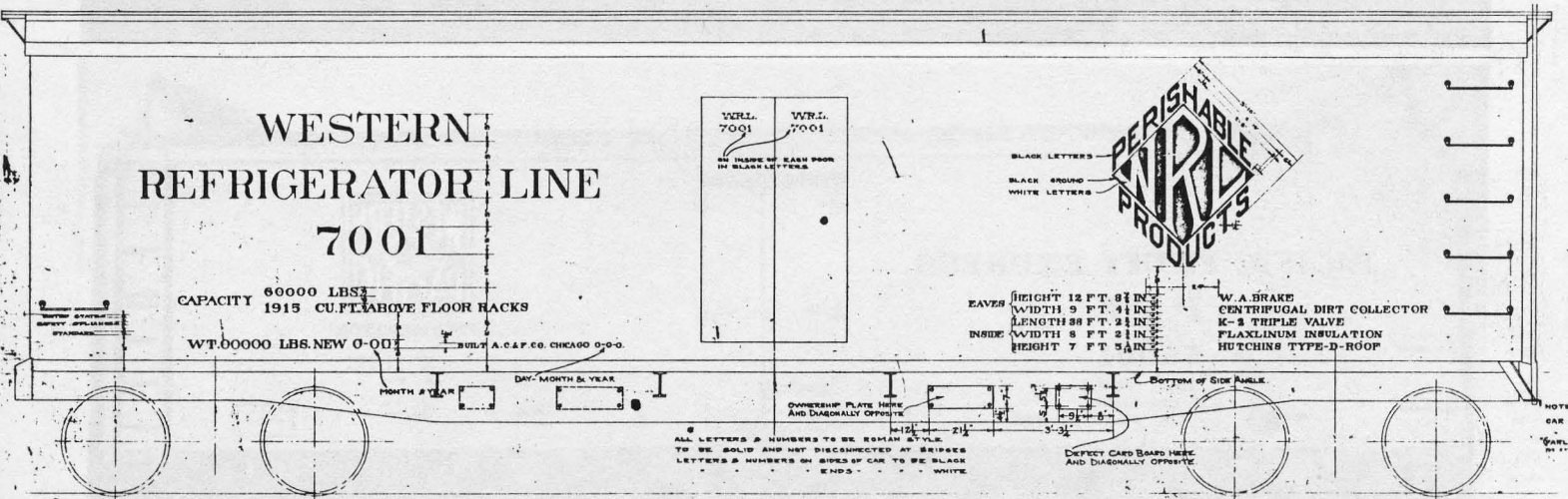
between WP and PFE in effect since 1924, where by the railroad leases its cars to PFE and in return is able to offer shippers full equality of participation in PFE's nation-wide services. By the mid sixties mass retirements of wooden cars was made and WP's PFE cars pasted out of active service. This ended WP's involvement with PFE and later taking up with Fruit Growers Express for steel cars..but that's another story. Many cars can be seen today in farmers fields where they were sold off as storage buildings.

The cars came to WP with staff hand brakes and a "KC" brake system. Later when the K brakes were banned from interchange the cars were changed to power hand brakes mounted on the end, and a "AB" brake system.

ICE SERVICE

The need to supply ice to work crews and trains was addressed early by the Western Pacific. Car #7001 and old 2nd hand reefers in series 7002-7004 were used in ice service. In 1944, 10 cars were rebuilt in Sacramento into ice reefers, series 7011-7020. In 1951, WP again converted surplus reefers into ice service cars and these cars ran up into the seventies. Photo's I have show some cars on the ice rack in Portola painted

LETTERING DIAGRAMS DRAWN UP BY WP IN 1923 FOR THE 40' WOODEN REEFERS TO BE BUILT BY AC&F, CHICAGO



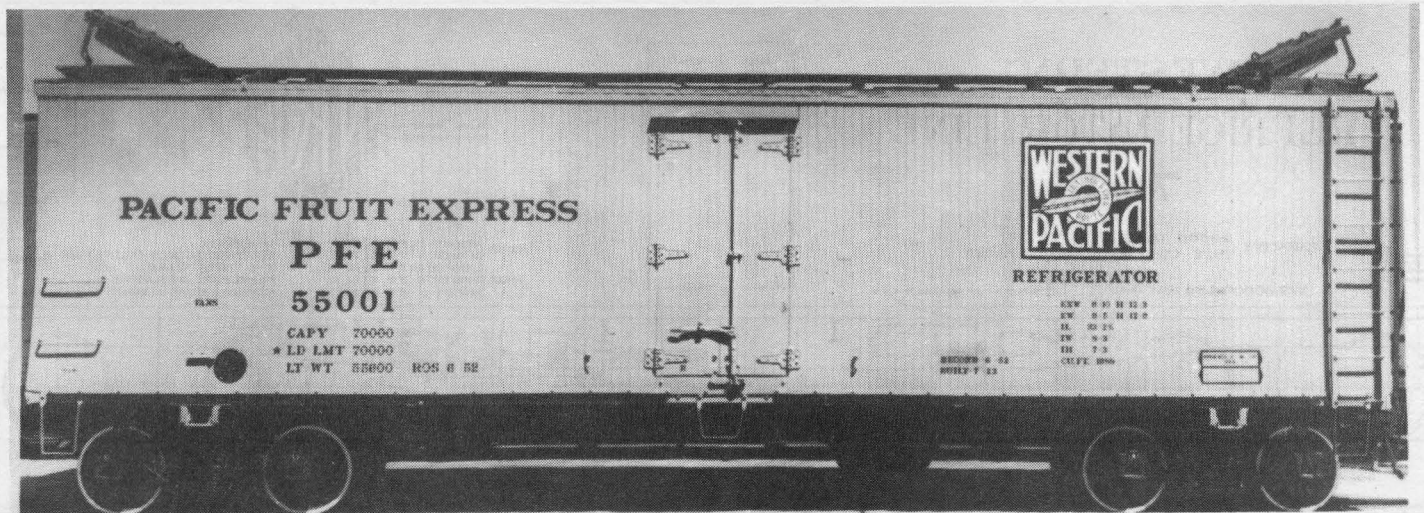
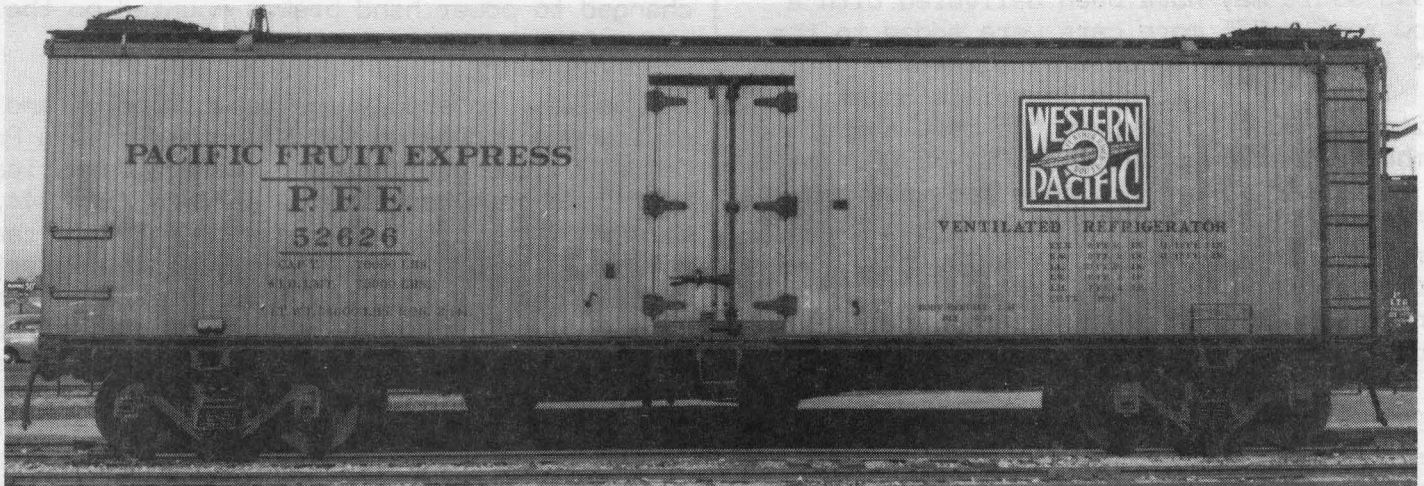
box car red before the silver/black lettering ice service scheme was used. In the days before mechanical refrigeration Portola was a reiceing stop on the way east for reefer blocks. I remember seeing the silver ice service cars in Reno at the Union Ice Co in the sixties taking on a load of ice blocks for the Reno Local to take back to Portola and other points.....

The Gould Co, of Duarte, Calif. is coming out with an HO model of the 40' ACF type wooden reefers and have used my car in Portola for a lot of the data in making the kit, it should be good. Also I am working on the correct decals for each series of WP/PFE/Ice Service cars.... A long line of reefers moving produce east will live again in HO scale.....WP LIVES.....

WP/PFE	50001-52000	blt 1923
	52001-52775	blt 1924
	55001-55900	reblt 1953
WP/ICE	7001-	reblt 1927
	7002-7004	blt 1910
	7011-7020	reblt 1944
	7021-7058	reblt 1951

PFE 52626 has had the body rebuilt 2-41 in Roseville and is lettered in a more modern scheme than as delivered. I would like to thank Wil Whittaker and Norn Holmes for the photos..Ski.

1st CAR IN REBLT SERIES AND ICE SERVICE REEFER M.W. 7017



THE FOLLOWING ARE EQUIPMENT DIAGRAMS OF WESTERN PACIFIC REFRIGERATOR CARS WITH DATA.....

REFRIGERATOR CAR (VENTILATED)
 BUILT BY AMERICAN CAR & FOUNDRY COMPANY
 1923

W.P. CAR NOS. 7001-9000
 ORIG. No OF CARS 2000
 P.F.E. CAR NOS 50001-52000

NOTE
 DRAFT GEAR
 CARS Nos 7001-8000 FARLOW SESSIONS K-4 (P.F.E. 50001-51000)
 CARS Nos 8001-9000 FARLOW BRADFORD ROCKER (P.F.E. 51001-52000)

BUILDERS SPEC No 9375

HUTCHINS TYPE-D ROOF

PACIFIC FRUIT EXPRESS
 00000

WESTERN PACIFIC

4'-0" OPENING

5x9 Jour.

30'-8" TRUCK CENTERS
 40'-9 5/8" OVER END SILLS
 41'-8 1/2" OVER STRIKERS

13'-10"

9'-4 1/8"

12'-3 13/16"

13'-1 1/8"

STEEL UNDERFRAME

TRUCKS-C.S. INTEGRAL BOX	LENGTH INSIDE	33'-2 3/4"	CAPACITY (MARKED) 60000 LBS.	WEIGHT - BODY
DRAFT GEAR SEE NOTE ABOVE	WIDTH "	8'-2 3/4"	(TRUCKS) 80000 LBS.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT "	7'-3 1/16"	" BETW. ICE TANKS 2029 CU.FT.	TOTAL 52400 LBS.

R.W.C. 1-7-43

THESE CARS RENUMBERED FROM OLD REFRIGERATOR CAR SERIES 50001-52000 AND 52001-52775

REFRIGERATOR CAR (VENTILATED) CL. RS
 BUILT BY AMERICAN CAR & FDY. CO.
 1923-1924
 RECONDITIONED BY PFE 1953, PFE-201-51

P.F.E. CAR NOS. 55001-55900
 ORIG. NO. OF CARS

PACIFIC FRUIT EXPRESS
 00000

WESTERN PACIFIC

4'-0" OPENING

5x9" Jour.

30'-8" TRUCK CENTERS
 40'-9 5/8" OVER END SILLS.
 41'-8 1/2" OVER STRIKING CASTINGS.

STEEL UNDERFRAME

C.S. INTEGRAL BOX TYPE TRUCKS	LENGTH INSIDE BETWEEN ICE TANKS	33'-2 3/4"	CAPACITY (MARKED) 60000 LBS.	WEIGHT - BODY
AAR FRICTION BEARINGS	WIDTH "	8'-2 3/4"	(TRUCKS) 80000	TRUCKS
	HEIGHT "	7'-5 1/16"	" BETW. ICE TANKS 2029 CU.FT.	TOTAL 55600 LBS.

R.W.C. 1-8-43

BOX, ICE CAR
 CAR REBUILT BY W.P.R.R.
 SACRAMENTO SHOPS, DEC. 1927

CAR NO 7001

NOTE - 5" STEEL I BEAM, POSTS AND BRACES USED IN BODY FRAMING, ALSO HAIR FELT INSULATION.

ICE CAR

WESTERN PACIFIC

4'-0" DOOR OPENING

5x9" Jour.

30'-8" TRUCK CENTERS
 40'-9 5/8" OVER END SILL ANGLES
 41'-11" OVER STRIKING PLATES

STEEL UNDERFRAME

ANDREWS SIDE FRAME	LENGTH INSIDE	39'-7"	CAPACITY	80000 LBS.	WEIGHT - BODY
MINER TANDEM DRAFT GEAR	WIDTH	8'-3 13/16"		2337 CU.FT.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT	7'-1 1/2"			TOTAL 51300 LBS.

L.W.V.

PURCH. FROM ARMOUR & CO.
RECEIVED SECOND HAND. AUG. 6. 1910.

BOX, ICE CAR

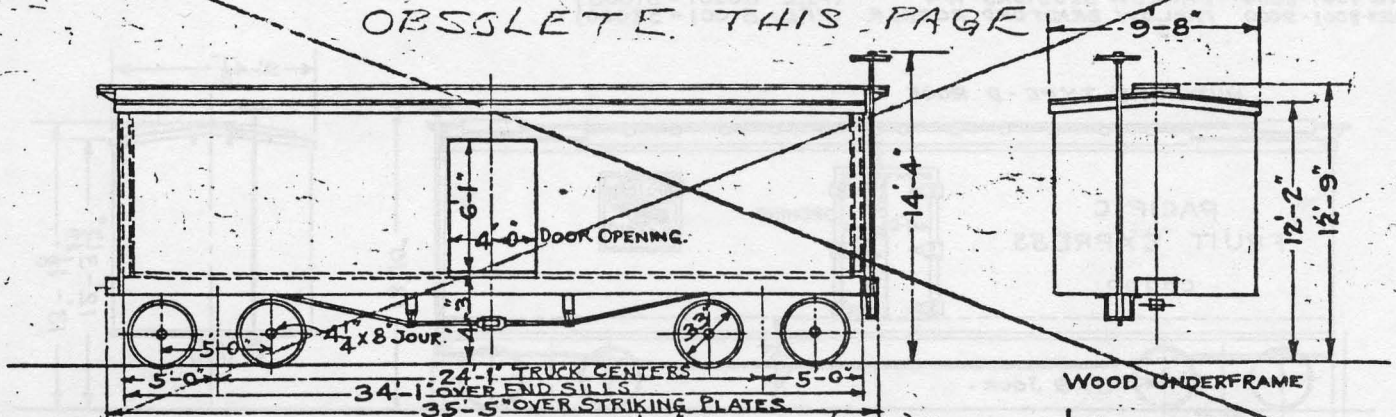
SERIES 7001-7100

CAR NOS. 7002-7004 INCL

(OLD NOS. 2002-2004)

CAR No. 7001 SHOWN ON PAGE No. 16-A.

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ARCH BAR TRUCKS
MINER TANDEM DRAFT GEAR
WESTINGHOUSE AIR BRAKE

LENGTH INSIDE	33'-2"
WIDTH	8'-5"
HEIGHT	7'-3"

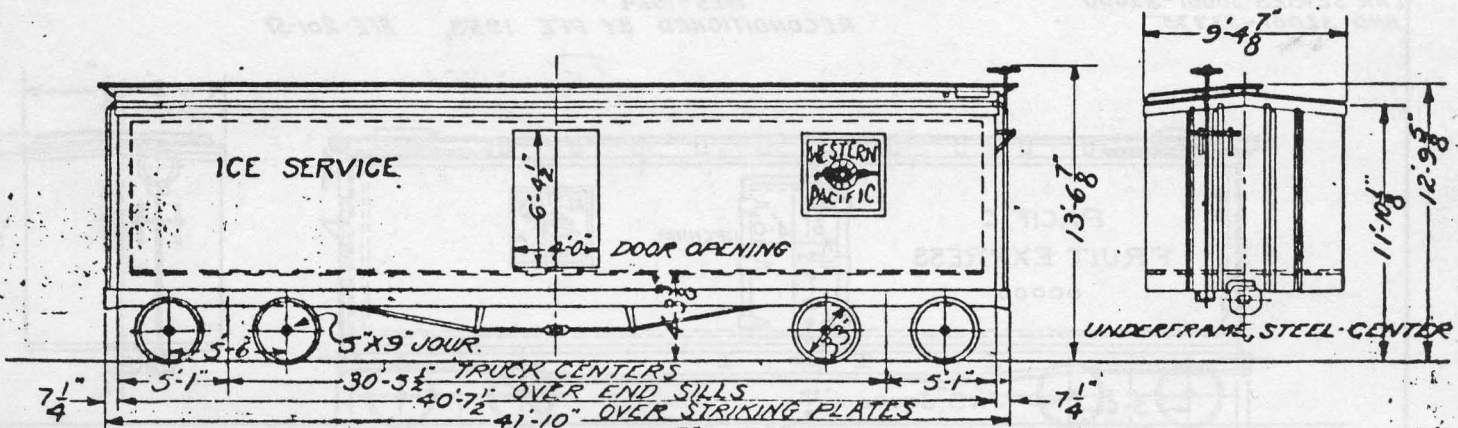
CAPACITY (MARKED) 60000 LBS
2024 CU. FT.

WEIGHT - BODY TRUCKS
TOTAL 37500 LBS.

ORIGINALLY R. I. INSULATED
BOX CARS.

ICE CAR
CARS REBUILT BY W.P.R.R. CO.
SACTO SHOPS 1944 A.F.E. 227-43

CAR NOS. 7011 TO 7020
NO. OF CARS 10



BETTENDORF SIDE FRAME TRUCKS
FRICTION DRAFT GEAR
WESTINGHOUSE AIR BRAKE

LENGTH INSIDE	39'-6 7/8"
WIDTH	8'-2 3/4"
HEIGHT	7'-0 1/8"

CAPACITY --- 80,000 LBS
2,302 CU. FT.

WEIGHT - BODY TRUCKS
TOTAL 49300 LBS

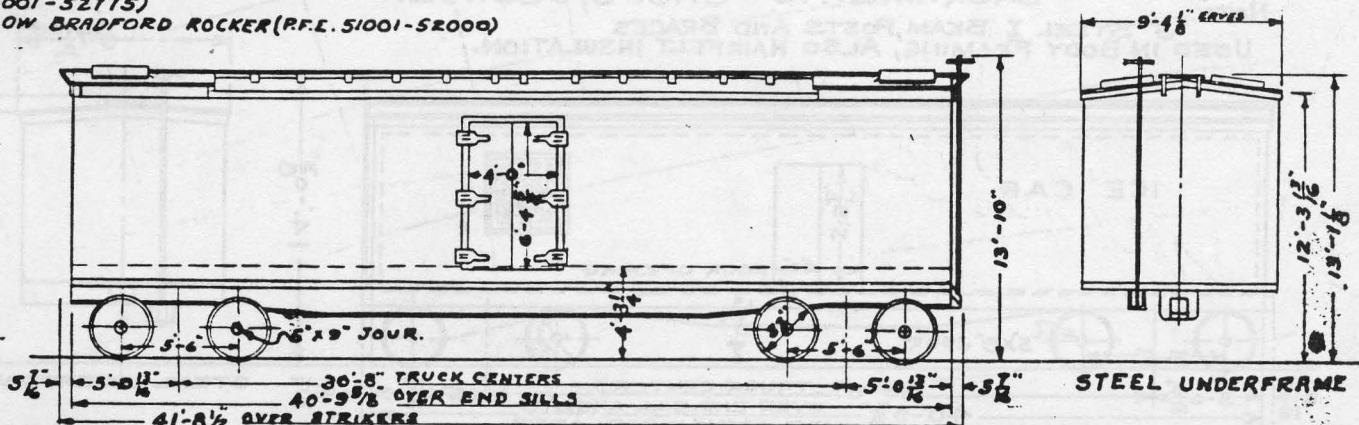
RWC 4-25-44

DRAFT GEAR:

FARLOW SESSIONS K-4 (P.F.E. 50001-51000,
52001-52775)
FARLOW BRADFORD ROCKER (P.F.E. 51001-52000)

ICE CAR
CONVERTED FROM P.F.E. SERIES
50,001-52000 & 52001-52775
BY W.P.R.R. 1951

CAR Nos. 7021 - 7050
ORIG. No. CARS - 30



TRUCKS - C.S. INTEGRAL BOX
DRAFT GEAR - SEE NOTE ABOVE
WESTINGHOUSE AIR BRAKES

LENGTH INSIDE	33'-2 1/2"
WIDTH	8'-2 1/2"
HEIGHT	7'-5 1/2"

CAPACITY (MARKED) 60000 LBS
80000 LBS
2029 CU. FT.
(BETW. ICE TANKS)

WEIGHT - BODY TRUCKS
TOTAL 55000 LBS.

RDC 11-23-51