



# The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA

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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.

Mailing address is,  
Post Office Box 1104, Portola, Calif. 96122  
President Norman Holmes  
Vice-President James Boynton  
Secretary/Tes. Chris Skow  
Recording Sec. Mel Moore  
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 on June 13th at 7:30 PM in the Portola City Council Chambers. The City has graciously allowed us free use of the room for our meeting  
Thanks,  
The evening's program has yet to be selected.

## CONTRIBUTIONS AND DONATIONS

Last month we received a \$50 money order in the mail. No name or address was given. Who ever you are, thanks. We also received some smaller contributions, mainly from the "kitty" at the Clover Valley film showings at Quincy and Portola. Sometimes it's not much, but every little bit helps.

Some of our donated Western Pacific freight equipment is starting to arrive in Portola. Details will be published in the next Train Sheet.

We plan to move the Clover Valley No. 8, former Army outfit car and WP cabooses from the Quincy fairgrounds to our facility within the next 30 days. If any member would care to make a contribution to help cover the cost of the move, it would be greatly appreciated.

## WP MOVIE MAY 25th at PORTOLA

As announced in our last TRAIN SHEET, a movie "50 years on the Western Pacific" will be shown Friday, May 25th at 7:30 PM at the Portola Methodist Church, 2nd & Pacific. This is the first showing of this 16mm movie, which was gathered from a number of different sources over an extended period. Because of certain costs involved, we are asking for a \$2.50 each donation to see the movie. Advance tickets are available from the Chamber of Commerce office, Nevada Street, Portola on May 23rd-10am-2pm.

## MEMORIAL DAY WEEKEND

We need your help for our first track work party Memorial Day weekend. Depending on the number of participants, we will attempt to rebuild one switch and relocate another. If time permits, the rip tail track (east end) will be reconstructed. Here is your chance to get some real rail laying experience: strong backs and not so weak minds are needed.

Saturday evening we will have an "all you can eat" catered dinner. We will have BBQ beef, beans, salad and garlic bread. Beer, soft drinks and coffee will also be available. The dinner will be free for all track workers-all others and all club members and spouses are invited, the charge to non-workers will be \$5.00 each. The dinner will be served in the engine house meeting room. Local people, please bring a card table and chairs. This is our first event at the museum - help make it a success. Please let us know if you plan to attend the dinner so we can plan for the right amount of food. Call Mel & Bev Moore at 1-916-832-5912 or Norm & Barb Holmes 1-916-832-4737.

After the dinner Chris Skow will show some movies from his extensive library. We hope to have one or two of our cabooses at the museum for limited sleeping accommodations. SUNDAY; another work day and a pot luck dinner and an evening slide show by members. MONDAY; more track work for those who can stay. Thanks for everyone's help.

## FROM THE PRESIDENT'S DESK

The citizen's of Portola elected three new members to the City Council on April 10th. We welcome them and trust we will continue our mutually beneficial relationship. Inasmuch as the City will be the leasee of the museum site from Union Pacific and we will be the contracting group to operate and maintain the facility, we must have a friendly workable agreement so that all parties benefit.

We have a lot to offer Portola and Plumas county, because as our museum develops, railroad oriented tourists will alter their travel route to include a visit to our site. The City and County can help us by promoting and helping to develop our facility.

Recently there have been some complaints about the paint scheme and color tone applied to the 921. The purist demands that museum equipment be restored to "as built" condition-what ever that is, although even new equipment fresh from the factory had variations in the way the paint was applied and in construction details within an order. The 921 was repainted in UP's North Platte shops and while is not accurate historically as a freight unit, (it follows the scheme applied to the 913 in 1978) it nevertheless is a very presentable paint scheme. The UP shop forces did a considerable amount of body work mainly replacing rusted out side panels and applied paint supplied by WP's Stockton shops. We should be very proud to have such a nice looking and good running engine. We will have plenty to do restoring and repainting other pieces of equipment that will soon be arriving at the museum. Eventually we will want to repaint the 921 and at that time we can decide on which period in its life the new paint will represent.

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Editors note; This is just an idea I have, At some time in the future would it be possible for all four groups that have the last WP F's to repaint each one into a different scheme. As delivered, Late orange and silver with large lettering, Solid orange and the Green scheme.

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PIE BOOK to 4-30-84

79 PAID MEMBERS AS OF MAY 15th

Checking	\$725.92
Savings	<u>850.00</u>
	\$1575.92

Expenses	
Postage & Printing	\$131.06

## THE DIESEL INJECTOR

It took ten members and friends of the Society to get our 921 started April 3rd. One to push the starter button, one on each side to close the cylinder valves and one to spray starter fluid into the air intakes. The others stood by with their fingers crossed. The unit was "dead and drained" for nearly four months, but the batteries held up sufficient to start the engine. We are lucky to have a good set of batteries.

Prior to starting, Dave McClain wired a SPDT switch for the pre-lube and fuel pump set up. This way we can run the pre-lube pump for a few minutes to build up oil pressure in the engine then switch on the fuel pump to pressurize the fuel system prior to starting. Prior to all this Norm Holmes replaced a leaking emergency brake valve while John Ryczkowski and Ken Roller hand pumped 250 gallons of water into the cooling system. When all was ready the engine was rotated several times with the use of an "engine jack" Each cylinder (16) has a valve that can be opened. These are opened prior to turning the engine over so that in case there is water in one or more cylinders it will be discharged through this valve instead of damaging the engine.

With the cylinders clear, the starter button is pushed, a short spray of starter fluid (the use of which is generally not needed) and within 30 seconds the engine was running. Then a frantic effort is made to close the valves which now have smoke and fire shooting out of them. We ran the engine for three hours to completely warm it up and to charge the batteries. It was run in throttle "run 8" (wide open) for a few minutes to clear the exhaust system. The unit was moved back and forth a few feet within the building as we were blocked by UP work equipment and several cars, then shut down. It is desirable to run the unit occasionally to keep the batteries charged and seals set along with lubricating the engine. Members and friends participating were: John H Brown, Frank Hibbs, Norm Holmes, Roy Lopez, Doug Jensen, Dave McClain, Mel Moore, Ken Roller, Chris Skow, and John Ryczkowski.

On April 28th, the 921 was started again and ran around the balloon track so that it would face west for some promotional photos. It performed flawlessly and will be again started and moved outside for photos on May 26th.

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## SAD NEWS

Gregory B Maltby dropped a card in the mail telling that the old WP roundhouse in Stockton has been subjected to a bulldozer. One more Western Pacific item passes on to dust. Also the grand old station in Winnemucca just may follow the Stockton roundhouse as a new building is in the planning stages now.

## TRACKAGE, BRIDGES & BUILDINGS

During early April, Ken Roller and Norm Holmes gathered over 170 loose angle bars, lots of spikes, bolts and other track material needed to rebuild some of the museum tracks. The material is now stock piled in one location so that it is available when needed. Much of this material suitable for our 85lb. rail, was being picked up for scrap and was saved in the nick of time by these hard workers. We will still be in need of more rail and track material, especially good used ties, but this can be obtained at a later date.

Ken has been putting in eight hour days cleaning the diesel shop building and picking up debris from around the area. Four pickup truck loads of debris was hauled up to the dumps using both Ken's and Norm's trucks. Ken has started removing the broken glass and dried putty from the 500 broken windows in the engine house. a long tedious job. This work will save us a lot of money later when the glass is replaced. We would at least like to replace the glass in the proposed meeting room. For this we will be needing 48 15 3/4 by 19 3/4 panes.

The two roll up doors on the east end of the building are both bad ordered. An estimate to repair them was obtained recently. It would cost over \$2500. We will be using only the west end doors for a while!

Four badly deteriorated ties replaced by Ken on May 10-11 were located at the balloon track tail switch, a very important point. Ken says he is getting in shape for the big rail laying party Memorial Day weekend.

As an item of interest-to build 825 feet of the track we need; You need to have 50 lengths of rail, 100 angle bars, 200 bolts, washers, nuts, 412 ties, 824 tie plates and 1,648 spikes. Editors note, We all owe Ken Roller a thank you and big "WELL DONE" , he has done a lot of work and the building and area shows it. Ski

## LAST MEETING

The April 11th meeting, featuring the Clover Valley Lumber Co. film was shown to a standing room only crowd. A number of visitors drove over from Loyalton (where the company was located.) Several new members signed up to join the Society. Publicity for the movie consisted of handbills posted in Loyalton and Portola, articles appearing in the Sierra Booster and Portola Reporter and a short talk on Peter Caruthers talk program on KOH. Pete is a railfan and enjoys talking about railroading. The Clover Valley film was borrowed from the USFS and brought from Quincy by Dennis Clemmens who also projected it. This was followed by a new film on Equadorian steam trains by Chris Skow.

## FUND RAISING by Chris Skow

Last month we received our own custom made WP 921 F unit belt buckles, watch fobs and key rings. We received 50 buckles and 100 emblems for both watch fobs and key rings. I am happy to report that all 50 buckles sold within two weeks and we only have a coupla dozen watch fobs and key rings left. We placed another custom order of 150 921 buckles which will have arrived by the time you read this. This 921 idea has turned out to be a great way to make money for our Society and the up keep for equipment received at the museum.

A new merger buckle has come out and we have it in stock. The buckles have the Union Pacific logo in the middle with Western Pacific and Missouri Pacific on the side. Also we have our 921 emblem made into a pin with a clasp for vest or hats.

We stock Western Pacific logo type buckles in several styles. A new item on the list is a WP logowith a pin and clasp on the back so you could use it as a pin for shirt or hat. These emblems are small (3/4 inch square) and look real nice pinned to a hat. I have on order some Union Pacific pins which will be in soon. Another new item which will arrive within the week is a two tone golden finish belt buckle with the WP 921 in one corner and the small WP logo in the opposite corner. This should be a real nice looking buckle. We also stock UP buckles, pins, watch fobs and key rings. If you like cloth patches, we have both WP and UP in stock.

Several other money making ideas are in the works including getting the new Western Pacific logo made into a watch fob and key ring. Our very own cloth patch for the Feather River Rail Society. If you would like to buy buckles, fobs or key rings with other railroad logos let us know, the chances are good that we can get it for you.

All buckles with one emblem (921, WP, UP etc.) \$7.50. 921 buckles with WP logo \$9.00. Merger buckle (UP WP MP) \$10.00. WP or UP hat vest or shirt tacks \$2.50. Shipping 75¢ per item, maximum \$1.50. California residents please add 6% sales tax.

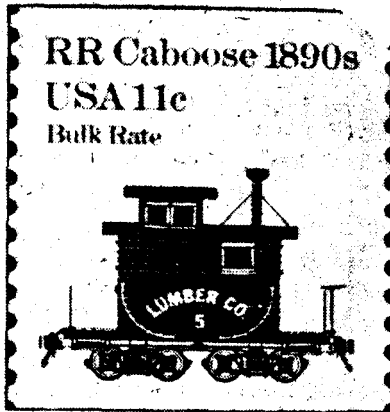
**MEMBERSHIP**

Please note the interesting stamp on this mailing. We used a few on the last issue, but then was informed we could not use them because of the words Bulk Rate. After further consultation we now have an OK.

A bulk rate (11¢) per piece would be available if we could mail 200 items at one time. Since we mail less than 100, there would be no advantage for us to buy a permit at this time. The permit costs \$40 plus an annual fee of \$40. If we would mail 200 pieces six times a year at 11¢ each we would save \$28 the first year and \$68 the second year. We need to triple our membership!

The following individuals have joined our Society: Warren Gibson, Reno; John Hachey, Ontario; Doug Jensen, Nevada City; Marlene Keogh, Portola; Lynda Monger, Chico; Charlotte Rodgers, Portola; Peter Solyom, LaHabra; Bill Spier, Fernley; Joe & Darleen Williams, Portola. We welcome them.

This 11-cent coil stamp, issued Feb. 3, is the 13th issue in current series which features early modes of transportation. It depicts a caboose similar to one that was used in the 1890s by logging railroad in California's Sierra Nevada Mountains.



**THE WHEEL REPORT**

John J Ryczkowski

Western Pacific Tank Car 1583

This car is ex 1074 from series 1021-1080, 60 ca built by AC&F in Milton, Pa. in 1912 for the WP. This car had arch bar trucks when delivered but now sports Andrews trucks which were used to upgrade arch bars using the same wheels and journals by just replacing the side frames.

Truck Capacity 80,000 Lbs  
Tank Capacity 10,040 Gals  
Weight Total 39,800 Lbs

The 1583 will be renumbered back to 1074 and repainted silver with black frame and trucks. This to follow a sister tank car used by WP to transport spring water from Pulga to Sacramento, for the Feather River Spring Water Co. 1077 was used and was painted silver when in this service. Stenciling will follow WP's standard for this type of a car in which I have the drawings for.

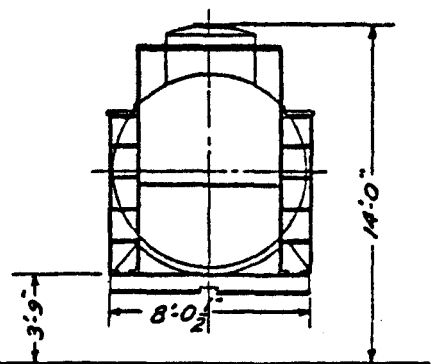
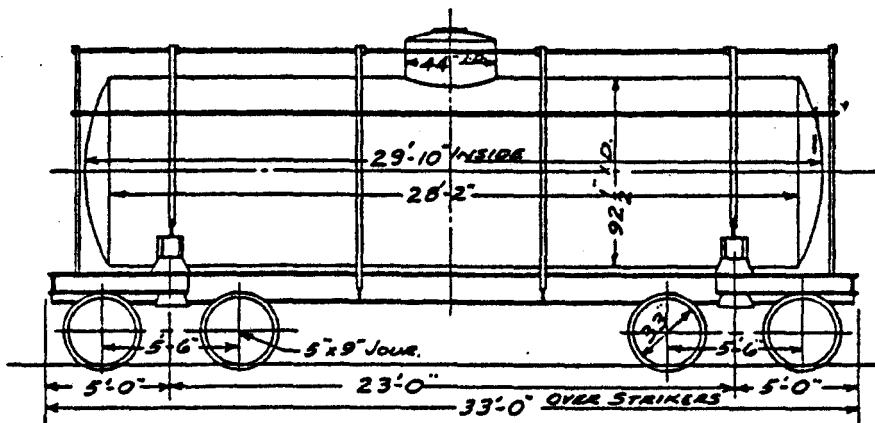
Most all the tank cars in this series have been retired and only 1583 on 2/18/84 was shown on UP's UMLER Car Data Record.

Other WP tank cars in this type and capacity were Series 1001-1010 Blt 1906 by AC&F in Berwick Pa Series 1081-1180 Blt 1912-13 bt AC&F Milton Pa The newer tank cars of 12,500 gals copy in series 1201-1250 were Blt in 1929 by American Tank Car Corp. and many are still in service.

**TANK CARS, CLASS TM  
BUILT BY A.C.&F. CO., MILTON PA. 1912  
SPEC. AAR II**

**CAR Nos. 1361-137  
NO. OF CARS 11**

**RENUMBERED FROM 1021-1080 SERIES**



TRUCKS C.S. ANDREWS TYPE  
CARDWELL DRAFT GEAR  
AAR FRICTION BEARINGS

TRUCK CAPACITY...80000 LBS.  
TANK CAPACITY...10040 GALS. AVG.

WEIGHT - BODY  
TRUCKS  
TOTAL 402

Renumbering of Series 1021-1080 tank cars

Old No.	New No.	Old No.	New No.
1021	1361	1064	1593
1025	1582	1065	1367
1029	1591	1066	1368
1030	1362	1067	1587
1032	1579	1068	1369
1036	1363	1071	1590
1039	1585	1072	1577
1041	1558	1074	1583
1042	1589	1077	1370
1043	1364	1080	1371
1044	1365		
1045	1584		
1046	1578		
1051	1586		
1053	1581		
1054	1366		
1057	1592		
1058	8004		
1060	1588		
1061	1580		

Western Pacific an interchange with the Great Northern Ry. to the northwest and broke the S.P. monopoly for traffic to Portland and Seattle.

The single span of the Western Pacific main-line at Keddie was converted to include a divergent span toward Greenville and its construction resulted in one of the only railroad wyes in the world with two legs on a bridge and one in a tunnel.

On November 1, 1949, a re-enactment of the last spike ceremony was held with local dignitaries and Western Pacific officials in attendance. Engine 94 which brought the first scheduled passenger train down the canyon from Portola on August 21, 1910, was present to meet the westbound California Zephyr. DiTomasso again drove the last spike as he did 40 years previously and a greater assemblage was much more in evidence.

Most tragedians adjust their quills to match both ends of the histrionic spectrum - from mirth to the final mask. The most adept could not match nature's end to this episode.

After the Ruby Spike ceremony, food and libations at Quincy's best hotel were enjoyed to the utmost. Mr. & Mrs. Tomasso along with the family dog left for their home in the valley near Oroville knowing the final spike had finally been driven with class.

As if plucked from mother earth - Leonardo, his wife, dog and automobile have never been seen again!

Editors note: The silver plated spike mall used in the re-enactment of the last spike ceremony has been presented to the Greater Portola Chamber of Commerce by Western Pacific for inclusion in our historical artifacts.

**THE FLANGED WHEEL** by James E. Boynton

**KEDDIE WYE**

It was not always this way, but its historical impact persists. When Western Pacific built the last of the transcontinental railroads, it planned the first spike driving at West Oakland but it did not know where the last one would be placed.

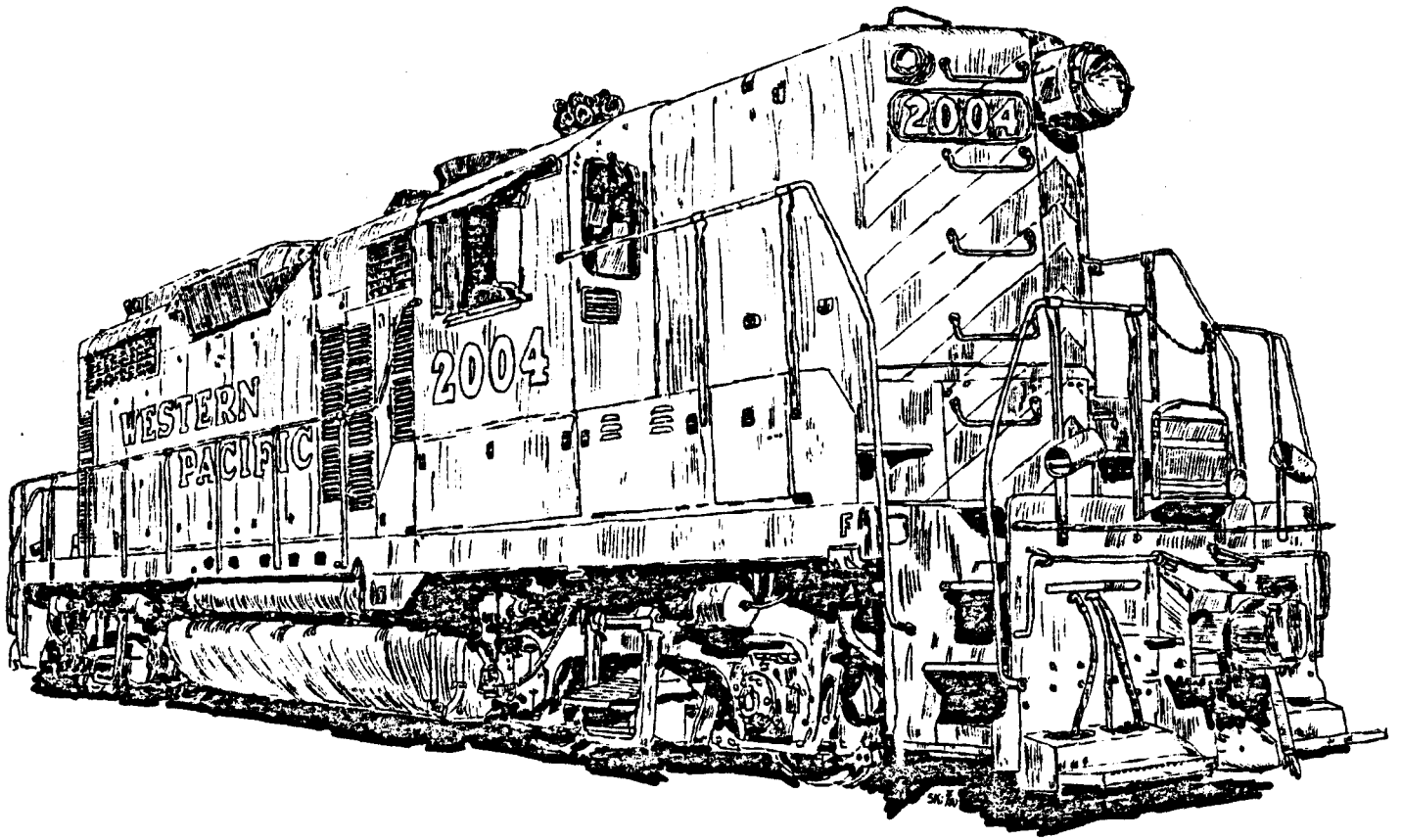
As building progressed and segments of construction were completed, it was apparent the last spike would be driven out on the barren Nevada desert. Building the bridge over Spanish Creek (just west of Keddie) was delayed to the extent that all other main line construction was complete from San Francisco to Salt Lake City except for this magnificent bridge.

On November 1, 1909, Lenardo DiTomasso (track foreman) placed the last rail in place at the west end of this famous bridge. This was without any great ceremony as Mr. Tomasso drove the inevitable last spike to seal 928 miles of new railroad between San Francisco and the Utah Capitol. Whether or not, Lenardo's simple ceremony is indelibly enscribed in history books, it still resulted in several ceremonies --- intended or not!

In 1930 the bridge was to become famous again because of the building of the Northern California Extension (known as the high line) from Keddie to Bieber, Calif. This connection also known as the Inside Gateway, gave



-SKI 71



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FIRST CLASS MAIL.....