



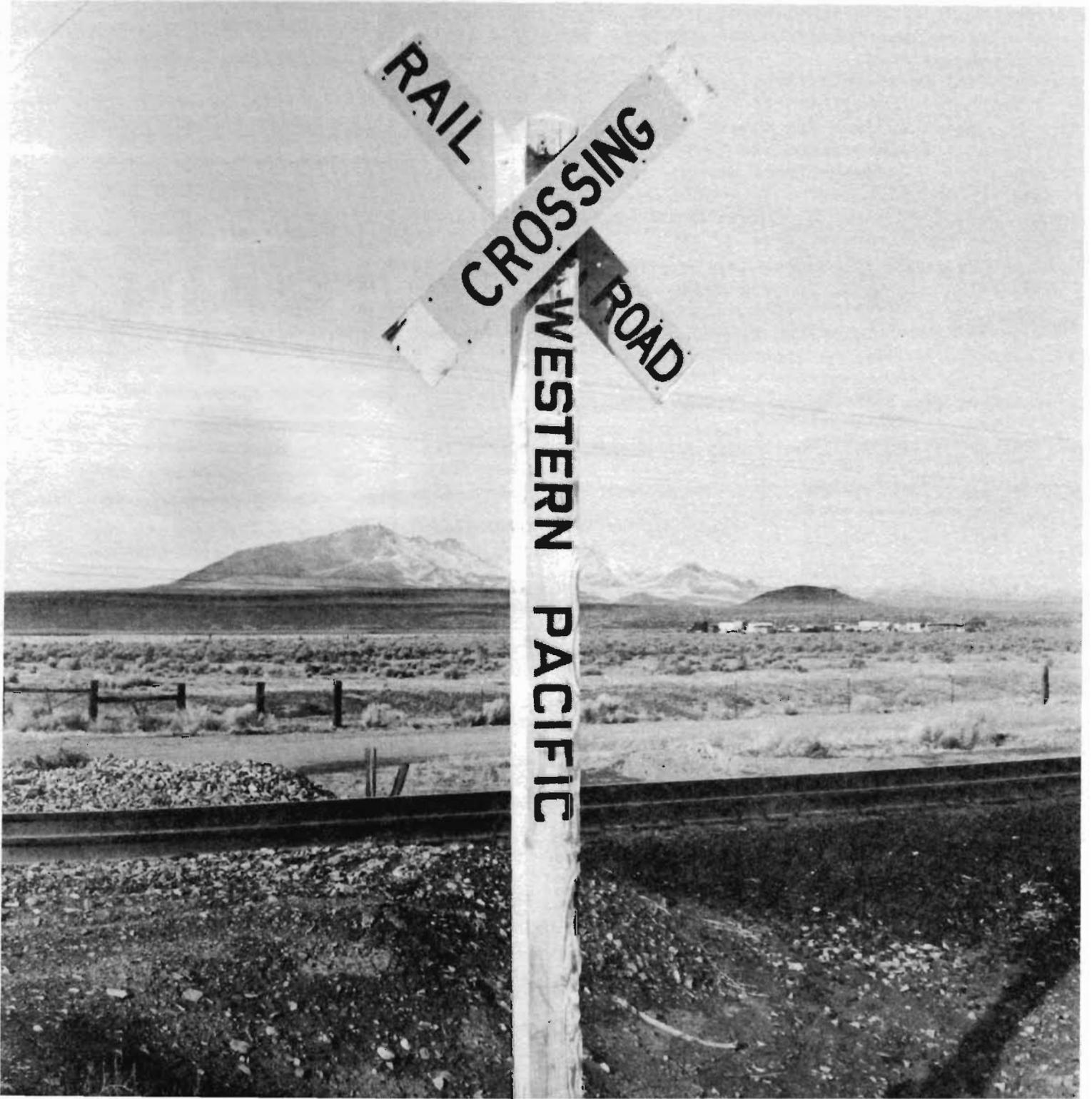
The Train Sheet

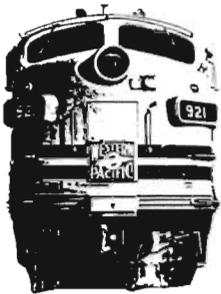
Preserving "The Feather River Route"

MAY JUNE 1987

ISSUE No. 25

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Feather River Rail Society

Preserving "The Feather River Route"

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, Calif.

Formed in February, 1983 with the purpose of preserving railroad history in general and Western Pacific Railroad history in particular. With 22 locomotives, 7 cabooses and over 45 differant types of equipment at the Portola Museum the FRRS is a outstanding society. Steam service is provided by the Feather River Short Line Railroad.

The WP LIVES in Portola.....

Single membership dues are \$15.00 per calendar year, and Life memberships are \$300.00

Our Mailing address is.....

FRRS POST OFFICE BOX 8 PORTOLA CALIF 96122

Our information phone number is.....

916-832-4131 or call 916-832-4737

"THE TRAIN SHEET" is edited by John J Ryczkowski and assisted by Mary S Ryczkowski.

Articles/Info please write, The TRAIN SHEET Post Office Box 1663, Sparks, Nevada 89432

The Feather River Rail Society is not supported by, nor affiliated in any way, with the Western Pacific Railroad.....

FRRS tax ID number is 68-0002774



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THE TRAIN SHEET

Volume No. 5 No. 3 Issue No. 25

900 issues printed

From the PRESIDENT'S DESK

Norman Holmes

As we enter our third season some of you may wonder as to the direction the museum is heading regarding equipment acquisitions. With the arrival of the Alaska F7 units and now a Long Island FA, and a Milw. U25B it look like we are abandoning the WP. Not so. Our primary focus is still on WP and will continue to be on the WP. The group purchase of 805A for the museum represents the last major piece of WP equipment still available. WP's U23B's, GP35's, and GP40's probably will not be accessible to us because the railroad does not own them. They are/were owned by leasing companies who probably wouldn't be interested in donating. We have most of the WP freight cars we need and there are very few WP passenger cars

left, although some of these would be nice to have.

Regarding "foreign" locomotives, to continue old and create new interest in the museum we now have been acquiring a few locomotives that are of a type no longer in existence on western roads. These can be painted to represent western railroads. The museum is evolving into one of the largest collection of first and early second generation diesel power in the nation. If we had started 30 years ago we would have steam engines. As it is we are fortunate to have one steam engine in the museum. Steamers that have escaped the scrappers torch are, for the most part, unavailable. Either they are rusting away in parks or are in the hands

of operating groups. Efforts on our part to acquire another steam engine for our museum were met with; "It's ours and even if it rots, it's going to stay here." So it looks like our destiny is to become one of, if not the, outstanding diesel locomotive museum in the country.

Equipment notes

The Western Nebraska Technical College has donated a former Milwaukee U25B to our museum. Our Society has purchased a former L&N Alco FA from the Long Island Railroad for a very reasonable price. Details regarding these newest additions to our collection will be printed in the next Train Sheet.

So much has been done recently that it is hard to keep track (no

pun intended). Besides the work weekend reported elsewhere, John Marvin hooked up two much-needed toilets, Ken Roller extended track seven so parking space is now available for the Burro crane. Hap Manitt, Jim Ley, and Norm Holmes relocated a large amount of misc. parts etc. to a box car and, yes, several loads of junk to the dump. Doug Jensen and Steve Milward worked on the shower car, lounge car, business car, and diner in preparation for the work weekend. Also assisting in various activities were John Walker, Dean Hill, Ken Roller, Mat Parker, Gary Cousins, and possibly others. If we missed your name, we're sorry, and thanks for your efforts.

Roger Hepkema did engineering work on the turnout location for the rip track switch and is doing an updated layout for our entire property.

OUR MEMBERSHIP

We are sorry to report that nearly 20% of our membership have not renewed for 1987 (about 180 members). A final note will be sent out to try to encourage their continued membership. This dropout percentage is a little high, but not unusual. Most organizations and publications have a certain percentage of non-renewals.

But we got over 200 NEW members, so it seems that our membership is stable at just under 700 members.

We cannot be all things to all people, but we try to do the best we can. We hope that all of our members will share our enthusiasm in our endeavor to preserve the FEATHER RIVER ROUTE.

Additional life members:
 Andy Carlson
 R.G. vonPrittwitz
 Ruedi Muller
 Robert Haynes
 Errol Spangler

"WORK WEEKEND ONE"

Doug Jensen

Work Weekend One, simply stated, was a great success. 44 people showed up and earnestly put in a lot of sweat and labor. In 2 days we accomplished what would normally seem to take a year and it felt so good....

Jobs accomplished; Several people volunteered to go with Norm to Maybe with trucks and load ties that the UP had donated to us.

UPCOMING EVENTS

Our second annual Feather River Rail Festival (Railfan's Day) will be held July 11 at the museum.

This all day photo session will give people an opportunity to take pictures of our equipment and operations. We had 250 people in attendance last year and this year promises to be even better!

The Festival is a fund raising event (last years profits went towards construction of the new sidewalk on the SE entrance to the museum), thus the museum will be closed to the general public. Entrance to the festivities will be \$5.00 in advance or \$7.00 at the gate. The operating crews will earn free passes for the day otherwise all will be asked to pay the entrance fee.

There are plenty of positions open on the operating crews; we need tour guides, car monitors, gate people, security, snack bar, and gift shop volunteers as well as train crews. There is a sign-up sheet in the museum, or contact me: John S. Walker, 1130 Galaxy Dr., Yuba City, Ca., 95991.

Make plans to join us that day, there will be plenty of great photo prospects, train rides, movies, slide shows, a raffle, and a night photo session.

Approximately 420 ties were loaded and moved to the museum with one small casualty. Doug Peterson from Lodi broke a finger when he got it caught between two ties. He was more upset that he couldn't do any work at the museum than about his finger.

Wayne Monger and John Walker painted "RAILROAD MUSEUM" in big, bold black letters on the hiway side of the diesel shop and it's already attracted people to the museum.

Dave McClain, Brian Challender, Renee McComb, Dave Waters, Ski, and Doug Jensen steam cleaned the 921, 1506, 1508, and 1517, and they look much better for it. Rose Hersted cleaned the cabs and windows of many of the locomotives. Steve Habeck attacked the "silver" caboose and cleaned it from vestibule to vestibule including the toilet system.

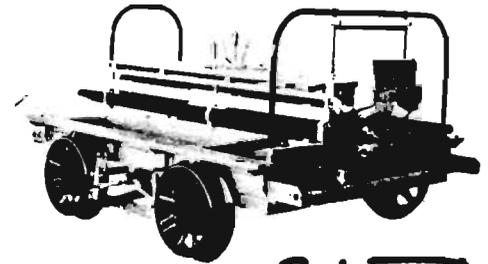
Gary Cousins took the lead and with the help of Ron Bitler, (who with Dave Waters did a minor overhaul of our operating speeder) George Crandle, and Jack Palmer, cleaned out the tool room, electric room and built shelves and organized parts and equipment in and around

July 4-5 Operating Weekend
 July 11 Railfan Day
 Aug 1-2 Motor Car Races
 Aug 22-23 Railroad Days

And remember we operate the last weekend of each month and have a work weekend every 3rd weekend of the month. Come on up we would love to have you and meet with you.

The operating dept is always looking for new members to join in in the operations.....

Please check your yellow 1987 calendar for all the events in Portola, if you need one or an extra please drop us a note.....



Fairmont

The national Track Motorcar Championship Races will be held in Portola on August One.

Please plan on attending this growing and exciting event....

For more information and car registration packets write to:

Motor Car Races
 Ron Butler
 19969 Portola Dr
 Salinas, Calif 93908
 or call 408-455-1475
 work number 408-757-2036

SEE YOU IN PORTOLA?????

the old boiler area. Things are where we can find them now and it looks great.

Steve Milward organized the grounds crew and with "Veector" Neves, L Rimici, Gary Reich, Roger Hepkema, and Dave Waters with burro service from Jim Ley, they went from one end of the yards to the other raking up debris and picking up spikes and rails. This was a two day job in the hot sun that also saw a celebratory removal of the Pinto to the dump. Luckily it was "free" week at the dump!

Larry Hanlon, Pete and Sue Solyom, John Hatchet and Steve Heib took some great pains to put windows in the 2001. As they were cut just a little over size and had to be tirmed to fit.

Roger Hepkema (a surveyor from the UP) and Steve Milward surveyed for Rip #2 and right behind them was Ken Roller spacing out our "new" ties in preparation for rails to be laid.

Dave Anderson worked on the plumbing in the ladies room and made the sink operable again while his wife, Julie, did the thankless job of cleaning the blinds for the meeting room. Doug Peterson (before he broke his finger) and John McCormick devised a system to hang the blinds.

Most important, let's not forget the cooks! Anne Robertson-Worth (who traveled up from Grass Valley and back, a 200 mile round trip, twice during the weekend because her boss couldn't give her the time off), Pam Hodson, Lynda Monger, all put their time in behind the wood burning stove of the diner to serve lunch, dinner, and breakfast to the hungry beasts. Also thanks to Lou Ann Milward for cooking some items in her home kitchen that couldn't be done at the museum. Thanks Renee McComb for mopping the floors and to Ron Butler for vacuuming the carpets in the diner. It was a great feeling to eat meals in the diner.

Saturday evening after dinner Ken Yoe gave a grand talk and slide presentation on the beginnings of the California State Railroad Museum and their restoration efforts. Thanks to you Ken and Hatty for your company.

Dave McClain later gave his course on starting the F7 units and then we proceeded to start four of them and run night operations (our apologies to our neighbors on the hill). It's been a long time since we've seen F units in MU'd service. It was a long weekend but so much was done and many friendships were sparked. The talk all weekend was how friendly things are at FRRS and what a great group of people work there. Let's see what happens next year. My thanks to all of you for making this a success and especially Steve Milward, Hap Manitt, and Jim Ley who got out there and did some ugly jobs for me in preparation for this event. Let's do it again next year. And for those of you who weren't there, come up and see what we accomplished. We're pretty proud.

Here's a list of those that I know pitched in. I apologize to those that I missed.

Dave Anderson	Gary Cousins
Julie Anderson	George Crandle
Ron Butler	Mark French
Brian Challender	Steve Habeck

Larry Hanlon	Lynda Monger
John Hatchet	Vic Neves
Steve Heib	Jack Palmer
Roger Hepkema	Matt Palmer
Rose Hersted	Doug Peterson
Pam Hodson	Tom Potts
Barbara Holmes	Ed Randall
Norm Holmes	Gary Reich
Barbara Holmes	Leonard Rimici
Steve Jackson	Anne Robertson-Worth
Doug Jensen	Robert Rohner
Vickie Krois	Ken Roller
Jim Ley	John Ryczkowski
Hap Manitt	Pete Solyom
Dave McClain	Sue Solyom
Renee McComb	Hank Stiles
John McCormick	John Walker
Lou Ann Milward	Dave Waters
Steve Milward	



MEMORIAL DAY OPENING

The 2nd anniversary of our Grand Opening was a grand success. Highlight of the event was a pancake breakfast at the museum put on by the Portola Rotary Club. Rotary President Skip Englert knew that we needed funding to repair the roll up doors at the east end of the diesel shop and felt the breakfast could raise the necessary funds for this purpose. Nearly 600 persons attended the event. The exact amount raised was not available at press time, but we are sure the amount will go a long way toward the repair job costs.

Operations over the opening holiday weekend consisted of our regular train rides around the balloon track, using WP 2001 (GP-20) and a three unit F7 set (WP 921D, ARR 1507, and ARR 1506). The use of the Alaska units was a special treat authorized by Mountain Diesel for this occasion. A three unit F7 set was very interesting to see and hear. Passenger ticket sales totaled \$718.

Crew members were Steve Habeck, Vic Neves, Steve Milward, John Ryczkowski, Jim Ley, Dave McClain, Dean Hill, Gary Cousins, and Gordon Wolleson and sons. Others helping with the event were Hap Manitt, Norm and Barbara Holmes, Pam Hodson, Rose Hersted, Dianne Wolleson, Vickie Krois, and Mary Ryczkowski.

A hamburger grill was set up to serve lunch for our crews and visitors. Emery Goddard did a fine job as chef assisted by Kitty Fender and Diane Wolleson. The smell of onions frying on the grill enticed many to buy a burger, some more than one.

DONATIONS

George Comer donated an RCA video camera, recorder, and all attachments to our museum so we may now record activities as we progress. The equipment is in nearly new condition and is quite valuable. We thank George for this most generous donation. He also donated a steam engine breathing funnel, used on locomotives working through tunnels and snow sheds. The funnel was attached with a rubber hose to the engine's air system, cotton waste in the funnel was wetted, and when a long tunnel was reached the air was turned on and the funnel placed over one's mouth and nose. This allowed the men to breathe cool, clean air. This particular funnel was from the SP, but the WP had similar ones.

Another very valuable donation was received from Richard Croll in the form of six barrels of diesel locomotive lubrication oil. Arrangements were made by Steve Milward with Dave McClain transporting the oil to Portola.

George Wentworth sent us several old Exposition Flyer and California Zephyr Menus and Gilbert McGarr gave us a 1871 "Manual of the Railroads of the United States". This 700 page book lists railroads of that period and also has many interesting ads for products available in that period. Russ Pettit donated a nice UP shield clock for the meeting room.

CONTRIBUTIONS

The following have made cash donations during the past two months. We appreciate your financial help to maintain our valuable equipment collection. Additional donations are always welcome.

Tom Bacarella	Richard Humm
Robert Bailey	Paul Ingraham
Jeffrey Baus	Bob Klempner
John Brown	Fred Klyver
David Burton	Roger Long
James Case	Rudei Muller
Walter Clary	Andrew Peterson
Mark Cooper	Leo Prescott
Jack Dorothy	Lew Ramsey
David Edwards	Gary Richardson
Robert Flannery	Leigh Savage
Warren Gibson	Gerald Stiener
Dennis Gilkey	Robert Topham
James Groenke	David Vollbrecht
Robert Hanft	Tom Weston
Dan Heilig	John Whitson
Richard Holmes	

805A T shirt sales are doing quite well. We still have most sizes

available. Price is \$10 each plus \$2.50 shipping per order. Help us support this worthy cause. Jeannie Meyers donated \$50 and George Comer \$200 to the 805A. Thank you!

EMT

Dave McClain

Electro-Motive Tech Report on the diesels of Portola.....

WP GP-7 #707 has now been added to the list of operating locomotives at the museum. This gives us more operating power than some shortline railroads.

All the cab gauges had been broken out and John Ryczkowski had got each one from the other GP's in SLC. Ski got all the gauges together and removed all damaged ones. Larry Richards put them all in place.

With the help of Larry Hanlon, solving electrical system problems, and Matt Parker, doing cab air-piping, the locomotive came alive after four years of storage. Larry worked on the fuel pump and control electricals. The extended storage time had been hard on all of the contacts. Matt and I decided to tackle all of the air-piping in the cab which had been ripped out at Salt Lake City. We used piping from the cab of 708 for replacements since all the bends and lengths were just right for 707.

A fresh set of batteries, part of our fabulous Levin Metal's stock, was installed. We ran the engine at first without changing the oil. The new oil was saved until the block had been checked for water leaks and all other systems had been tested. The crankcase was topped off with some drain oil from other EMD locomotives, then the cooling system was filled.

With two long cranks the engine fired! The exhaust cleared up after a couple of minutes and a check was performed on all electrical circuits. Then the power circuit was tried--immediately 300 amps to the motors! Amazing that a sleepy locomotive can come to life so fast.

We ran for about 90 minutes, not putting much load on the engine because of the "gray" oil. The 707 is a super performer--very fast to load. It's a great addition to our fleet of locomotives.



THE SILVER LADY "IS" COMING HOME!!!!!!

As reported in the last TS a bid of \$25,000 was placed for the purchase of the WP FP-7 805-A.

Louisiana & North West held the purchase price at \$40,000, down from the original price of \$50,000.

With the help of Mountain Diesel Transportation L&NW came back with a price of \$35,000 FIRM...

That price was out of the question for the Society, but three members, Steve Habeck, Larry Hanlon & John Ryczkowski came forward, each putting up one quarter of the purchase price, \$8750. The Society Board of Directors voted to borrow \$7500 from the Western Pacific Credit Union in Oroville using the lifemembership

Steve Milward approached me a few weeks ago with the good news of a friend in Oakland-Hayward area that wanted to donate some engine oil for our EMDs. His name is Richard Croll of Owen Croll Distributing. I spoke with him and found he was very open to a possible donation of six barrels. The only problem was that they were so buried among other barrels that access would be

account as collateral. The balance came from cash donations and T-shirt sales. A check was sent June 8th to Mountain Diesel and the FP-7 805-A is now going to be part of Portola's collection.

UP has agreed to move the unit to Portola without charge from down south and we are hoping that the movement will be complete by Railfan Day July 11th..so plan to come up and have a look at her.....

We are asking for contributions to retire the Society's debt and are now calling in all the pledges from the CTC BOARD campaign.

THE 805-A LIVES.....

difficult. I drove my truck down to Oakland and backed right into his shop. He loaded the barrels onto my truck with a forklift and I went on my way. Thank you Richard for your gracious donation. It will be put to good use, namely Steve Milward's project UP 849 GP-30.

Our first annual work weekend was an extreme success. Hats off to Doug Jensen and Annie Worth

for coordinating and operating the whole weekend without a hitch.

Thanks to Mountain Diesel and in particular Dale Sanders, we were allowed to operate the Alaskas 1506, 1508 and 1517 for the work weekend night operations and Memorial Day weekend. People were very happy to see some of MDT's equipment head up our trains. It's so great to see an A-B-A set of F's operating again. Try to remember the last time you saw something as incredible as this. Again, thanks Dale.

The two biggest projects this summer will be the UP-849 and WP-707. Hopefully by the end of the summer two more locomotives will be painted and fully operational. With your help we'll keep moving ahead improving the premier Diesel museum in the West.

STEAM IN PORTOLA!!!

Betty Boynton

On April 25, after three years of restoration work by a small group of faithful volunteers, Engine #8 was steamed up in the museum yard. Engine 608 with Jim Ley as engineer assisted in the move and at 12:01 pm Jim Boynton torched #8 off for the

first time in 25 years. #8 was last run on May 19, 1962 at Quincy with Jim Boynton as engineer.

The fire took off immediately, burning bright and clear, and in two hours the pops (safety valves) were tested and lifted at the predetermined value of 150 lbs. With volunteers John Marvin, Steve Jackson, Mike Atama, and Bob Beattle assisting the engine was put through all the tests needed to evaluate the results of the restoration effort. At the end of the day the verdict was that the engine performed admirably and that the work done on the firebox and boiler was well done. The sound of a steam whistle echoing through Portola brought an interested crowd to applaud #8's return to action.

Work is continuing on Wednesdays and Saturdays to correct minor problems and the main project now is replacing the jacket on the boiler. Important parts can then be replaced. Work on the woodwork in the cab is progressing slowly.

Thanks to the grant from the Plumas County Arts Commission, a large glassed case will soon be on the museum wall with photos of #8 and other steam engines of this area.

NEW JERSEY MEMBER

Tom Hassler, a new member of our Society who models the WP in the 50's, would like to exchange info, ideas, correspondence with other members....

Drop him a note at...
280 Maolis Ave.
Glenridge, NJ 07028

Ed's note...meeting others interested in the WP and/or who model has been a highlight of my membership in the Society. I have formed several good friendships in this fashion.

CALLING ALL YOU WP MODELERS.....
The Overland WP early steel cabooses are coming...get your order in today...
Please write Ski for info.....

MORE POWER PULLS TODAY'S FREIGHTS

R. E. Shideler, superintendent of shops, took this picture on March 24 of the last FT locomotive to leave Sacramento Shops. Foremen in the picture are, from left, E. V. McCorkle, E. R. McPherson, L. H. Clepham, W. E. Fasha, E. W. Steuben, T. N. Fassett.

WESTERN PACIFIC was one of several railroads pioneering diesel freight service in the United States, purchasing 12 FT units early in 1941. During the peak of World War II additions were made to the fleet, bringing the total number of FT diesels to 48 by 1944.

The FT's were generally operated in groups of four units to form one



One of WP's newest locomotives, a GP-40

5,400-h.p. locomotive, contributing a total of 64,800-h.p. to WP's diesel fleet. This was enough power and versatility to move an average train over the entire system without motive power changes, which was common practice in the days of the steam locomotive.

Subsequent purchases of similar locomotives were made in 1950 and 1951 when 48 F-7 type locomotives were put into freight service. Thereafter, the general trend of engine styling changed to the GP (General Purpose), seen on our railroad today.

WP began trading in the aging FT units in 1960 on a unit exchange basis. Each unit had accumulated about 2½ million miles of service. Of these, only

six survived into 1967. These were sent back to General Motors' locomotive assembly plant at La Grange, Ill., in trade for six new 3,000-h.p. GP-40 locomotives to bring WP's total number of high horsepower GP's to 47. These replacements of nearly an equal number of units totals 123,000-h.p., almost double that of the 48 original FT's. Thus, several types of GM's GP locomotives, required to handle today's heavier trains at higher speeds, now handle the majority of current freight trains over Western Pacific's system.





Caboose

Saga of the 999197

-or-

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

Errol Spangler

Gather around railfans and I'll tell you a little tale about speeders, the Santa Fe, and caboose 999197.

This little saga starts at Portola during the first weekend in August, 1986. As you may recall, that was the occasion of the National Motor car races. Three of our group were in Portola that weekend, and we had a ball watching the race and meeting new friends.

Now, as you may also recall, one of the entries in the race that year was a hand pump car from Sacramento sent there to advertise the hand car races held in that fair city. My friends, caught up in the spirit, tried to convince me that we should put together a team to run a hand pump car. Well sir, after watching that Muscle Beach crowd from Sacramento, I decided what we really should do is buy a motor car and get it tuned up instead.

Well friends, have you tried to purchase a motor car out here on the West coast lately? Believe me brother it ain't easy. Oh, don't get me wrong, they are here if

you happen to be in the right place at the right time, or if you can talk the guy who happens to have nineteen of them in boxcars out of one (thanks Norman, no he doesn't want to part with any of them). Oh yes, they are available all over the East coast at bargain basement prices. But do you know what they want to truck one of those babies out here

Well OK you say, but what about the railroads themselves, what do they do with their old speeders.

Friends, I can't tell you here what the SP does with its speeders, since this little paper is read by the entire family and only the strongest of heart could bear that tragic tale of brutality.

Next I turned to our benevolent friend Uncle Pete. After a few phone calls I was directed to a gentleman in Omaha who explained that the UP would only sell excess/

scrapped speeders to selected organizations as they were very concerned about private owners taking unauthorized rides down the UP right of way. Fair enough, I could only agree with him.

About this time my friend Bob came up with an 800 number for the Santa Fe. "Well why not, it won't hurt to call them will it?", you notice he gets me to do the dirty work. The 800 number turned out to be the freight forwarding offices in Chicago, but they did happen to have the number of someone in Albuquerque I could try.

Now the Santa Fe, being the progressive railroad that it is, keeps up with the very latest innovations in communications and two years ago changed their phone system in Albuquerque. However, they just haven't quite got around yet to publishing a new internal phone directory.

After my fifth call back to Chicago (they really are patient people) I was switched over to another office and finally found a lady who happened to know the new phone numbers in Albuquerque. She directed me to the office of a Mr. Strong in the purchasing department and I was finally able to get through.

Where, as it turns out: "the Santa Fe is not purchasing any new speeders as we are replacing them with Hi-Rail equipment instead. Any old speeders on the road in need of repair are sent to Albuquerque and either repaired and sent back on the road, or dismantled and used as spare parts for the remaining fleet. Sorry I can't help you with speeders but we do have a large number of cabooses coming up for sale if you are interested".

Cabooses?

What am I going to do with a caboose? Well, I thanked him for his time and glumly hung up.

Still no speeder, but a caboose? That evening I reported back to the group that we had struck out again unless we wanted to put a motor in a caboose. "Well," Bob chirps up again, "remember the speeder races last year and how we were spread out in motels from Quincy to Reno? Why not get a caboose and then we can use it whenever we go up to Portola". I always knew there was a reason we kept Bob around.

Back on the phone to Albuquerque again, "about those cabooses"? "You say you live in California, well my friend we have cars at Barstow and San Bernadino, which would you like to see"? Barstow seemed to be the closest, and be-

sides we could always spend a day or so railfanning on Tehachapi loop. My next call was to Mr. B.L. Martin in Barstow and I agreed to meet him in his office on Friday May 1st for a look at his cabooses.

The only one of the group available to go with me on that day was the bright idea guy, the one who got me into this in the first place. We made our plans to leave San Jose on Thursday evening, drive to Bakerfield where we would spend the night, and then on over the hill the next morning. Have a look at the cabooses on Friday, drive back up to Walong siding, pitch our tents for the evening and then make our way back North on Saturday as I had to catch a plane for Mexico early Sunday morning.

Watch for the ending of this great story in the next TS with PHOTOS...

A TENDER STORY.....

Norm Holmes

Finally, after being donated to our Rail Society three years ago, our WP 481 class steam locomotive tender is on our museum property. This is one of the few pieces of equipment offered to our Society by Union Pacific instead of being requested.

This tender once supplied water and oil for one of WP's 481 class 4-8-4 steam locomotives; we believe it belonged to No. 484. The six Lima's as they were called by the crews, were part of an order of General Service (GS-6) locomotives requested by SP to help handle the increasing wartime traffic. They were similar to SP's earlier DAY-LIGHT engines, but lacked streamline skirting and had smaller drivers found on previous models. To satisfy WP's need for power, the War Production Board allocated six from SP's order to be sold to WP. Delivered in July, 1943, they were regularly assigned to WP's EXPOSITION FLYER and extra military trains. The Limas were an immediate hit with the crews, the only complaints were exhaust smoke coming back into the cab and some trouble with slippery drivers in the Canyon. The smoke problem was somewhat eliminated with the addition of "elephant ears" smoke lifters, giving WP's GS-6's a different appearance from the SP engines. The author can attest to their good riding qualities and easy steaming capabilities, having fired several of them in 1945.

WP's first diesel road units were delivered in 1942. When the war ended in 1945, more diesels were ordered and the hand writing was on the wall for steam on the WP. Nos. 482 and 483 were sold for scrap in 1953 & 1956. Nos. 481, 484, & 485 were sold, less tenders to SP for parts and finally No 486 was scrapped in 1957. Our tender was sent to elko where it was used to supply fuel and water for steam derrick No 27. While cleaning up a derailment near Quincy, Jct., in May 1979, the derrick and tender along with rest of the outfit got away from the train crew, rolled about five miles and derailed on a curve just east of Keddie. The derrick was moved to Sacramento Shops and unfortunately scrapped. The tender, which skidded on its side for 100 feet, was rerailed, moved to Oroville and then to South Sacramento for possible use as a fuel storage tank. In 1983, I recieved a call from Mr Flannery's secretary wanting to know if we wanted the tender for our museum. The only stipulation was that we keep it WP.

The reason the tender remained in Sacramento so long after it was donated was the condition of the trucks. They were damaged in the derailment and UP officials were reluctant to move it on its own wheels and have a problem develop that would cause trouble enroute. For one thing the journals have 7X14 brasses, a rare size and almost unavailable today. Delligent efforts were made to find substitute trucks, but to no avail. Aletter to the Buckeye Corp. brought a set of blueprints.

As the UP was closing parts of the Sac yard, it was getting imperative that the tender be moved or scrapped.

Scrapping was out of the question, so UP's mechanical department agreed to load the body on a flat car, the trucks on another. They would use their 135 ton Petty Bone mobile crane if we would hire a second crane to assist. This cost us \$600. The cars arrived in Portola last December and were spotted opposite the wrecker for unloading. The tender body (50 tons) was well within the 250 ton capacity of the derrick, but the tenders size would make it difficult to handle alone. About this time UP honored our request for the donation of the 50 ton MW crane, WPMW 90. It was hoped this unit could assist the derrick in unloading the tender, however, when the crane arrived it was unservicable.

The UP anxious to get their flat cars back in revenue service, so it was necessary for us to hire a crane service out of Reno; this cost us \$1040. The unloading was done on April 24th, using the UP's derrick and the Reno crane. Members assisting the UP crew were Norm Holmes. Jim Ley, Bill Magazin and Hap Manitt. A special thanks to Joe Beardin, UP Trainmaster, for his assistance. Also John Ryczkowski for finding the crane service at a fair cost. The tender is now inside our grounds, waiting for someone to adobt it as a restoration project.

How We're Doing

Construction of WP's new train ferry, *Las Plumas*, is ahead of schedule. Tentative schedules now are for launching at Portland, Oregon, on June 27; a trial run on San Francisco Bay July 24; start service August 1.

Legal arrangements nearly completed with State of California for exchanging present Western Pacific line Oroville to Intake for new main line to be built around future Oroville Dam.

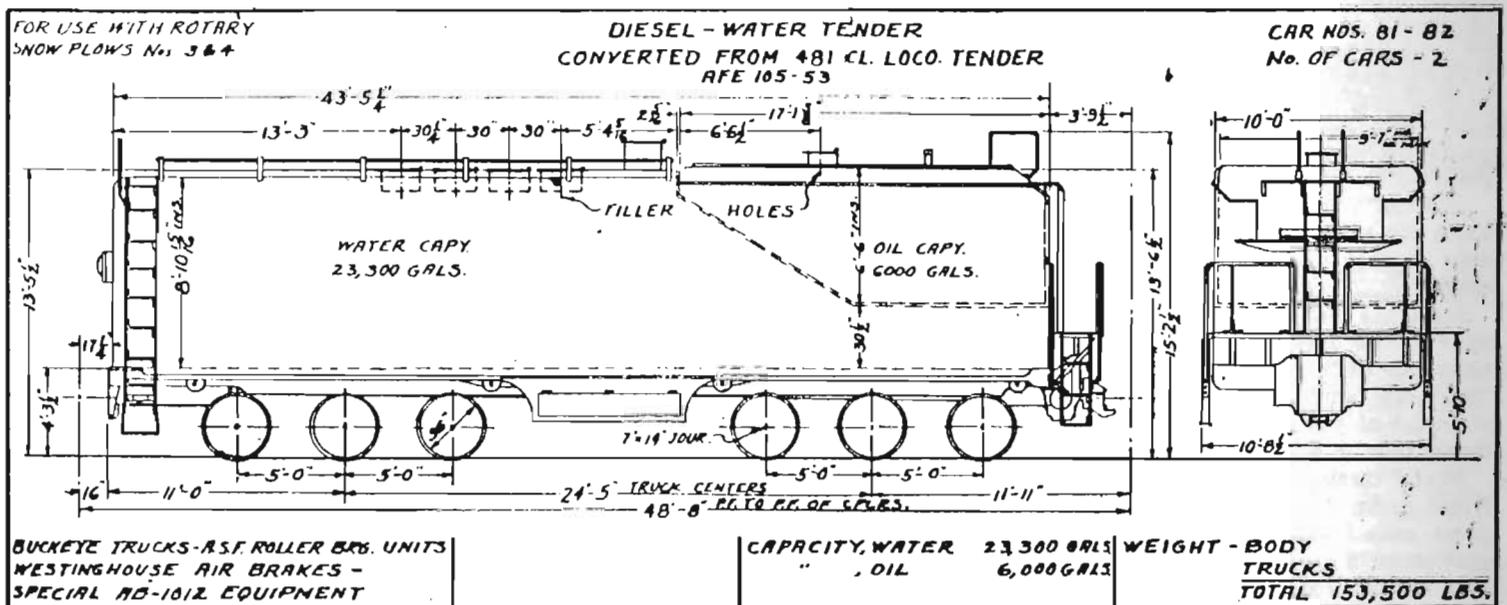
California Zephyr load averaged 63.4 per cent of capacity in April, 1957, compared with an average load of 65.2 per cent for April of last year.

Gross freight revenue for month of April, 1957, showed increase of some \$225,000 compared with April, 1956. Commercial traffic increased 6.4 per cent; Government traffic decreased 9.3 per cent.

Deraillment of the eastbound *California Zephyr* on May 18 at Milepost 228.9, about 23 miles east of Oroville, caused by a dirt and rock slide following six and two-thirds inches of rainfall recorded nearby between 6:00 p. m., May 17, and 4:00 p. m., May 18. Total damage to three diesel units, a baggage car and coach estimated to be \$90,000, of which \$79,000 is covered by insurance as is the entire cost for rerailing the equipment. Estimated cost to repair track damage and work still necessary to completely clear slide area is \$15,000, all Western Pacific expense.

MILEPOSTS

JUNE, 1957



WESTERN PACIFIC'S SKELETON LOGGING FLATS & HUTCHINSON LUMBER COMPANY
PART TWO..by Kent Stephens
 Part One can be found in Issue No. 23.....

By 1926 Hutchinson Lumber Co. was in financial trouble and went into receivership after defaulting on its bond issue payments. Hutchinson's Oroville properties (mill, logging railroad, logging operations, and timberland) were sold at a foreclosure sale in April 1927 and reorganized as Feather River Pine Mills, Inc. Six months later in late October the Oroville mill and 50,000,000 board feet of lumber were destroyed by fire. The mill fire was the beginning of an eleven year hiatus for the lumber company. The company's geared locomotives and a portion of the log car fleet were stored at Camp One several miles above the town of Feather Falls.

In 1940 FRPM completed a new sawmill at Feather Fall, building the new mill within the company's timber holdings rather than at Oroville on the site of the former mill. This change circumvented freight charges on the waste portion of the logs.

At the same time the lumber company incorporated Feather River Railway Co., a wholly owned subsidiary, to operate most of the logging railroad as a common carrier. This permitted the railroad to share in through rates on the lumber from the Feather Falls mill. One crew operated the lumber train between Feather Falls and the interchange with the WP. A second crew was on the log train running between Feather Falls and Camp 18, the main logging camp, ten miles southeast of Feather Falls. The Feather River Railway's track extended to Ward, just one-half mile out of Camp 18.

FRPM sold Shays #2 and #3 to their railroad subsidiary, keeping ownership of #1, #4, and #5. It was intended that the two 90-ton Shays would operate between Feather Falls and Bidwell Bar, as this line had six miles of 5½ percent compensated grade from Craig to Onyett. The lighter 70 ton Shay #1 and Willamette #5 worked the easier grades hauling logs on the 10 mile line from Camp 18 to the sawmill at Feather Falls. Actually #1 saw very little service after 1940 and spent most her remaining years of company service next to the sawmill's boiler plant as a stationary boiler to boost the steam supply. No. 5 worked the line to Camp 18 with backup form #2 or

3 as needed. Saddletanker #4 switched the lumber loading dock for a few years, then was stored out of service.

FRPM used a fleet of 70 plus log cars on the line to Camp 18, sufficient for the reduced production and shorter haul. (The Feather Falls mill had about one-half the cutting capacity of the Oroville sawmill--175,000 to 200,000 board feet daily instead of 375,000 board feet per daily shift. This was due to a change in philosophy on the part of the owners, placing the operation on a sustained yield basis.) Most of the log cars were PC&F skeletons from the original 1922 fleet and were lettered for FRPM.

Camp One, Hutchinson's original logging camp two miles southeast of Feather Falls on the line to Camp 18, became the railroad camp in 1940. Camp One had both an enginehouse and car shop.

Along with other lumber companies, FRPM started buying logging trucks in the early 1940's. The first trucks came in 1942, hauling logs to landings on the railroad. In 1948 the company bought a fleet of large off-highway trucks to haul directly to the sawmill and abandoned the logging railroad. No. 5 was kept as a spare but saw only limited service. The railroad was torn up back to Camp One and most of the cars were scrapped.

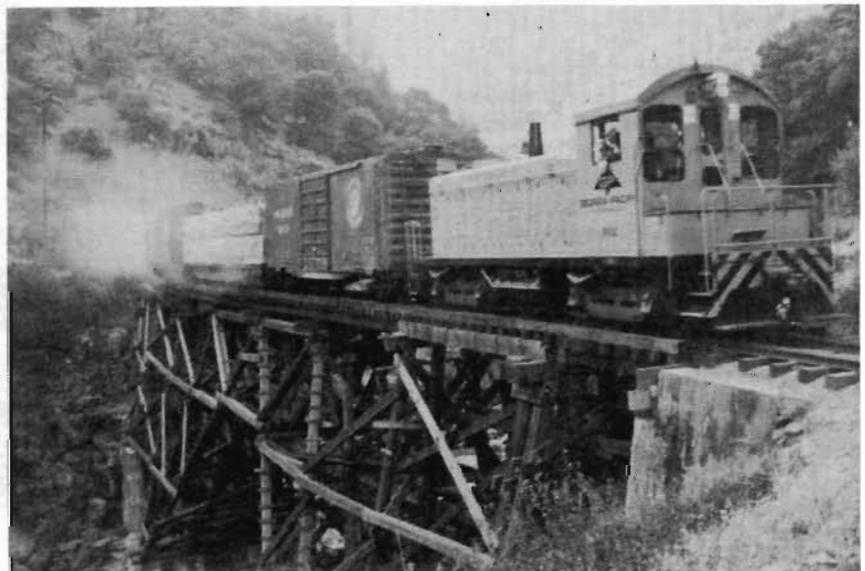
Feather River Pine Mills and

the Feather River Railway were sold to the Georgia-Pacific Corp. in July 1955. A.H. Land and Dr. O.O. Cooper, the principal owners of FRPM, had both passed away several years earlier; the families took the opportunity to sell out for over \$5 million.

Nos. 4 and 5 were sold for scrap in 1957. In 1958 the railroad's officials decided they had been hasty to scrap the Willamette when it needed repairs and bought Rayonier, Inc. #91, a 3 truck Pacific Coast Shay, but the engine was in such poor mechanical condition that it never went into service. After being stripped for usable parts, it sat rusting away on a siding in Feather Falls.

No. 1 was donated to the City of Oroville in August 1960. The Shay joined WP #164 on display in Hewlett Park.

The railroad was dieselized in October 1961 when Georgia-Pacific transferred EMD SW-900 #102 from their Samoa plant near Eureka, where it had become surplus. (The change was ordered by G-P's headquarter office without consulting the local office.) Shays #2 and #3 were kept as spares. During the next few months #3 was back in service for weeks at a time as #102 sat idle in Feather Falls. Dieselization proved to be a mixed blessing for the railroad; #102 was cheaper to operate but its 120 ton weight on four axles was tearing the rail-



Feather River Ry. #102 crosses South Fork trestle Unit lettered for Georgia-Pacific, the date is Nov. 1964 Nick Ellena Photo

road's light track to pieces. The diesel also derailed a number of times, especially on curves. The railroad finally got its track in shape during the summer months of 1962 so #102 could operate on a regular basis as long as the road bed was dry. For the next several years, one of the Shays would work a few weeks at a time during winter rains, continuing until the roadbed dried.

No. 102 continued to damage the railroad's track over the next four years, a worry to local company officials. In July 1965 they finally received the lighter diesel they had pleaded for then Oregon, Pacific & Eastern Alco S-1 #101 was transferred from Cottage Grove to replace #102. The EMD was moved to the Ashley, Drew & Southern in Arkansas, another G-P short line.

A more significant event in 1961 for the future of the railroad than dieselization was the start of construction work on Oroville Dam. Once the dam was completed, Lake Oroville would flood a portion of WP's mainline and the first six miles of Feather River Railway. The State Water Code required that the State Department of Water Resources (DWR) relocate the affected railroad lines. The State paid for relocating WP's mainline (\$40 million for the 22 mile line), but DWR refused to relocate the Feather River Railway. DWR claimed that it was a "waste of taxpayers' money" to spend 9 million for the 13 mile relocated line for a railroad that it said was worth \$25,000. (The railroad's assessed valuation for taxes.) Georgia-Pacific contended that the railroad was essential for the marketing of more than \$4 million worth of lumber products annually. The State's refusal to build the line touched off a four year legal battle between G-P and the State of California that was a tangle of law suits, counter-suits, court actions up to the State Supreme Court and ICC decisions. In Dec 1965 a compromise was reached that killed the Feather River Railway as a railroad in the usual sense, but allowed the railroad to continue operating as a truck line. The State paid G-P over \$1 million for the ownership of the first six miles of track and bought three Kenworth diesel rigs for the railroad. The Kenworth trucks were lettered for the railroad and were restricted to a certain route to a reload in Oroville. Essentially the Feather River Railway continued in operation as a unique "rubber-tired railroad." The railroad was required to cease operating over its rail line by Oct 1, 1966. By Sept

that year the trucks were hauling to Oroville and the railroad was being dismantled.

All of Feather River Railway's locomotives owned by the railroad in its last decade of operation are in existence today except #91. No. 1 is on display in Oroville; No. 2 is owned by the State Division of Beaches and Parks and is Sierra Railway #2 at Jamestown; No. 3 was donated to Pacific Southwest Railway Museum Assoc. at San Diego; Plymouth #A is OP&E #14½ at Cottage Grove. Both diesels are in service. No. 102 is still working on the AD&N in Arkansas. No. 101 has travelled more, going to the Fordyce & Princeton RR (a G-P short line) as their #1 in 1967 and has recently been sold to the Cadiz Railroad in Kentucky where the Alco is #10.

Georgia-Pacific had claimed during the fight with the State that the Feather Falls mill couldn't remain competitive without a railroad. Only four years after the rail line was dismantled G-P announced in 1970 they would build a new mill in Oroville to replace the Feather Falls sawmill. The primary reason for the move, according to G-P, was the loss of the railroad. The new plant was built next to Highway 70 in south Oroville, just west of the original site of Hutchinson's mill. It is now owned by Louisiana Pacific Corp, following the break-up of G-P into two separate corps.

The author is indebted to John Ryczkowski for assistance with this

article. Most of the material is from a manuscript by the author for a forthcoming book on the railroads of the Feather River Region.....

NON-PAID AD

A new magazine "LOCOMOTIVE & RAILWAY PRESERVATION" was started one year ago. It's first year of publication showed it to be a quality magazine. I would recommend a subscription to anyone who is interested in reading about preservation efforts. Subscription rates are \$16 for one year (6 issues). LGRP, P.O. Box 5, Huntington, VT 05462.

Moviework????

One of the other western railroad museums makes their facilities and equipment available to movie companies for film work. In a recent newsletter they stated if they had an F unit they could get more work.

We have F units but no work! Do any of our members have contacts with film locating companies? We have equipment; box cars with roof walks, refrigerator cars with ice hatches, various types of diesel locomotives, some passenger cars and a steam engine. Any work we can get using our equipment would be a good source of revenue for us.



Feather River Ry. Shay No. 2 makes its final revenue run on March 29, 1966 at Berry Creek on the old WP mainline. Kent Stephens

Western Pacific affiliates with Fruit Growers Express

MILEPOSTS MAY-JUNE, 1967

CONTRACTS have been completed with Fruit Growers Express Company making Western Pacific one of the owners of this large eastern-based car line headquartered in Washington, D.C. Beginning at midnight, June 30, Fruit Growers Express will supply all of Western Pacific's refrigerator car and van requirements. This will enable Western Pacific to offer greater flexibility and improved service in moving perishables to the nation's markets.

The development also marks the addition of California to the nationwide service area of Fruit Growers Express, which brought this comment from its President, J. J. Quinn: "We are looking forward to joining with Western Pacific in servicing their customers with the best in equipment and perishable protective service."

In reply, President M. M. Christy said: "We are pleased that we will be able to offer our customers the services of Fruit Growers' large fleet of modern, high quality refrigerated cars and piggyback trailers."

Concurrent with the start of the new service, Western Pacific will terminate its contracts with Pacific Fruit Express, which have been in effect since the early 1920s. While this working arrangement with PFE has been satisfactory for nearly a half century, the services to be offered by Fruit Growers will be more compatible with Western Pacific's needs during heavy seasonal movements.

For one reason, Fruit Growers and its associated companies, Western Fruit Express and Burlington Refrigerator Express, have heavy demands for their equipment in eastern and southern areas of the United States from November through May. This diversified refrigerated car and trailer equipment can then be released to serve Western Pacific's customers whose season of heaviest demand is during the six months from May through October.

Western Pacific serves many perishables shipping points in central and northern California. It also receives shipments originating on its wholly-owned subsidiaries, Sacramento Northern and Tidewater Southern;

from the Central California Traction Company, jointly owned by WP, SFe and SP; and from two independent carriers, Modesto & Eastern Traction, and Stockton Terminal and Eastern. Perishables are an important commodity among the varied types of traffic carried by Western Pacific, and future prospects for increased perishables traffic are good. These predictions are partly based on the increased use of higher capacity mechanical refrigerator cars (which FGE can supply), heavier loadings due to incentive rates, continuing growth in the frozen foods traffic, and the growing phenomenon of piggyback services. Important, too, is the fact that since Western Pacific emerged from its control fight with SP and SFe and was decreed by the Interstate Commerce Commission in February, 1965, to retain its identity as an independent railroad, the railroad has proceeded with a vigorous marketing policy. As Charles K. Faye, WP's assistant vice president-freight sales, put it—"...our arrangements with Fruit Growers are one example of how our Company confidently proposes to move forward. It's another way by which we propose and expect to give better perishables service to our many California clients."

WP-FGE . . .

OF the five major railroad-owned refrigerator car lines, Fruit Growers Express Company is the second largest. If Fruit Growers associated lines (Western Fruit Express owned by Great Northern, and Burlington Refrigerator Express owned by Burlington Railroad) are included, it ranks closely with PFE, the largest in terms of total cars owned and total assets. Fruit Growers is controlled by 15 railroads including Western Pacific which own all of FGE's capital stock. Both the mechanical and ice bunker refrigerator cars of the three companies are operated on a pool basis, and are used as if all were of the same ownership. Virtually all of the 15 owning, or member, roads of FGE are also contract lines for use of their cars (and trailers), and perishable protec-

tive services. In addition, some 40 other non-member roads are contract lines of FGE. Burlington and Great Northern railroads are not contract lines, but through their car line subsidiaries (BRE and WFE) obtain the use of cars in the FGE pool.

Western Pacific will have the benefit of Fruit Grower's pool of over 3,000 refrigerated trailer units which will provide Western Pacific with a more adequate supply of refrigerated equipment to enable the railroad to better solicit and handle piggyback as well as refrigerator car traffic.

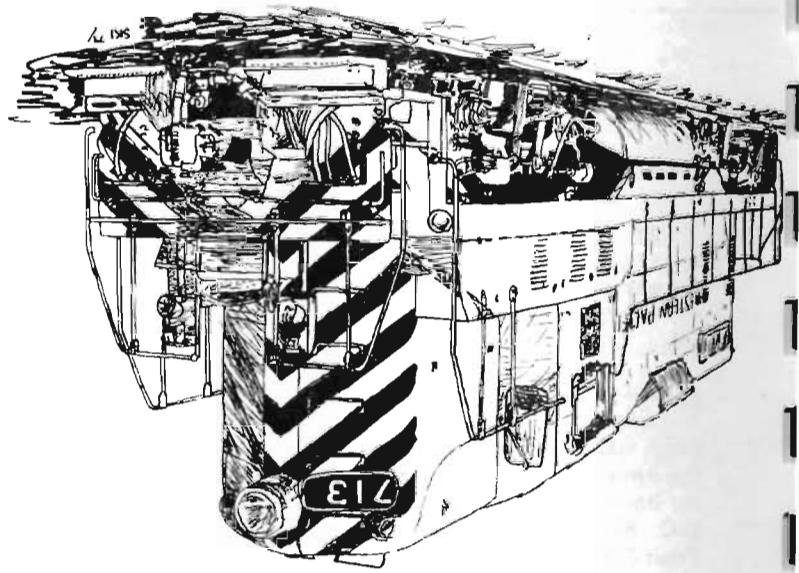
In addition to equipment already owned, Fruit Growers Express recently announced an expenditure of \$20-million for additional mechanically refrigerated equipment in 1967. This year, FGE will take delivery of 500 additional 40-foot mechanically refrigerated trailers with loading capacity of 2,100 cubic feet. This popular vehicle, widely used in perishable piggyback loadings for both fresh and frozen commodities, will have ribbed, molded fiberglass lining, sliding tandems and load restraining devices. Two hundred additional mechanical reefer cars are scheduled to be built at mid-year with high-load, 57½-foot capacity, cushion underframes, load dividers, and insulated foamed-in-place polyurethane.

This building program will follow the completion this year of 466 insulated box cars for lease to FGE owner railroads. They are 50-foot cars with cushion underframes, insulated, and equipped with latest type loading devices and side fillers.

Beginning in August this year, 200 mechanical refrigerated cars will also be built for Western Fruit Express.

The 1967 acquisitions will bring the FGE-WFE-BRE fleet to more than 24,000 refrigerator cars and 3,500 trailers. Shippers located on their contract railroads have their choice of the giant-sized mechanical car, or the sleek, high-cube trailer—both with automatically controlled temperatures from zero to 70 degrees; modern insulated box cars which afford canned and bottled goods (and all semi-perishable commodities) a safe and smooth ride; or the standard ice refrigerator car which throughout the years has been preferred for many fresh fruit and vegetable shipments.

All in all the affiliation is a good move—for Western Pacific, for Fruit Growers Express, and for WP's customers and their important perishables traffic!



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WP's FRUIT GROWERS EXPRESS CARS

- 92264-92288 10' door
- 95951-95967 10' 6" door
- 96043-96118 12' 6" door
- 97000-97049 12" 2" door
- 98093-98096 10' 6" door

Western Pacific had at one time a total of 170 XLI class insulated cars with load dividers under WP reporting marks and FGE paint schemes.

After the UP take over WP/FGE cars were slowly relettered to FGER reporting marks and returned to FGE. Today no WP/FGE cars can be seen and FGE's shop in Stockton is completely gone...

