

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 81

September/October 1996

SP 0-6-0 Steam Locomotive Now at Portola



The newest addition to the FRRS collection, SP 0-6-0 steam locomotive 1215 is shown being unloaded onto the east end of the Museum track. Photo by Norm Holmes.

Inside this Issue:

- Acquisition of SP 0-6-0 steam locomotive.
- Upcoming FRRS Santa trains.
- Railfan's Day report.

The Feather River Rail Society

The Portola Railroad Museum

Preserving the Memory of

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

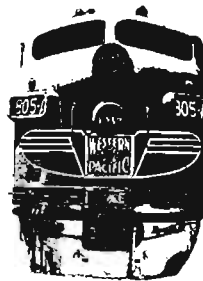
The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of Tourist Railway Association Inc.

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific RR historical and modelling publication of the WPRRHS.

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FRRS Membership

Associate----- \$15
Historical-----\$22
Active----- \$30
Family----- \$35
Sustaining----- \$75
Life-----\$300
Family Life-----\$450

These are the dues for one year for ASSOCIATE, ACTIVE, FAMILY and SUSTAINING. LIFE and FAMILY LIFE memberships are a one-time payment. HISTORICAL membership dues shown above are for 4 issues of the Headlight.

ASSOCIATE memberships do NOT have a vote, do NOT receive the Headlight, receive only the Train Sheet, and are for one person only.
HISTORICAL memberships receive only the Headlight, do NOT have voting rights, do NOT receive the Train Sheet, and are for one person only.
ACTIVE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person only.
FAMILY memberships receive both the Train Sheet and the Headlight and may include all members of one's immediate family, but there is only one vote.
SUSTAINING memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes.
LIFE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person for life.
FAMILY LIFE memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes for life.

The Internet

FRRS web page: <http://members.aol.com/cyborgsam/frs>
WP web page: <http://www.calweb.com/~fbrehm/index.html>

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Available Back Issues of the Headlight

- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.
- Issue 11 Train dispatching on the WP, Fifty foot single sheathed automobile box cars, WP employee magazines. 36 pages, \$6.00.
- Issue 12 Burlington Northern Pool Power on the WP in the 1970's, part two of "Taming the Canyon," modeling a WP "Recreational Vehicle Carrier" autorack. 36 pages. \$6.00.

Headlight issue #12 is the most current issue as of October 27, 1996.

Back issues of the Train Sheet are available for \$1.00 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

From the Desk of the President



Once again, the lights are on late into the night in my office here in Spring Garden, as the Train Sheet Editor patiently awaits my submissions for the Train Sheet. The conclusion of the operating season has given us more time on the weekends to attend to other projects, of which there have been many (just read the rest of this issue). After a highly successful Rallfan's Day/Western Pacific Railroad Historical Society convention, thoughts of things slowing down a bit were quickly cast aside by the ambitious schedule of projects pending.

As one of the few "regulars" at Portola who is still bound to a full-time (or in my case, considerably more than full-time) job outside the Museum, it can get difficult juggling schedules and priorities, and keeping up with what's going on at the same time. For me, it means lots of time on the phone, in front of the computer, and at the Museum, often burning the midnight oil to make it happen. It is a challenging, and, at times frustrating responsibility, but the payoff is being a part of the growth and development of the FRRS and the Portola Railroad Museum, all made possible by the support of you, the members. That's why we do it.

Steve Habeck

Pacific Limited Report

By Steve Habeck

A comprehensive report of PLG's 1996 activity will appear in the next Train Sheet (I know, that's what I said last issue); for now, the Branson trip is in progress as of this writing, and the Iowa trips, as a whole, did well. The overall financial picture, however, is not good. The PLG Board of Directors will meet in November to discuss several issues which will affect the future of PLG. After this meeting, a complete rundown of 1996 for PLG can be generated. Norm Holmes and I, as FRRS representatives on the PLG Board, will prepare a complete report for the Train Sheet at that time. Thank you for your patience.

Restoration Dept. Report

By David Dewey

The Restoration Department Orange T Shirts are in! If you've worked over 10 documented hours on a Department project, you've earned one! (You can also buy extras for \$10.) Our records show the following people have qualified for a shirt, if we missed you, please, just remind us! Norm H., Ken I., Ken H., Clyde L., Dr. Peter L., Doug M., Darrel H., Meg E., The Mike J. Family, John & Judy M. Shirts are available from the gift shop.

Project Updates

Ingersoll-Rand: More cleaning; parts have been boxed, and are being transferred to the Dept. boxcar.

SP 1215 (0-6-0): Cover Story, this issue! We were also written up in the Hanford Press, Tehachapi News, Bishop Press, and the Portola Reporter.

UP 105: The business car roof has been inspected. Major rust-out of the roof has been found! We are now stripping the roof sealer; volunteers needed here! Then we will repair and replace roof panels to make the roof watertight. Let us know if you'd like to join this project team! Alan Hirosona is spearheading this project, and Lolli is cheering us on.

MC 23: (See story on Motorcar 23 on page 7.) The new exhaust pipe has arrived and the exhaust whistle is being connected to it. The electric starter & generator are being rebuilt; they should eliminate hand-cranking blisters!

805A: We're still looking for cab windows!

There are lots of projects to do, we welcome any help you can supply. We don't need only physical work, there are also research and fund-raising projects to do too! See you at the museum!

YOU! Can Operate a Diesel



Locomotive
for one hour with
your own private
instructor included.
**Fulfill your
wildest dream!**

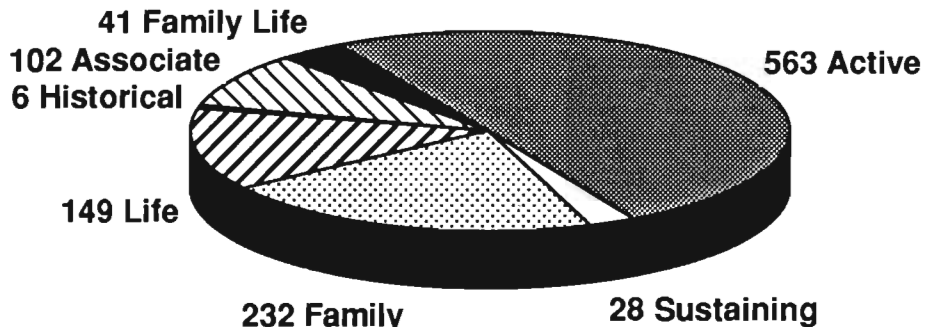
A handsome certificate suitable for framing is awarded after each rental.

Rentals by appointment.

Our popular "Combo" rental package includes VIA Rail Canada 6776 MLW/ALCo FPA-4 Covered Wagon-style locomotive. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Membership Report

as of October 27, 1996



Total FRRS membership is 1,121.

Don't Forget...

The FRRS

SANTA TRAINS

The FRRS at its best...

Following the great success of our previous evening Santa Trains, we will be eagerly running them again this year. Come see and ride the train with its bright Christmas lights throughout. The schedule is as follows:

- **Train Rides Saturday, December 7, 1996 beginning at 5:30 PM.**
- **Train Rides Saturday, December 14, 1996 beginning at 5:30 PM.**

Each night we will start operating at 5:30 PM and end around 9:00 PM. We will operate the trains regardless of the weather conditions.

Again this year, the FRRS will serve free refreshments including coffee, hot chocolate, hot cider and cookies in the Beanery. Santa will be on hand to greet the kids and give them candy canes. There will be no charges of any kind for the rides or refreshments. Our gift shop will be open for your Christmas gift selections, also.

This is truly the FRRS at its best, doing good for people. Without any charge, we operate trains and serve refreshments. The look on the kids' faces is just great. Come join in the good will created by these events. It will make you feel good.

Preparations are now in progress; a lot of help is needed to put it all together and make it happen. Help is needed well before the first operating night to decorate the train, Christmas tree and engine house with several thousand Christmas lights. If you can come to the museum on a weekend or for a day before and after Thanksgiving to assist with the decorating, it would be greatly appreciated.

Train crew help is needed both operating nights. Car helpers are a definite must also. We need 6 on the train because of the fairly large crowds. A few other operating positions are needed to be filled also. If you can help with the decorating, operating or both, please contact Gordon Wollesen (at the museum) by phone or letter ASAP.

Come on up and join the fun.

9th Annual Free Trip Opportunity

By Chris Skow

Trains Unlimited, Tours and the Feather River Rail Society are pleased to announce the 9th Annual free trip opportunity. The winner of this event will receive two free spaces on any Trains Unlimited, Tours North American trips operated in 1997. This includes tours operated in the United States and Canada.

Donations for fund raising tickets are \$7 each or 5 tickets for \$30. All sales from these tickets will go towards the Building Restoration Fund at the Portola Railroad Museum. The drawing will be held at the museum on May 10, 1997. Five tickets are included with this issue of the Train Sheet. Please help YOUR museum grow by buying all five tickets.

If you have any questions please call Trains Unlimited, Tours toll free at 1-800-359-4870 or 916-836-1745 or write: P.O. Box 1997, Portola CA 96122. If you want to buy more tickets, Trains Unlimited, Tours can supply these. Total value for this free trip opportunity is \$6590.

Southern Pacific Steam Switchers

By Norman W. Holmes

Southern Pacific's first 0-6-0's were in use before the turn of the century with 77 engines of this wheel arrangement working on the SP's Pacific lines. During the next 26 years SP added 151 six wheel switchers to its roster.

Our 1215 was built by Baldwin Locomotive Works in Philadelphia in May, 1913 with builders number 39832. It was first placed in service on September 24, 1913. She was one of 27 built by Baldwin between 1913 and 1918 and numbered 1210-1221, 1232-1246 and 1298-1299. Boiler pressure was raised from 175 to 190 pounds in 1918. The only repairs we have on record are a change from 3 inch to 2 1/2 inch safety valves installed in 1934, new tires along with a new number 2 driving axle in 1939 and in 1942 a 22 x 13 inch patch plate applied to the boiler.

Every yard had switchers that usually were working around the clock, taking time out only to replenish fuel and water and the monthly inspection and boiler wash required by the ICC. For example during the mid 1940's San Jose yard had 24 engines and San Francisco, including Bayshore had 48 engines. Diesel switchers came on the scene during WW II and completely replaced steam switchers in 1957.

Information from Tom Mounovan has the 1215 assigned to the Sacramento Division from 1937 to 1949, then on the Tucson Division until 6-30-54 and on the Coast Division until 8-31-57.

I became interested in obtaining the 1215 for our museum in April, 1987, after visiting some friends in the area. I was impressed with its good overall condition. Inquiries were made over the next several years to obtain the engine and finally on March 22, 1995, a letter was sent to the Kings County Public Works Department Park Manager with a request to obtain the engine. The Department evaluated our request and considered the option of asbestos removal, track rehabilitation and painting and decided a new home for the 1215 would be in its best interest.

On July 6, 1995, David Dewey and Hank Stiles made an inspection of the 1215 and brought back a favorable report. Our Board of Directors OK'd the acquisition and on July 21, we made a formal request for the engine. Finally on August 20, 1996, the Kings County Board of Supervisors approved the agreement to sell the 1215 to our organization. Movement of the engine became a priority and this was accomplished in October with the 1215 arriving on museum track-age October 7, 1996.

Southern Pacific was very generous in donating steam locomotives to cities and counties that wanted a memento of the age of steam. Over 50 SP steam engines have thus survived. Several have now been returned to service, most notably 4-8-4 No. 4449 in Portland. Others are 1233, 0-6-0 in Woodland, 1269 0-6-0 in Richmond, 2353 4-6-0 in Campo, 2472 4-6-2 in San Francisco, 3420 2-8-0 in El Paso and 786 2-8-2 in Austin TX. A number of others have been removed from their original display sites and are under restoration.

The 1215 was donated to Kings County (Hanford) and delivered on September 30, 1958. It was placed in Burris Park. Hanford is on SP's Coalinga branch where it is doubtful 0-6-0's ever operated. Whenever a community requested a steam locomotive for display more often than not a switcher was selected. They were small enough to be relatively easy to move and the scrap value was not as high as with a larger locomotive.

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You Can't Get Here From There...

The Great Locomotive Move

By David Dewey

Ever since the departure of the Feather River #8, we've been quietly looking for a steam engine that will fit the museum's site. On one of his trips down the Central Valley, Norm stopped and looked at the locomotive on display in the King County park near Kingsburg. Discreet inquiries over three years ago determined that it might be available. An inspection team (David Dewey and Hank Stiles) was sent to the park in June of 1995 to determine if it might be restorable. They removed the cylinder heads, boiler plugs and opened the smokebox door. The cylinders were in excellent condition. The areas of the boiler that could be inspected looked sound. The running gear appeared to be in good condition. It was decided to go forward with purchase negotiations.

It took over another year for Kings County to complete the sale. One local person wanted to restore the engine "in place," but could not come up with a financially sound plan. We were finally given title to the engine in September of this year. Now how to get it here!

The engine had sat unmoved for 38 years; exposed bearing surfaces were covered with surface rust. Fortunately, the area's dry climate did not promote heavy rusting; unfortunately, the grass watering system did! The locomotive's massive weight (engine only, 140,000 pounds!) would have required large cranes to lift it onto a truck, however, with some preparation it could be rolled on its own wheels onto the trucks.

Our "Locomotive Rescue Crew" was formed with the task of preparing the locomotive for movement so the bearing surfaces wouldn't be damaged by cleaning, derusting, and lubricating all the moving surfaces. We had six people, Clyde Lippincott, Ken Iverson, Ken Hitch, Dr. Peter Lyman, Norm Holmes, Doug Morgan, and David Dewey; each lent valuable experience to the group. A large assortment of tools, greases, cleaning supplies, and anything else we thought might be useful was loaded into Clyde's trailer and Norm's truck.

We raided our pile of track supplies. Twelve track gauge rods were cleaned, straightened, and re-threaded by Meg Evans & David Dewey. These and six lengths of rail were loaded onto Doug Morgan's truck. We made arrangements to borrow ties from a landscape firm in the area.

The team left on September 17, and spent the following four days cleaning, sanding, polishing, and lubricating the engine. Our first job was to dig out the engine; it had settled about 6 inches over the years! Norm cleaned and oiled all the tender axles. Mike Rypczynski (park caretaker), and Joe Singh (Parks Superintendent), helped by supplying tractors and a crew to remove the concrete steps and curbing. Clyde Lippincott and Ken Iverson worked to free the tender from the steps. When the steps were removed, the tender sunk another inch! Peter was busy lubricating the side rods, a difficult job without the special grease gun originally used on steam engines. Doug and David spent the days under the locomotive preparing the axle bearings. Ken Hitch, our local contact person, was kept busy getting parts, tools, ties, and food!

The first major hurdle was pulling the drawbar pin that connects the engine and tender, as they were to be loaded on separate trucks. Kroil penetrating oil was liberally applied

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Conclusion of The Great Locomotive Move

By David Dewey

and a 30 ton jack was used to push. After some effort, and many different "techniques" (hammering to set up loosening vibrations), the pin went "BANG," the whole locomotive shuddered, and the pin MOVED--not much, but it was a start!

With the tender connections all removed, it was time to see if 38 years of rest could be disturbed. The park tractor was chained to the tender. The chain tightened, and then the tractor wheels spun--no movement. A car moving lever (one of those wood-handled tools that normally resides on the depot cart as part of our tool display) was applied to the rear tender truck. The chain tightened again, Doug pushed on the lever; and GROAN, the tender eased away from the engine!

Now it was time to move the engine. We knew the tractor couldn't handle it, so Mike arranged for the county's big loader to come help. Meanwhile we rolled the tender back to the engine and coupled them together. Ken cleaned and polished the cylinders (and removed the one rat carcass we found inside). The crosshead guides were stripped of paint and rust sanded down. We finished the time-honored engineer's task of "oiling around" the running gear.

The big loader arrived and was chained to the tender. The chain tightened and nothing! Once again, with a little more gusto--BANG, BANG--and the wheels started to turn! The banging was likely the piston rings releasing their rust-grip on the cylinders. We cleaned the now-exposed bearing surfaces, then pushed the engine forward; no banging noise this time. Again, clean the bearings. Now the big test: a 15-foot length of track was added to the rear, and the tractor hooked on again. This time the engine was rolled back a full revolution of the wheels--no problems! We were now ready for the trucks. The fence was temporarily replaced and we all headed home for some rest.???

Norm was looking for truckers, and found Taylor Heavy Haulin' from Sacramento. They had just moved a steam engine, still had the rails and ramps on their truck, and were available October 1. We hurriedly arranged for a "Moving Team" to prepare the site for the trucker. Monday, September 30 found us in the park removing fencing, tender hand-rails and loose parts still on the locomotive. David touched up the cab numbers and tender lettering. At 1 PM that day the trucks pulled in.

These trucks are loaded from their front end. The big "gooseneck" that couples to their cab unhooks from the flatbed section and then the cab drives away. We used the county's big loader to push the flatbed section into place. Then we laid rails from the locomotive up to the trailer's rails and bolted them together.

The big tractor was then used to pull the tender onto the trailer. It was chained down and the temporary rails pulled up. The big tractor then dragged the trailer to one side so the truck cab could hook up again. By nightfall the tender was loaded and parked in the park's paved lot.

Early Tuesday morning the nine-axle truck backed into the loading site. There was really not enough room; but after much jostling around, the trailer was lined up and the truck cab pulled away. Back to track laying! The tractor was chained to the engine, and it smoothly rolled up the track. All that preparation work had paid off. After a brief stop to center the rails on the trailer so the locomotive would clear the trailer's side frames, the locomotive was pulled and pushed onto the trailer.

Now to get the truck cab coupled on again. The tracks were pulled up, and the big tractor was used to build a road where the display track had been. It was afternoon by now. Finally the truck could back up and connect. It's a complicated operation using ramps and hydraulics to lift the trailer onto the truck's fifth wheel. There was so much weight on the trailer that it had only three inches of road clearance!

After much discussion with the park management, it was decided we could drive over the lawn to get back to pavement. There were so many tires on the rig, that despite its overall weight of 218,000 pounds, Joe noted it didn't make as much of an imprint in the grass as the cement trucks they use. It was now 6 PM and both trucks were loaded and setting on paved road!

Wednesday morning we left the park in a cloud of dust, and started on the route Kings county had given us. At the second corner, we found a power pole & a mail box. The mailbox now has a dent in it and the power pole is smooth on one side! Two farmers watching said, "You ain't gonna make the next corner!" They were almost right. We stopped and called the county highway department, who sent someone to look at our predicament. After an hour of discussion, the truckers decided to "go for it" as anything else was going to take lots of time and expense (the other option they gave us was to back the truck up for two miles!). The county did give us permission to go straight to the state highway instead of down some more impossible roads. They "gunned it," swung wide, scraped the pavement, and just cleared the corner! On towards I-5 and Bakersfield (and no more narrow county roads!).

The next hurdle was to weigh the trucks to insure that we were "legal." Finding a scale that could take the weight proved to be a problem. The first place we stopped, the manager wanted to know if we were hauling it to SCRAP! Finally we found Bolthouse Farms, one of the world's largest carrot processors, in Bakersfield. Their scales could handle 120,000 pounds, just enough for us to weigh each end of the truck. We found out that we were 2,000 pounds overweight on the front, so the locomotive would have to be moved backwards 18 inches.

The next morning Bolthouse's crews lent us a forklift and torch so we could remove the air tank under the cab and some brake valving. This would give us just enough room to clear the rear gooseneck. After the move, and some adjustments to the front gooseneck, we just made "legal weight." Time to challenge the Tehachapi grade! Going back onto the freeway, the overpass was about an inch too low, and we scraped the top of the engine. We had lunch in Mojave and continued on almost making Lone Pine that night. On flat ground we could do 52 mph, above that the locomotive truck would bounce and hit the pavement! Up the grades, we would travel at a walking speed. Friday night, just past dusk, the locomotive pulled into Gardnerville, Nevada.

Overweight loads are not allowed to run on the weekends, so 1215's homecoming would have to wait until Monday. The crews met in Carson City early Monday morning, finalized arrangements and headed for the trucks. We pulled through Carson City around 10 AM, Reno around 11. Arrival at Portola was 1 PM. After making certain the route was clear through town (the city was digging up the road in front of the museum's entrance!) and showing the truckers the "tight spots," we rolled through town with the 1215's bell ringing. The tender was unloaded first, going through the gate about 3 PM. The large, gravel, flat area outside the museum entrance made easy work of the unloading. The engine entered the museum at 4 PM. Home at last on solid footing (Though we did break a rail on the temporary ramp!).

We are now planning the restoration program and organizing a restoration team; you're welcome to volunteer! We will also soon begin a fund-raising campaign for this project. Your ideas, suggestions and donations are welcome. We know we will have to remove the boiler jacket and insulating material as a first step. This does require some specialized knowledge. If you know of someone who is licensed to do this work, and might be interested in our project, please contact David Dewey (916-534-3676) or leave a message at the museum!

WPRRHS Southern California Regional Meet

By Steve Habeck

The 7th annual Southern California Regional Meet, now under the banner of the WPRRHS, was held on a fine, sunny October 12, 1996 in La Habra, CA, at the La Habra Clubhouse. Several rows of tables were covered with all sorts of WP artifacts and memorabilia, as well as hundreds of simply outstanding models. In addition, presentations were given by Mike Hopkin on contemporary detail oriented diesel modeling; Joe D'Elia on prototype modeling; David Casdorff, Editor/Publisher of "Freight Car Journal;" and "Diesel" Dave Smith, UP LA Subdivision engineer, on running trains over Cajon Pass. Ken Hitch did good business at the FRRS sales tables set up in the lobby, and new WPRRHS hats and shirts were sold by Mike Mucklin.

At least two dozen raffle prizes were handed out, as well as the awards for best models in several categories (details are expected to appear in a future issue of the "Headlight"). Pete Solyom and his crew are to be congratulated for staging another successful, well-attended event.

Motorcar 23

The Model T Ford motorcar, 23, is now on the property. This car is a representative example of the typical light transportation vehicles used on logging railroads. They were used to take staples or "the boss" to the logging camps, and for track inspection. The Sierra Railroad used a similar car, which they still have.

Our car is built from a 1923 roadster. The trunk has been removed and replaced with an era wooden pick-up bed. The front and rear axles have been adapted with Fairmont 20" wheels. The car was assembled and restored by Tom Sharpsteen of Orland. The body sheet metal was donated by Mort and Ole Lindahl of Durham, the fenders by Bill Thomas of Oroville. The adapters were built by Jim Tangeman of Orland, and the windshield glass was donated by Butte Glass of Oroville. The rest of the parts were donated by Tom. The upholstery was purchased by the museum and installed by David Dewey.

While it is in operating condition, we still have some work to do on it. David is rebuilding a starter and generator to avoid that typical Model T malady, the Ford Fracture (caused by the hand crank kicking back). Also an exhaust whistle (for a warning device) is being added. A turntable arrangement so the car can be easily put on & off the tracks and turned around is being fabricated.

The 23 was very popular at Railfan day, making one trip with 6 people on board! We hope it may be used in the future as a traveling display piece for large rail events where it's impractical to take regular railroad equipment.

FRRS Member Benefit

All FRRS members in good standing receive a 10% discount on all items purchased in person or by mail from the FRRS Gift Shop.

FRRS Life Members

Everyone who was a Life Member prior to October 1, 1995 may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter to the Society requesting the upgrade.

Conclusion of SP Steam Switchers By Norman W. Holmes

It is not known how the 1215 arrived at Burriss Park. Kingsburg, on the SP main line is about 5 miles from the park, while Hanford is about 10 miles away.

It was probably trucked from one of these locations and we were told it was under steam when moved onto its display track. It would be interesting to hear what the 1215 could say about the move. While on display the engine and tender were coupled up with all three drawbar pins in place. The water, oil and air connections were connected, just as it would have been when in service.

As with several park engines 1215 was set up as a playground jungle gym. The hand rails on the top of the tender were extended to keep children from falling off and concrete steps were set to allow easy access to the cab. Soon after it was placed on display a child fell off the engine and was injured. The park department then put a fence around the engine to prevent any further accidents.

(This also discouraged further vandalism to the engine.) Thus the 1215 remained except for a quickie paint job until sold to our organization.

A listing of saved SP 0-6-0's is as follows:

- 1215 Hanford (1)
- 1221 Deming NM
- 1227 Alameda
- 1229 Roseburg OR
- 1233 Woodland (2)
- 1237 Salinas
- 1238 Fresno
- 1251 Stockton (3)
- 1258 Martinez
- 1269 Richmond (4)
- 1273 Los Angeles
- 1285 Monterey
- 1293 Tracy
- 1294 San Francisco (5)
- 1297 Ogden UT
- 1298 Santa Cruz (6)

Notes:

- (1) Sold to FRRS 8-96 moved to Portola 10-96, under restoration.
- (2) Transferred to Sacramento Valley Historic Railways, restored and leased to Yolo Short Line. In service 5-96.
- (3) Sold to V&T Ry., moved to Virginia City NV, under restoration.
- (4) Donated to Pacific Locomotive Assn., moved to Castro Point and restored to operation. Leased to California State Railroad Museum, 1981. Returned to PLA, Niles Canyon Ry., 1995.
- (5) Scrapped due to deteriorated condition. Some parts saved by PLA.
- (6) Tender donated to Eccles & Eastern.

Comparison statistics:

	WP 165	SP 1215
Wheel arrangement	0-6-0	0-6-0
Builder	American	Baldwin
Date	1919	1915
Driver dia.	51	51
Cyl. dia./stroke	21x26	19x26
Wt.	160,000	154,600
Tender loaded	102,500	133,600
Boiler pressure	180	190
Tractive Effort	34,000	29,720
Tender water	4,500	7,000
Oil capy.	2,155	2,940
Eng. length	31'9"	29'9"
Eng. + tender	60'	60'8"
Wheel base	11'6"	11'0"
Tender length	26'	28'3"
Boiler ID	72"	65"
Overall ht.	173"	164"

Railfan's Day 1996

By Steve Habeck

The actual title for this activity-filled day at Portola was "The 11th Annual Railfan Photographer's Day, plus the Western Pacific Railroad Historical Society Convention, and Railroadiana Show and Swap Meet." Yes, that's quite a mouthful, so I'll refer to it by the working title of "Railfan's Day." With the added attractions of WPRRHS clinics and presentations, a top-notch swap meet in the shop building expertly organized by Ray Gabriel, and featured slide shows by veteran railfan photographer John E. Shaw, Jr. and others, there was plenty to do and see in addition to watching and photographing the outstanding lineup of motive power out on the balloon track. This year's theme was "A Celebration of First Generation EMD Hood Units", and the trains featured operating examples of the GP7, GP9, SD9, GP20, and GP30 models. The undisputed star of the show, of course, was EMD GP20 WP 2001, in its stunning orange and silver paint. After making its long-awaited debut on Railroad Days, 2001 made a trip to Loyalton to be on display there for Timberfest over Labor Day weekend, and got back in time for Railfan's Day. Thanks go to Marv Dunn and Ray Breedlove of the UP for helping make these moves happen on time. WP 2001 was featured on 3 of the 12 trains operated for the day; the "grand entrance," if you will, for the photographers, was a full-throttle runby of WP FP7 805-A leading WP 2001, F9Bu WP 925-C, and F7 WP 921-D, with one of the biggest and heaviest trains we have ever run on Railfan's Day. Wow! Orange and silver never looked so good. WP 2001 later led GP30 UP 849 on another train, and then made an afternoon run solo with that same train.

Of course, the late, great SP lives in Portola, too, as our SP set, SD9E 4404 and GP9E 2873, did the honors with the 3 SP beet racks and an SP bay window caboose, making two trips so each unit could lead once. Not to be outdone, the WP was well-represented by a 4-unit set of Geeps on two trains, featuring our WP GP9's, 731 and 725, on their first Railfan's Day outing, along with WP GP7's 707 and 708.

The caboose trains that got the photographers out to the balloon and back were handled by GE 44-tonner SN 146 in the morning, and ALCo S-1 WP 512 in the afternoon. Counting VIA FPA4 6776, which was idling next to the shop, a to-

tal of 12 locomotives were running throughout the day; a fine tribute to the "blackshirts," CMO Hank Stiles and his Mechanical Department personnel.

Continuing the "hood unit" theme, the night photo session featured 6 of our high-hood EMD's, set up nose-to-nose on 3 adjacent tracks. On track 2, furthest from the cameras, SP SD9E 4404 faced SP GP9E 2873; on track 3, WP GP9 731 faced WP GP9 725; and on track 4, WP GP20 2001 faced WP GP7 707. It was quite a sight, and nearly 50 photographers crowded their tripods in for a shot. A second shot of WP GP20 2001 by itself concluded the night photos.

Activities in the shop building this year included the swap meet/show & sale organized by Roy Gabriel, which featured 25 vendors; clinics presented by the WPRRHS as part of the first annual convention (the WPRRHS "Headlight" staff also manned a table in the shop building to introduce the WPRRHS); and, of course, the gift shop was open all day. Also of note was the full day put in by the Beanery crew, serving the normal burgers & hot dogs menu for lunch, then shifting gears for the first-class spaghetti dinner, for which the Beanery was full.

After dinner, everyone gathered round the presentation stage for the slide shows; the main attraction here was John Shaw's show on "Logging Railroads of Eastern Plumas County," which was well received. Several excellent shows were presented before the crowd gathered up their gear and headed outside for the night photos, and for the diehards, more slides were shown after the night photo session.

The full package of attractions and activities presented this year resulted in a record crowd for Railfan's Day; nearly 300 people were admitted to this year's events. Of course, something like this doesn't just happen; months of planning and preparation went into this event by over a dozen people, and a volunteer staff of almost 40 people worked for as much as a week prior to the event, as well as on Railfan's Day itself, to ensure its success (included in this group are all 10 of the FRRS Directors). I apologize for not having the list of dedicated people that made this day happen available for this article, but, believe me, you all have my profound thanks and admiration.



Top Photo: Standing next to Motorcar 23 is Tom Sharpsteen, who assembled the car, donated all of the running gear, built the wood frame for the body and donated the era wood "pickup" bed. Right: Movie Time. The movie crew is shown filming at the museum. Both photos by Norm Holmes.

Log Train on Display at Loyalton

By Peter Langdon

Once again, the FRRS was able to provide a display train for the Sierra Timberfest at Loyalton (about 23 miles from Portola at the south end of what remains of the old Boca & Loyalton railway, which became part of the WP). This year the train consisted of WP 2001, the two ex-Pacific Lumber Co. log cars, PL 411 & PL 580 and caboose WP 428. The star of the display was of course 2001. It really looked like it was enjoying itself, once again at the head of a train, on a former part of the WP, resplendent in its coat of fresh orange and silver paint. The train attracted a lot of interest from the visitors to Timberfest and gave people an idea of what a log train looked like. The two log cars were loaded with large sugar pine and ponderosa pine logs, "just like the old days." As the name suggests, Timberfest is more than just a week-end of fun, it is also a demonstration of the many positive aspects of timber harvesting and forest management carried out by private individuals, corporations and the U.S. Forest Service.

As well as the train, we also had a sales table, selling items from the gift shop and advertising the FRRS/Portola Railroad Museum.

I want to extend my thanks to the following people and organizations, without whose help the train would probably not have been on display. Gordon Wollesen, Ken Iverson, Bob Lindley, Steve Habeck and the people who helped prepare 2001 and 428 for shipment from Portola to Loyalton. My employer, Sierra Pacific Industries, for providing the logs and for letting me use the CAT 988 log loader to move & lift the log cars. Also I want to express a large thank you to Norm Holmes. Without Norm's kind offer of discussing the move of 2001 & 428 with UP during a visit to Omaha, (as of ten days before Timberfest I had not heard anything from UP regarding the move, or was able to contact anyone to get information), it is unlikely that we would have had a train to display. The biggest vote of thanks though, goes to Union Pacific for once again providing free transportation from Portola to Loyalton and back, and particularly to Ray Breedlove and Marv Dunn of the Portola yard office. Lastly, a big thank you goes to my wife, Mardi, who was my rigger during setting the log cars up onto the tracks and also lifting them back off the tracks after Timberfest.

Finally, if you have visited the Museum in the past year and have noticed that the two log cars have not been on display, because of the lack of space to store them at the Museum, they are temporarily living at Loyalton. Please feel free to visit them, they are just before the entrance to the sawmill on Railroad Avenue. Unfortunately, they are not on track, (yet). They are however safely resting on steel stands and I am working on restoring them back to operating condition.

McCloud Railway Trip

On October 12-13, 1996 Trains Unlimited Tours operated an excursion on the McCloud Railway. FRRS life member Chris Skow, who makes all the arrangements for Trains Unlimited Tours, requested the use of our two VIA passenger coaches for the train. McCloud has two dining cars and three open cars, but with unpredictable weather, the coaches were needed.

We were unable to make the necessary improvements to the cars, such as water and working toilets because of so many other activities going on at the same time. Therefore the cars were sent to McCloud in a more or less as is condition. Gordon worked on the electrical system so that they would have lights powered from McCloud's diner power; Doug Morgan made repairs to the vestibule doors and traps and David Dewey touched up some rusty spots with matching paint.

The cars were routed over UP from Portola to Oroville, then back up through Keddie to Bieber. From Bieber they were moved to Lookout by BN and to McCloud by the McCloud Ry. Arrival in McCloud was 9:00 PM Oct. 11, 1996, Friday night. McCloud took their train to Mt. Shasta earlier on Friday and the passengers were bused to Mt. Shasta from McCloud on Saturday morning. When the train arrived back at McCloud our coaches were cut into the train and proceeded to Burney. Norman Holmes drove to McCloud to be on the coaches in case of problems and also to sell gift shop merchandise.

Saturday the train went from Burney to Hambone and back to McCloud. A freshly painted silver and red SD-38 powered the train. The coaches remain in McCloud at this time awaiting a decision whether they will be used next year.

Association Of Railway Museums Convention

Several years ago we joined the Association of Railway Museums (ARM). We already belonged to the Tourist Railway Association (TRAIN), but felt that belonging to our trade associations would be beneficial to our organization. Each association holds annual conventions in the fall of each year. ARM holds theirs in late September, TRAIN holds theirs on first weekend of November.

Both conventions have field trips and seminars, both have business meetings and banquets. The advantage to belonging is that you meet people involved in organizations such as ours with ideas and information exchanged.

We have not been able to attend an ARM convention until this year because the locations would have involved more travel time and expense, which we did not want to spend. This year, however, the convention was held at the Embassy Suites in Pleasant Hill, CA. Executive Director Norman Holmes represented our museum at the convention, attended the seminars and went on several field trips. Of particular interest was the tour of the Western Railway Museum in Rio Vista where a number of Western Pacific cars and locomotives are located.



CMO Report

By Hank Stiles

We have had a very productive year at the museum. With this I am not only speaking as CMO but also as a member of the Board of Directors. Your Board of Directors has taken many steps to improve the museum and become more businesslike in the management of the museum. I am proud to be part of this; it is an exciting time for our museum. Please come to a meeting and put in your two cents worth.

(Stand down from soap box).

This year has also been very productive for the Mechanical Department. New faces have been seen peering into the innards of many of our locomotives. New people have brought new skills to use and to teach. I, myself, have learned much from these people and I for one wish to say thank you to those who have come to the museum and taken the time to teach me more of the ins and outs of motive power. The satisfaction of taking a machine that will not perform correctly, diagnosing the problem, making necessary repairs and then seeing it run as it should, make all the blood, sweat and busted knuckles a small price to pay.

Projects that are now going on in the Mechanical Department include more work on the cylinder liner on the WP 608 that was leaking, rebuilding the right battery box on the WP 725 that time and battery acid have removed a large part of, more work on the WP 2001 electrical control systems, cylinder liner leaks on the WP 805-A and air compressor repairs on VIA 6860, just to hit a few at the top of the list. Helping on these and other projects on the weekend of October 19 & 20, 1996 were Dick Hulbert and his friends from the Sacramento area, Al Onodera, David Burke, Paul Sanger and Ben Hale. They jumped in with both feet and I hope they enjoyed being in Portola as much as we enjoyed having them.

Thanks go to the many people who have come up to the Locomotive Maintenance Clinics this year; they have been a big help with keeping things running as well as they do. The clinics are all done for this year, but they will be back next year on the first full weekend of every month, April thru October. I hope to see many of you there to help. Just think when we get all the repairs done on all our equipment we will have nothing to do but take them out and run them, I mean test them.

Things are slowing down in Portola now, but they don't stop. Anyone that would like to come up is welcome. Call me (my number is on the front of this Train Sheet) and maybe I can meet you up there or at least I can point you to things that need to be done. You may call if you would just like to talk about things in the Mechanical Department, or the museum in general. If anyone has some project that they would like to see started please talk to me and we will develop a plan to get that piece of equipment up and going, I need more project managers. Ideas and suggestions are gladly accepted.

Hank.

Movie Time

Except for two non-profit PBS-TV filmings we have not had a commercial film organization using our museum equipment. This changed October 19, 1996 when AXIOM Entertainment shot a film for a TV commercial. The film was done on speculation, but had a story line featuring Levi's 501 Jeans. Most of the filming was done in our Santa Fe diner with the VIA sleeper and heavyweight Pullman as support cars. SP GP-9 2873 was the power with a run-by shot of

805A-925C and 921D pushed by FM 1857. Judy McGrath, Steve Habeck and Gordon Wollesen were the crew members. Hap Manitt, Ken and Missy Iverson were involved as actors, Norm Holmes and Gordon worked the run-by shot.

We have lots of equipment that could be used in filming and hope we can obtain more of this work in the future.

Donations

We received from Frank Rowe: 6 Kerosene marker lamps, 3 brass long neck oil cans, 2 luggage racks, 1 hand crank telephone, 1 telegraph sounder, 2 ticket daters, the front number plate from WP 158 and some posters. Frank was the agent for WP in Reno before he retired. From Mrs. John Borgsteadt we received a very large 1911 PUC railroad map of California. From Bill Breiner, former WP Train Master, we received a set of 4 neckties that were given to shippers in the 1950's and a number of photographs of train accidents. We really appreciate the thoughtfulness of these donations.

More Help Wanted

We are still in need of someone to write grants for our museum. There is money out there just waiting for us to ask for it. We just need someone who has the ability and time to make the application.

We have at least 3 dozen fire extinguishers that need repair and/or recharging. This is something that someone with the skill and knowledge can take home, fix and return at their leisure. There are a lot of small jobs here that could be taken home to do such as painting our folding chairs. If you would like a project contact Steve, Gordon or Norman and we're sure we can find something for you to do.

Photo Call For FRRS 1997 Calendar

Black and White photos are needed for next year's calendar. Anything in the Western Pacific theme is preferred. Black & white only.

Send To:

Vic Neves, FRRS VP
P.O. Box 23721
Oakland, CA 94623-0721

Show Time

This is the time of the year when we sign up for railro-diana shows. Already we have had a GATS show in Costa Mesa and Reno and the Southern California meet at La Habra. We want to thank Ken Hitch for doing the So. Cal. shows and Lolli Bryan and Linda Lippincott for doing the Reno show. Coming up are:

The International Railfair in Roseville November 9-10.
GATS show in San Bernardino November 16-17.
GATS show at the Alameda County Fairgrounds Nov. 23-24.
GATS show in Vallejo December 8.

For members living in the area where the shows are scheduled, this is your opportunity to visit our table and talk to our representative and purchase our merchandise. All our people are volunteers and all proceeds go to forward our museum collection.

New FRRS Members

Please welcome the following new FRRS members:

Michael Andrews
Jeffry Blackmon
Charles Copeland
Carter Cram
Daniel Dekay
Stuart Forsyth
Roger Garrett
Mark Granadoz
Christopher Guidi
Frank Hibbs
Alan Hirasawa
Jim Homan
Stanley Jennings
Gary Kapie
William Kearns
Jeff Kling
David Martinez
Dave Morais
David and Stephanie Mussatti
William Pregno
Glynis, Chris & Olivia Price
Larry Rice
Karl Scholer
Ralph Shafer
John and Ann Shaw
David Smith
Ron and Jean Goza Sopjes
Virgil and Grazina Trasikis
Bob Weaver
Dan Weggeland
Terry Wynn

New FRRS Life Members

The following people are the newest
FRRS Life Members since last June:

Steven Cohen
Jan and John Fulk
Dana Fuller
Mike and Wanda Gardner
Jim Gilmore
George Hambey
Robert Hurney
John Miller
Spencer Pattison
Roy and Susan Richey
Leigh and Lloyd Shears
Rosemary and Donald Smith

Thank you people.

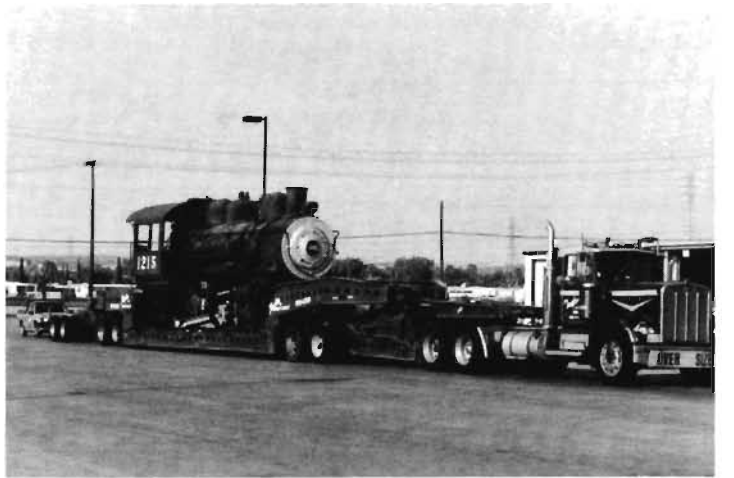
CASH Donations CASH

These donations go into our general account to pay
ongoing operating expenses. Thanks people.

Mark Acuna
Jeff Blackmon
Rosella Brimmer
Bob Carr
Pat Carr
Charles Davis
Robert Diehl
James Duncan
Jim Folsom
Warren Gilleran
Phil Guidera
Sam Jenkinson
Darel Johnson
Paul and Sally Lucia
Greg and Mary Lugo
Foster Maxwell
John and Janet McCormick
Doug McCreary
Ken Meeker
Jan and Matt Milholland
Richard Newman
Ken Noren
Steve Paluso
O.W. and Mary Perry
Lars Olof Persson
Marvin Pitts
Portola Rotary
Leo Prescott
Robbin Refiel
Terry Reimer
Ken Ritz
Gilbert Rogers
Michael Rohrback
Charles Schoonover
Michael Smith
Ken Storey
Dave Tateosian
Ken Thompson
Richard Wiemholt
Christopher Willson Family

You Can't Get Here From There...

The Great Locomotive Move



Top left: 1215 is on her last day in the park, her lettering is touched up for the trip. She isn't "running downhill," she just has sunk into the ground that much!
Left Center: The Prep Crew, l. to r., Doug Morgan, Norm Holmes, Dr. Peter Lyman, Ken Iverson, Ken Hitch, Clyde Lippincott, David Dewey. Left: Moving Crew, l. to r., David Dewey, Norm Holmes, Mike Rypczynski, Doug Morgan, Dr. Peter Lyman, Ken Iverson, Taylor Heavy Haulin' Crew, Gary, Larry, Mark. Top Right: Turning the corner, 1215 is in King County the first day out. Above: Heavy Load, 1215 is at the scales at Bolthouse Farms, Bakersfield. Here we found out we were 218,000 lbs. loaded! They call this a "Purple Load" (color coding the state uses for bridge weight limits). All photos by David Dewey.