

A TRIP TO SOUTH AMERICA, IN SEARCH OF STEAM

Chris Skow is in the planning stage for a trip to South America a 2 week or 3 week trip in Sept. Write Chris..

ciled "Long Street Cab". Caboose 457 was to have gone through the rebuild program, but never made it. It is now painted silver and is dedicated for use on the Oroville Derrick train, where it replaced wooden caboose exSN 1632, which is now preserved at our museum at Portola. Caboose 431 and 459 are now wearing a coat of UP yellow, nut are still lettered "WP". The 431 was one of 6 WP cabooses that were painted yellow by new parent Union Pacific in the summer of 84, but has been restricted to yard use only at Stockton Yard since. The 459 was recently returned to active service after sitting since 1984 awaiting repairs, but in yellow paint.

There are currently only one member of each of the next three orders of cabooses still in general service. From the October 1969 order, the 462, which was the caboose for the SN's Chico Local for over 2 years, is active, usually in work train service. From the March 2973 order, only the 471 is in service. It was in Columbus, Nebraska on March 30th. And from the May 1974 order, only the 480 is active, and is about as far from its former home rails while staying on the UP system. On March 30th, it was being used on a Missouri Pacific local out of Avondale, Louisiana.

Five out of 6 of the last order of cabooses are still in active service on the Union Pacific. The only one from the 481 through 486 series that is out of service is the 482, which was wrecked at Pittsburg, Calif. on July 8, 1984. The others are scattered far and wide. On March 30th, 481 was in Alexandria, Louisiana, the 483 was in SLC, Utah, the 484 was in Laramie, Wy., the 485 was in local service in Batesville, Ark., where it has been for over a year now, and 486 was in Nampa, Idaho.

As we mentioned earlier in this article, there appears to be a bright future for the majority of the remaining WP cabooses still on the UP. Besides the 20 that are still active, the UP is currently holding 30 others in "Stored Unserviceable" status. It is planned to take these 30, as well as many of the 20 that are still in use, and run them through a caboose rebuilding program that is to extend from 1986 through 1989. Many of these 30 cabooses are currently stored on the "dead caboose" tracks in Pocatello, Idaho and Omaha, Neb., while the rest are scattered among stored freight cars on many unused branchlines and spurs in Idaho. The caboose rebuilding program will be

done at the giant UP Pocatello Car Shops. Six of the 30 "stored unserviceable" cabooses have been in storage since 1984, most of them from accident damage. They are the 444, 450, 452, 463, 469, and 482. 19 of these cabooses entered into storage during 1985.

They are the 426, 432, (Reno Local) 439, 441, 454, 455, 456, 461, 464, 467, 468, 470, 473, 474, 475, 476, 478, and 479. Of these, the 463 and the 478 were painted into UP yellow in 1984. Between Jan 1st and March 30th this year, 5 more WP cabooses have been put into "Stored Unserviceable" status awaiting rebuilding. These are the 430, 433, 438, 440, and 477. We need to make note that the 438 is painted yellow and until the 459 was returned to active use, it was the only one of the 6 that was painted yellow in 84 that has been used in general service, having been seen all over the Union Pacific System during the past two years.

There are three cabooses we have yet to account for here. Listed as retired and awaiting disposition are cabooses 434, 436, and 449, all three having been retired in 1984. The 449 was one of the 6 that was painted into UP yellow in mid-1984, but was retired soon afterwards, and still sits in Stockton Yard.

(449 now in Reno and being donated to the Nevada State Railroad Museum in Carson City, Nevada....Ski)

FREIGHT CARS

LETTERING and MARKING

This is the first of several articles on the lettering and marking of Western Pacific and others rail equipment.

The markings on freight cars have three principal purposes:

To provide a uniform marking system for reporting the car on way bills, consists, and for billing.

To give specific information about the physical characteristics of the car.

To display dates that are important to assure compliance with maintenance requirements.

The Association of American Railroads (AAR) was organized in 1934, and thru this group a standard of car marking was established for all cars interchanged in the US. AAR MANUAL OF STANDARDS AND RECOMMENDED PRACTICES. and the FIELD MANUAL OF THE AAR, Interchange Rules (Rule 80) has the

standard specific types of info for interchange cars, plus the format, size and location on a car for each item of information.

REPORTING MARKS

Used to identify the owner of a car, no two owner can use the same sequence of initials.

WP...Western Pacific

CNW..Chicago and Northwestern

RBOX.Railbox Company

Reporting marks ending in X mean that the car belongs to a private car owner not an operating RR.

The number identifies one specific freight car in a fleet.

Minimum of 9" letters and numbers on side of car.

Minimum of 4' on ends

Minimum of 1½ on each truck

LOAD CAPACITY and WEIGHT

Nominal Capacity.....CAPY

Load Limit.....LT LMT

Light Weight (empty).LT WT

The capacity of a freight car is a number which to the nearest, 1000 lbs, the intended carrying capacity of the car. This is part the strength of the underframe and the journal bearing size.

The load limit is the number to the nearest 100 lbs, the max weight that can be loaded into the car. It is determined by subtracting the light weight from the total allowable gross weight on the rail for a given journal size. The following table is assuming adequate structural strength.

Journal	Capacity	Gross weight
8"	60000	103000
9"	88000	142000
10"	110000	177000
11"	154000	220000
12"	200000	263000

Example,

WP 1952 (see photo) was reweighted at Oroville on 2-68 and weighted 47600 LT WT with friction journals in size 10" 47600 - from 177000 = 129400 LT LMT....

CAPY 110000

LD LMT 129400

LT WT 47600 ORO 2-68

WP 3408 (see photo) was reweighted at Sacramento 5-78 with a LT WT of 53800 will give a LD LMT of 123200, and a CAPY of 120000.

Note the capacity of a car can never be greater than it's load limit so reduce the figure to less than the load limit.

A star is used when the load limit is reduced below the journal capacity due to structural limitations.

Light Weight is the actual scale weight of a empty car to the nearest 100 lbs.

Rules call for periodic weighing and a symbol showing when and where a car was last weighted.

On new cars the marking is NEW.

On olders cars it will be a station symbol and date....

ORO=Oroville 2-68=FEB, 1968

Minimum of 3" letters and numbers

DIMENSIONAL DATA

EXW...extreme width

EW...outside width over eaves

H...height over rail of wide points or eaves

IL...inside length between end walls

IW...inside width

IH...inside height

CU FT cubic feet, cubic capacity

EXH...height in excess of 15'-6"

W....extreme width at EXH height

E....stands for extreme

To help railroads identify cars with potential clearance problems, a system of outside dimensions grouped into a given cross section was formed and called "plates"

Four standards known as Plates B, C, E and F. B is the smallest and is not marked.

Cars whose extreme outside dimensions fall within Plate C, E or F are marked with a 10"x10" square located to the right of the reporting marks.

Cars whose dimensions are in excess of either Plate C, E, or F are identified by a 13" circle with the words EXCEEDS PLATE C (E OR F).

CLASS

WP never marked their cars with a class but many do such as the UP. Railroad classifications are generally placed directly under the dimensional markings in 4" letters (R-70-24) (UP)

SPECIAL EQUIPMENT MARKINGS

Generally stencilled in 1½" letters on both ends of a car. Telling about special devices, equipment and steel wheels other than 33". Cars equipped with high friction composition brake shoes are marked in 1½" letters on all four corners. Special symbols to show lading equipment are marked on the doors of the car.

☐ removable crossbars

⊙ lading strap anchors

LEFT AND RIGHT DESIGNATIONS

a L or R is stencilled in 1½" letters by door seal pins. Left and Right is determined while facing the B end of the car. The B end is the end with the brake wheel or the end which the brake

cylinder is pointing if car has two brake wheels.

OTHER

Many cars used by WP have RETURN WHEN EMPTY blocks and equipment pool info showing the railroad assigned to. Trust Marks showing the actual owner, precautionary warnings on closing doors, inside equipment and linings are marked on many cars.

AAR Mechanical Designation and Maintenance information to follow. SKI.....

UPDATE ON ENGINE #8

by Betty Boynton

The tale of #8's turret valve nearly had an unhappy ending! After delivery to Sacramento by Jim Lay, a thorough inspection revealed problems so serious that repairs might be nearly impossible...meaning the #8 might never run again. But retired WP machinist Earl McKenzie, a special friend of #8, refused to give up and that resulted in a miraculous job of restoring the turret to operating condition. A big thank you to Earl from #8.

With ear flaps down and coat collar up, Jim spent many days this winter on the patio grinding on parts of #8 until he found what he wanted... the original brass under layers of grime and rust. The turret was the most rewarding, and it has now been replaced on the engine with the help of Dave Lubliner. The final hydro has been delayed until the water tight integrity has been restored. The boiler inspection showed it to be in good condition.

The grinders have been working overtime in the hands of Mel Moore, Steve Jackson, Mike Attima, and retired SP engineer Dean Hill. They are preparing the metal of the engine and tender for priming and eventual finish.

Project carpenter John Marvin is sizing and drilling heavy timbers for the rear bumper of #8's tender. John has conducted two tours of classes from the Quincy Elementary School this May. Jim is engineer on the rides and John provides the commentary, and the result is many happy children.

Jim has been grinding on #8's main throttle and had help on this job from Ken Shipton, and Jim Folsom. Dave Lubliner has been applying his expertise in steam fitting by installing cab appurtances. He was also instrumental in replacing broken cylinder head studs.

Thanks to Tom Moungovan of Sebastopol, the project was able to purchase five barrels of boiler anti-scale compound from Chevron

in Richmond. Following leads from Tom, Jim contacted the officials and made a bid that was accepted. (Jim donated the funds.) Tom not only located the material, he picked it up and delivered it to the museum on May 18 at his own expense. A special thanks to him!

Thank you, also, to Jim Ferguson of Concord. He obtained the services of a machinist in the bay area who turned out special studs that were impossible to find. Appreciated is the donation of Norman Holmes of two independent brake valves. Hap Manit is in for some thanks also for all the help he offers in obtaining materials.

Cal Hill, US Navy, has been transferred to Hawaii. He writes that he misses the days he spent at the museum and working on #8.

On May 19, 1962, a special WP train pulled into Quincy Junction with two hundred eager railfans from the bay area. There to greet them was #8 (Jim was engineer) and the Quincy Railroad engine #2 (Solon Luzzadder engineer). #2 pulled four gondolas with benches, and with #8 leading the way, they crossed the spring-bright American Valley to Quincy. All of Quincy turned out to see the visitors and the two lively little steamers. With the steam, the whistles and all the events that make an excursion memorable, everyone came away happy but one. One disgruntled individual filed charges against the #8 and the Quincy Railroad with the ICC, charging violation of the Locomotive Inspection Act. ICC's fine of \$250

Con't. on Sheet Six...



NEWS FLASH: The San Francisco Examiner Sunday Magazine of July 27, should have a nice article on our museum.

This issue of the Train Sheet is late. For personal reasons the editor was unable to get it out on time. We will try to get back on our Bi-Monthly schedule with our next issue - which should be mailed in early August. (NWH)