

Union Pacific Bunk Car 905884

Sitting on Track 5 at the Portola Railroad Museum are two examples of Union Pacific Maintenance-of-Way outfit cars, which were donated to the FRRS in 1985. One of the cars, the UP 907344, is the living quarters for our on-site caretaker and "Yardmaster" Jim Ley. The other car, the UP 905884 has been undergoing a slow (very slow) restoration by many members of the FRRS over the past year and a half. Finally, thanks to the efforts of such people as Wayne Monger, Steve Milward, John Walker, Rick Merle, Vicki Krois, and Hap Manitt, this car has been returned to working order as a shower/bunk/lounge car for the hard working members from out of the area. Much more work needs to be done to both the interior and exterior of this car to return it to top condition, but at least we now have someplace for our "week-end warriors" to take a shower after spending a hot and grimy day working around the museum. Both the 907344 and the 905884 started life as members of Union Pacific's A-50-12 (Automobile boxcar - 50,000 pounds capacity-design #12) 50-foot Automobile boxcar fleet. These cars were built in the UP's car shops in Omaha, Nebraska during 1930-1931. Many of the A-50-12's were converted to standard B-50-20 or B-50-26 boxcars during a rebuilding program in 1940 and 1941. During 1950 to 1955, a vast number of the remaining A-50-12's, plus the rebuilt B-50-20's and B-50-26's were converted by UP for work train service. There were various interior configurations built into these former automobile boxcars, and our cars reflect just two of these. The 907344 was built to be a gang forman's car and living quarters. It has one large room that doubles as office space and kitchen area, with a small room at each end of

the car for the shower and the bedroom. The 905884 has the configuration of a 6 man bunk car. The interior is divided into three equal spaces, one end being the shower and locker room, the center being the small kitchen and lounge area, and the other end being the bedroom. In restoring the car to this use, we have kept this configuration, as it best serves our purposes.

Work on fixing the 905884 began during the summer of 1986 when Wayne Monger stripped most of the interior out of the car, leaving mostly bare walls. That winter, the city's "workfare" program used this car as a workshop to repair toys for needy children. Spring and summer of 1987 saw work on the car continue in spurts. The interior of the car was painted by Wayne Monger, the new water heater installed, the gas lines for the hot water heater, and the shower repaired by Steve Milward and Rick Merle. The glass in the windows was replaced, and the window frames painted. Carpet was put down on the floor, shelves were put up, and new screens were put on both doors. Vicki Krois donated curtains for the windows, and a shower curtain. A few times during the summer, CalGas of Portola donated tanks of LPG to heat up the water in the car. This winter, storm windows and a wood stove have been installed, which allows the car to be used year round by our members. More chairs and sofas have also been added to the car. We still need some items to properly finish off this car, so that it will be inviting to both individuals and families that come to work at the museum on weekends. We are still in need of a microwave oven for the car, a pair of table or floor lamps, and some beds for the bedroom section. It would be especially nice if a member could donate a set of bunkbeds for the car, so that families with children could stay in a unique setting.

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## UP BUNK CAR

This spring, we will add a set of stairs to the outside of the car, which will make it much safer to get in and out of the car, a set of lockers in the shower end of the car (where members can keep their work clothes), and repair the sink in the lounge area of the car. Members are invited to use the car whenever in Portola - as long as you leave it AS CLEAN as when you found it. Thanks.

## FEATHER RIVER RAIL SOCIETY

## 1988 CALENDAR

June 18	- Annual Membership Meeting and Dinner		
June 25-26	- Operating	Weekend	
July 2-3-4	- Operating	Weekend	
July 9	- Rail Festival and Operating	Weekend	
July 30-31	- Operating	Weekend	
August 13	- Motor Car Races Social Meeting		
August 20-21	- Railroad Days Operating	Weekend	
Sept. 3-4-5	- Operating	Weekend	
Sept. 24-25	- Operating	Weekend	

The museum is open 10am-5pm daily during our running season. Train rides are on Operating weekends only.

## GIFT SHOP NEWS by Robin Smith

I have a new book in on the Daylight #4449 by Nils Huxtable. It is a beautiful book full of many color photographs of the #4449 from the very beginning to the present. The book deals with its history and is very informative. It is a great book for your collection.

I have been doing a lot of work in the Gift Shop during the past six weeks. There are some changes in the shop but mostly we have been cleaning and rearranging the merchandise. I am always looking for new items to stock and new vendors to supply them at a reasonable price. I am currently working on some new t-shirts and possibly a new hat. When they are ready for release I will let everyone know. Some new items in the shop now are a 1989 Steam Calendar, a new supply of Train Whistles for the kids delight, and a larger supply of HO gauge model trains all in WP lettering. Included are the new Front Range 3-bay center-flow hopper cars in WP lettering as well as the return of the wood cupola caboose. Many of these items are in limited quantities so get yours now.

By the time you read this I will have spent 5 days at the FCR/NMRA convention in Santa Rosa, CA. I brought with me many of the items that are currently in the Gift Shop and spent many hours promoting the Feather River Rail Society. If the Gift Shop looked bare on the weekend of the 4th and 5th of June you will know why. I am looking forward to seeing and meeting everyone during running season. I will be at the Gift Shop during the week on Monday, Thursday and Friday as well as on the weekends. The shop hours are 10AM to 4PM on weekdays and 10AM to 5PM on weekends.

We make mistakes in the TRAIN SHEET to keep everyone on their toes.