

# BACK AGAIN!

By Norman Holmes

Two historic cars have returned to Portola. Western Pacific caboose number 779 and Clover Valley Lumber Co. outfit car number 2 arrived back in Portola on October 29. These cars were donated to the Feather River Short Line Railroad in 1958.

The Feather River Short Line Railroad is a non-profit corporation organized to preserve logging equipment from this area. In addition to the two cars mentioned above they also received Baldwin steam locomotive No. 8, a 2-6-2 logging engine built in 1907 and several log flats. All this equipment was moved to Quincy and stored on the Quincy Railroad. No. 8 was operated over the Quincy Railroad several times until retired and placed on display at the Plumas County Fairgrounds along with the caboose and outfit car.

When our museum was getting started we invited the FRSL



Shown at Sloat prior to movement to Portola, CVL 2 is now part of our collection. - Norm Holmes

to move its equipment to Portola and restore the No. 8 to operation. After three years of restoration work No. 8 was certified and placed in operation. After several years of occasional operations a disagreement regarding operating rules in 1990 caused the FRSL to move No. 8 to Virginia City, Nevada for operation on the restored Virginia & Truckee Railroad. The caboose and outfit car were moved back to Quincy for storage.

Because of a need to use the storage space for other purposes, the caboose and outfit car were given to the Sloat Mill Company and moved to a siding track at Sloat in 2000. WP caboose number 463, acquired by FRSL from Plumas County, was also moved



Completing our "style" collection of WP cabooses ex #779 was stored at Sloat when this photo was taken.

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to Sloat. The 463 was moved from the siding to the picnic area at Sloat and used as a buffet car for their chuck wagon BBQ dinners.

In the summer of this year, while having a BBQ dinner at Sloat, the owner was approached about acquiring the wooden WP caboose and received a favorable response. Through the

efforts of Andy Anderson the caboose and later the outfit car were donated to our organization. The only stipulation was that we obtain a storage unit to replace storage space that the outfit car was going to be used for.

Arrangements were made with Rushway Trucking, a company familiar with the problems in moving railroad equipment, to bring the two cars the 20 miles to Portola. On October 29, Norm Holmes and Alan Hirasawa were at Sloat bright and early to assist in loading. The outfit car was first, arriving Portola at 11:30 AM, the caboose arrived at 3:30 PM. Because of its deteriorated end sill the caboose was placed on a short section of isolated track built by Ken Roller. The outfit car was pulled off the trailer and is on live trackage.

WP 779 was built by Haskell & Barker in 1910 and was similar to number of cabooses used by the WP until replacements first started being constructed in 1938. WP 779 was sold to the Clover Valley Lbr. Co and numbered CVL 99. It was used in log trains between Loyalton and Clover Valley until that railroad was shut down, then it was donated to FRSL in 1958.

CVL 2 has a very interesting history. It was built in April, 1919 as an artillery fire control car for use with one of the big railway guns built during WWI. The car probably had wood siding when built (Texas State Railroad Museum has similar cars with wood siding). The car was later rebuilt with steel sheathing and has trucks built in 1936. In U.S. Army service it carried the number ODKX 2. It was probably declared surplus and purchased by a railroad equipment dealer and sold to Clover Valley Lbr. Co. The car was used in log trains hauling loggers and supplies to the

logging camps in Clover Valley. It may also have been used as a bunk car in remote areas. In that service it was known as a "cootie car."

The caboose will need extensive restoration, but it is an important addition to our collection. We now have one each of every style of WP cabooses.

