



Preserving "THE FEATHER RIVER ROUTE"



# The Train Sheet

ISSUE 111

January/February 2002

News from the Feather River Rail Society and the Portola Railroad Museum

## 'New' Cars in Portola!

By Frank Brehm

February found two "new" ex-Western Pacific freight cars being added to our collection. These two cars were purchased with donations from Jim Dobbas Inc. of Roseville, CA. As approved by the Board of Directors I made initial contact with a representative of Jim Dobbas Inc. on January 2, 2002 to inquire as to the feasibility of obtaining 100 ton roller bearing trucks through a donation, donation/purchase or outright purchase.

Prior to my contact with Jim Dobbas Inc., Rod McClure informed me that Union Pacific had shoved ex Western Pacific ballast car 10760 into the Dobbas yard for scrapping and it was learned that ex WP center flow hopper 11974 was also slated to go there. Our MoW department had been seeking ballast cars for track work later in the year and this being an ex WP car made it even better. I informed Vice President Anderson of this and obtained permission to include these cars in my discussions with Dobbas. During a tour of the yard on January 4 in addition to the trucks I inquired about obtaining the ballast car and center flow hopper.

Because roller bearing trucks have a high resale value those would have to be purchased although we could negotiate a price below the resale value. Dobbas receives many cars with roller bearing trucks so the ex Western Pacific Ballast car 10760 and ex WP center flow hopper 11974 became a higher priority due to their impending scrapping. Vice President Andy Anderson was apprised of the cars status and granted approval to seek both cars. The cost for both cars was \$2000.00. The price was believed to be



One of our newest acquisitions was hauling ballast as intended in April 1999 at Roseville, CA.

- Frank Brehm

a real bargain.

On January 9 I was informed by Dobbas that only the ballast car had been received and an outright donation would not be possible. In order to acquire the two cars we would need to pay \$1000.00 each and send a letter of tax credit. After conferring with Vice President Anderson it was agreed FRRS did not have the funds necessary to acquire this car. If acquisition was to be accomplished donations would be necessary. Vice President Anderson approved placing a donation request on the Internet lists associated with the WP. The response was immediate and phenomenal. Within 24 hours we had \$950.00 pledged toward the purchase of the ballast car and the center flow hopper.

Ballast Car 10760 was built under AFE 252-56 by ACF in April-May 1957. It is a class HK selective hopper type car with type B cast steel wheels in ASF A-3 ride control trucks with Timken roller bearings. On January 16 Rod McClure and I con-

*continued on page 3*

### Inside this Issue:

'New' Cars in Portola	1
World Wide WP	3
Restoration of Hospital	4
Master Plan Layout	5
Minutes of Meetings	6
Upcoming Events	10

## 'New' Cars in Portola!

*continued from page 1*



Found in the Stockton area in the not so distant past our new center flow hopper prior to "dismantle" marking.

- John Manter

ducted a more thorough inspection of the car. Considering it is over 40 years old and has been beat on since it was new the car is in remarkably good shape. There is not much paint left on the car, but other than that the body is in excellent condition with no damage to the outside supports, the hopper sheets are in good shape with no holes, although there is a very small bulge on one side, and the corners are all in good shape. Safety appliances are all ok, as is the hand brake and draft gear. The trucks are in excellent condition with next to new wheels! It will need some t.l.c., paint, and repair to one door handle but that is all. It was and is our opinion that the car is well worth the money. It has been suggested that we number the car FRRX 10760, and repaint the car with proper WP lettering when possible. As long as the car has proper AEI tags and car reporting marks it makes no difference what is on the rest of the car for interchange service. If the proper font is used following WP practice it will take a sharp eye to spot the reporting mark difference. Plans call for this car to haul ballast to the museum this year for the scheduled track maintenance.

The other car purchased is ex-WP Center Flow Hopper 11974, which is one of the later ones with the billboard WESTERN PACIFIC on the side. Built in 1975 by ACF it is a 4600 cubic foot capacity three-compartment car with six individual loading hatches on top. We had hoped to inspect the car after arrival at the Dobbas yard but quick movement to Portola prevented that. Inspection of the car in Portola found only minor cosmetic items needing attention with the overall car in sound mechanical condition. Ideally this car should also be repainted once the cosmetic items are corrected. This car will be a part of our collection and represents our first item of "modern" WP freight equipment.

Those members and non-members who contributed to the fund that saved these cars are to be congratulated for a job well done in a short period of time. A match challenge was issued by two donors who then matched others contributions, which also greatly helped this cause. A well deserved Thank You to those who contributed. We invite you to visit the museum and see what you helped save in person.

## World Wide Western Pacific, Part 2

By Eugene Vicknair

*In part 1 of this series, several websites covering the Western Pacific and Sacramento Northern were detailed. This time, sites devoted to the Tidewater Southern, Central California Traction and California Zephyr will be explored.*

### TIDEWATER SOUTHERN

Tidewater Southern History Pages  
[www.tidewatersouthern.com](http://www.tidewatersouthern.com)

The largest of the Tidewater Southern sites, webmaster Eugene Vicknair is trying to create the most complete portrait of a single railroad to be found on the web. While still incomplete, the site includes a history of the railroad, motive power and rolling stock information, paperwork, maps and numerous photos of the line's equipment.

The Unofficial Tidewater Southern Web Pages  
[tsrr.railfan.net](http://tsrr.railfan.net)

This site includes a comprehensive history of the TS from 1910 to 1947, a complete motive power roster including dispositions and a selection of photographs by the webmaster, Greg Elems. Mr. Elems worked and railfanned the Tidewater lines for many years and his photos chronicle the changes in the line since the early 1970's.

Ken Rattenne's Tidewater Pages..  
[www5.pair.com/rattenne/WP/TideIndex.htm](http://www5.pair.com/rattenne/WP/TideIndex.htm)

Another subset of Ken Rattenne's web of railroad pages, the Tidewater Southern section presents a salon of the line, capturing its feel and evolution. In addition to a motive power roster and background on the line, this site includes extensive information about Modesto's efforts to remove the rails from its Ninth Street and an overview of what remains in service today.

### CENTRAL CALIFORNIA TRACTION COMPANY

Central California Traction  
[www.trainweb.org/tractionco](http://www.trainweb.org/tractionco)

Created and maintained by David Epling, this site chronicles the last California interurban still operating under its original name. Today owned 2/3 by the Union Pacific and 1/3 by the BNSF, the CCT was once jointly owned by the SP, Santa Fe and Western Pacific and was closely allied with the Tidewater Southern. Included here are a capsule history, complete roster of motive power, cabooses and interurban equipment, modeling information and many photos, including good overviews of current operations, equipment and shippers. As a bonus, there is also an MPEG movie of a locomotive with its Mars light operating and a desktop theme dedicated to the CCT.