

Things Around the Museum – USA Ammo Car

- Paul Finnegan

This unusual car has a complex and interesting history. It started out as a US Army ammo car, declared surplus and was then used for payroll and MOW service. It ended its commercial life as an outfit car for the Clover Valley Lumber Company.

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, purchased by a railroad equipment dealer and sold to Clover Valley Lumber Company. 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 car was donated to the Feather River Short Line Railroad in 1958. The Feather River Short Line Railroad was a non-profit corporation organized to preserve logging equipment from the area. The car was moved to Quincy and stored on the Quincy Railroad. Eventually it was retired and placed on static display at the Plumas County Fairgrounds.

When our museum was getting started, we invited the FRSL to move its equipment to Portola. After several years with us, the outfit car was moved back to Quincy for storage. Because of a need to use the storage space for other purposes, the car was given to the Sloat Mill Company and moved to a siding track at Sloat in 2000.

In 2001 the car was donated to the FRRS and moved to Portola again where she remains today.



USA Ammo Car - CLV Pay Car

- photo by Paul Finnegan

2018 Western Pacific Railroad Historical Convention "Where the WP Meets the Rio Grande"



Rob Spangler's Layout WP 8th Sub

The 2018 WP Historic Convention was held in Salt Lake City, one of the many events was a layout tour of Rob Spangler's Layout.

Rob's Western Pacific's 8th Subdivision is a photo-freelanced extension of the WP set in Utah in the 1978-1982 era. The layout is approximately 30 x 30 ft. The layout has been under construction for just over three years and is nearly 80% complete. It has come a long way from the tours of two years ago. Major progress has been made in the track and scenery area. Scenery and building details are outstanding. He has several levels and a lower deck staging yard. The mainline is nearly 100% finished along with the backdrops and fascia. Construction details include the use of structural backdrops to reinforce the 60-foot long serpentine peninsula, and octagonal helix. Rob has used codes 83, 70 and 55 flex track installed with caulk. Control is NCE DCC. (Photographs of the layout are on the next page.)

Rob Spangler's Layout of WP 8th Sub – Part of the 2018 WP Historical Convention

- photos by Kerry Cochran



Morton Salt



TOFC Loading



Yard and Industrial area



Cooper Siding Crew Office



Minion invade the layout



Grain Facility