



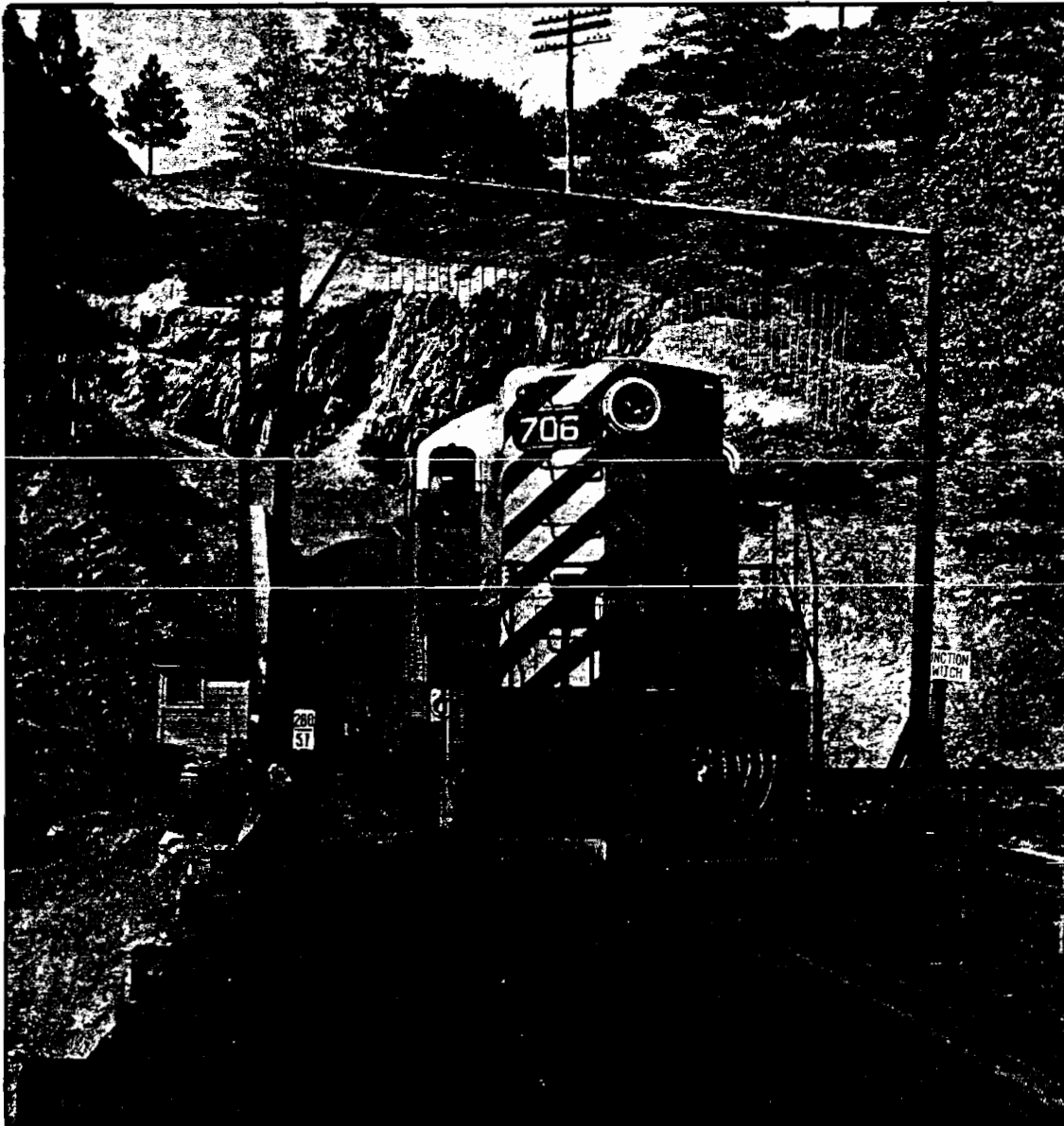
The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME NO. 3 NO. 7

JANUARY FEBRUARY 1985

ISSUE NO. 11



FIRST PHOTO IN THE SERIES
THAT WE'LL BE DOING AS
COVER PHOTOS.
THIS IS GP-7 706 EAST BOUND
GOING ON TO 'THE KEDDIE WYE'
BACK WHEN ROOF WALKS
WERE STILL ON CARS AND
BRIDGE AND TUNNEL WARNING
SIGNALS WERE STILL IN PLACE.
WP PHOTO

WP LIVES

MEETING NOTICE

Our next regular social meeting will be held Feb 16 at 7:30pm at the Portola City Hall. This is the second anniversary of our first meeting. Chris Skow will show a new movie showing C&O 614 in coal service, the movie was shot in West Virginia on Jan 17&18 1985! The temp was 20° below and this is a **SPECTACULAR** movie.....

COMING EVENTS

Feb 16 & 17 Workdays with meeting evening of the 16th.
Feb 23 Winter Rail at Stockton
Feb 23 & 24 Great American Train Show
Oakland, Cal.
FRRS booth for info and merchandise sales at both events.

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt California Corporation, operates the **PORTOLA RAILROAD MUSEUM** at Portola, California. Formed in February, 1983, to establish a railroad museum in Portola with the purpose of preserving local railroad history in general and Western Pacific Railroad history in particular. As a Society we are involved with restoration and collection of railroad equipment, photos, artifacts, historical information and data specifically Western Pacific. In doing so the **FRRS** has become the Historical Society of the Western Pacific Railroad. The **WP LIVES** on in Portola for the benefit of railfans, authors, modelers, historians and friends of the **FEATHER RIVER ROUTE**..... Single membership dues are \$15 per calendar year. Our mailing address is; Post Office Box No 8, Portola, Calif. 96122 President and Founder, Norman Holmes "THE TRAIN SHEET" is edited and printed by John J Ryczkowski, anyone wishing to send articles/info please write; Post Office Box 1663, Sparks, Nevada 89432

FROM the PRESIDENT'S DESK

Even with snow on the ground and cold weather, museum work goes on. We have a lot of work and planning to do to get our facility open to the public on Memorial Day weekend. Even though we are not offically open nearly every day visitors stop by to see our equipment. New membership applications are coming in regularly, many with notes of encouragement and compliments about the progress we've made. I want to thank everyone who voted in our Directors election. Even though we had eight running for five positions, there is no serious controversy as in some clubs. All the candidates wanted to help in deciding what is best for the society. Each of us have our particular talents and together we have no where to go but forward....

LAST MEETING

We had a rain storm for our Oct meeting, we had a snow storm for our Dec meeting. Wonder what will happen in February? Nevertheless, 15 members attended the meeting. Following a short business section, Oden Lorimer showed a video of UP trains on Sherman Hill in the 50's. The parade of steam and passenger trains was very impressive. Refreshments were furnished by Hap Manit and Barbara Holmes. Ballots for the election of the 1985 Board of Directors were counted with the following being elected: James Boynton, Norman Holmes, Hap Manit, Mel Moore and Chris Skow. 230 ballots sent out, 143 were returned on time.

WINTERAIL '85

Railroad Photography Exposition Feb 23, 85 at Scottish Rite Temple 33 West Alpine Ave. Stockton, Calif. starting at 10:30 to..... It's a great show and not to be missed.....

OBITUARY

Member Ben Knight from Soquel, Ca died in Nov while returning from a Santa Fe modelers meeting. This sad news comes to us from Bob Watson who felt that many of Bens friends would like to know.

BOARD OF DIRECTORS MEETING

The new Directors met at Mel Moore's home Jan 2, and elected Administrative officers for 1985. 4 members attending, Jim Boynton absent. 1985 President Norm Holmes, Founder
1st Vice President Jim Boynton
2nd Vice President Hap Manit
Treasurer Chris Skow
Secretary Mel Moore

The directors will meet within the first seven days of each month, the date will be determined by the working schedule of Holmes and Skow.

DEPARTMENT HEADS

President Norm Holmes has appointed the following as department heads;
Motive power Steam, James Boynton
Motive power Diesel, Dave McClain
Mechanical shop, Al Thomsen
Track, Structures and Grounds, Norman Holmes
Signal, James Atkins
Cars, John J Ryczkowski
Sales, Chris Skow
Publicity & Public Relations, Hap Manit
Membership, Beverly Moore
If you would like to help or ask about a project in any of the departments these people are in charge and responsible.



WP FREIGHT CARS REPAINTED

The Union Pacific is repainting WP cars that are in service. The WP reporting marks and numbers are the same but the rest of the car is to UP's standard for that type of car. Yellow cars have Cushion equipment and the red ones are standard draft gear.

FUND RAISING by Chris Skow

1984 was a very good year for the **FRRS** and the Portola Railroad Museum. We keep growing both in equipment to display and the items we offer for sale. Our current list now offers over 40 items. We have several new items which I have listed,

1. Feather River Rail Society Buttons has our emblem/red feather @ \$1.00
2. Check Book Covers and Note Pad @\$3.98
Five styles, WP logo, Cal Zephyr logo, Cal Zep Photo, UP photo A-B-B set F3's and UP Challengers.
3. Credit Card Wallet, two styles, Cal Zep logo, or UP logo for \$4.29 each.
4. T.V. Program Covers in Cal Zep photo or WP logo for \$2.18
5. Pen Set with one pen Cal Zephyr photo \$4.50
6. New Mug, UP 6946 in color, @ \$5.00

When ordering remember to include .75¢ per item for postage with a maximum of \$2.25 per order. Cal residents add 6% sales tax.

We have several other items that will be added to our ever growing list of railroad items. A new catalog will be sent out to everyone this Spring. We want to start offering books and HO rolling stock and Locomotives painted in Western Pacific. We had total sales of \$10,645.97 in 84 from our list of items for sale. Not too bad for our 1st year in the mail order business and setting up tables at railroad shows. Every penny helps to repaint another loco or car for the museum. I want to thank each one of you for your support in 1984. I know we will do even better in 85. The Western Pacific F7A 921 coffee mug has been a real money maker for the society. Three weeks after these beautiful custom made mugs went on sale we had sold all 47 doz. We now have our second order of 921 mugs in stock. The new UP 6946 mug which is also custom made for us is now in stock. We plan on having a entire set of coffee mugs made up in all the locomotives we have at the museum. A new mug will come out about every four to five months. This will be an on-going program so start your **FRRS** mug collection now.



**Western Pacific
Railroad Company**
"THE FEATHER RIVER ROUTE"

NEW ADDRESS

Our Society now has a new post office box No 8. P.O. Box 1104 was the personal box used by the Holmes, but our society has now grown large enough where it needs its own address. We wanted a number that would have some meaning to the society, so when Norm went to the Post Office to apply for a new box he found that No 8 had just been vacated that morning. What better number than 8 as much equipment ends in 8 and the Clover Valley steamer No 8.

1985 DUES 1985 Dues have you paid yours?????
The **FEATHER RIVER RAIL SOCIETY** was formed in Feb 1983. The beginning group consisted of 50 Charter and 3 Honorary members. In just a years time we number 275! We have gained 66 new members for 1985 alone. While the majority of our members are located in California, we have members in 17 other states and 4 countries: Argentina, Canada, Switzerland and New Zealand. That information, and the fact that 133 members have paid the 1985 membership dues, is the good news. The bad news is: 142 members have not sent in their 1985 dues-as of Jan 15. If you haven't sent in your '85 dues **PLEASE DO SO TODAY!!!!**

Interestingly, several members sent in gift memberships along with their own renewal dues. One member, Peter Arnold, sent in 6 giftmemberships. This is a great gift idea for family and friends and helps out the society. Special gift cards with the donors name and the membership cars enclosed will be sent to each recipient. Remember to include the **FRRS** dues and Donations when preparing your tax returns. **WITH YOUR HELP WP LIVES!!!**
Bev Moore, membership chairperson

MEMBERSHIP

If you have renewed your membership for '85 or have recently joined our society you should have received a new membership card. If not please contact our membership chairperson Bev Moore and complain. We wish to thank Bob Erbeck of Archaic Press in Quincy for printing the cards for us at no charge.

CONTRIBUTIONS

We received a very generous contribution from Robert Dobbins, and inasmuch as we have wanted to buy an air compressor for museum use for some time, we now have one. Hap Manit found a gasoline engine powered compressor unit mounted on a trailer that was for sale by UP engineer Bill Lindley. Bill lowered the price to equal our available funds and threw in an air hose and paint pot. Also bought was a five gallon can shaker for mixing paint. This summer should see lots of use for this equipment. We still need a paint gun. Other contributions to our general fund were received from Dave McClain and Tom Yagerhofer. Window contributions were received from Eastern Plumas Chamber of Commerce, Peter Arnold, Andre Dubs, Fred Klyver, Robert Wilson, Wayne Monger, Lynn Powell, Harold Dague and Jim Atkins.

SHOPPING LIST WANTED ITEMS

In order to continue our restoration and repair work we are in need of welding equipment, both acetone and electric, a steam cleaner, sand blasting unit, a lathe, drill press, etc, etc...

BUILDING DEPARTMENT

We have spent a considerable amount of time and money replacing windows in the diesel shop. For a New Year's gift some inconsiderate person or persons used our building for a target and shot seven holes through windows on the west end with a BB gun. This was probably from a BB gun given as a Christmas present to some little brat in the Portola area. The Sheriff's office was notified and a report made. An article also appeared in the Portola Reporter. When we get the area fenced, this act of vandalism will not be such a problem and it will keep the RR bums out of the area.

Hap Manit is now in charge of our "workfare" workers. They put in excess of 100 hours in Dec mainly working on the shop windows. Hap set up a wood stove and placed sheet metal and plywood over the open windows to make working conditions a little better. The five workers are required to pit in 18 to 34 hours per month in public service to maintain their food stamp eligibility.

Motor Car-Tool Shed to be Blt...

The Board of Directors authorized the construction of a motor car-tool shed building to house our growing fleet of track cars. A number of members also own track cars and wish to keep them at the museum. Therefore, it was decided to construct a shed and rent space at the rate of \$10 per month or \$100 per year to private car operators. The building will be 12'x40', having room for eight cars and space for our track tools. Cost will be under \$1,000 to be paid from club funds and advance rent payments. The building will represent a design used by the WP.

DONATIONS

UP engineer Ron Olinger gave us a brass auto brake valve from a Milwaukee electric switcher. We thought we needed it for the 608, but later Ken found the originals behind the water cooler, when he was cleaning the cab. Ron's handle will become part of our exhibits.

An answer to your editors request for photos brought two beautiful 8x10 photos of WP's Sugar box cars. Jim Lekas took the photos in Stockton. They will be the main photos used in an article on modeling and about the Sugar cars.

Deryl Frye donated a long electric cord, Wayne Monger donated a four wire electric cable and an air hose. These items will be used by our tireless(?) work crews..

Bob Turner sent us a photo of WP 254 on the turntable at Oroville with 36 men standing along side and on the engine. On the back of the photo were the names of all 36! George McCarron sent us a photo from an old tourist souvenir album showing the old log station at Feather River Inn at Mohawk. We Appreciate receiving any item. Joe Way has saved the newsletter mailing crew a lot of work by providing us with a set of mailing labels made up on his computer.

FREIGHT CARS JOURNAL

If you like freight equipment a group has started called "SOCIETY OF FREIGHT CAR HISTORIANS" It's \$10.00 per year and write to.....for info.....

David G. Casdorff
P.O. Box 1458
Monrovia, Calif. 91016

UNION PACIFIC HISTORICAL SOCIETY

This new group is not related in any way to the previous UP Historical Society and is incorporated with a ten member board of directors. Its good that a society has been started for the UP it was needed, for info please write to.....

James W. Watson, President
P.O. Box 1128
Manhattan, KS 66502

SP&S HISTORICAL SOCIETY

A sister society to the north is keeping the SP&S alive. For info please write to;

Dick Nedrow
5709 Harlow Dr.
Bremerton, Washington 98321

DIESEL INJECTOR

They said it couldn't be done, but we did it. The "proper" way to replace F-7 dynamic brake grids is to remove the roof hatch over the grids. This eight foot square steel plate has the dynamic brake cooling fan and the four resistor grids attached to the underside. After the hatch is lift off it is turned upside down and worked on. However, we do not have access to a crane that can lift the hatch, so we decided to try to replace the grids from the inside of the unit. As reported in the last issue the grids were removed without too much trouble. Replacing the grids involved a little more ingenuity, With the help of Emery Godard, Norm Holmes, Hap Manit Dave McClain, Steve Milward, Mel Moore, Matt Parker, Ken Roller and John Ryczkowski a come along was hooked from one of the diesel house roof beams, passed through the cooling fan grill and hooked to the bottom of the grid. A rope was tied to the top of the grid. The nearly 200 pound grid is then raised into place, being stabilized by the top rope. The grids, two to a side, just fit into an area near the roof and rest at a 45° angle. It sounds easier than it was to do, requiring about one hour for each of the four grids. These grids cost about \$1700 each new, and we had four like new used grids courtesy of Dale Sanders. While we were working inside the diesel house 18 inches of snow fell outside during the weekend of December 14-15 weekend. After hooking up all the cables and replacing the inside covers the 921 was started Jan 19th to test the grids. But something is still not right as the unit will not load, so it's back to the drawing board.

GE U30B No. 3051 arrived on the USW Dec 17th. This was the first of five GE's WP bought in '67. 3051 is inoperable, but is more complete than we expected. The diesel engine is gutted, having only a block, crankshaft and exhaust manifold. The traction motors have been removed as well as some electrical gear and dynamic brake grids. However, with a little exterior and cab work the unit will be a welcome display for our museum. We'll leave it in the green paint so we have an example of each scheme WP used. As far as we know no other GE road unit has been preserved anywhere. John called over to Durbano Metals in Utah as they took delivery of WP 3055, 3058, 3059, 3062, 3063, 3066 & 3067 to ask if they have any parts available. He was told that they came in the yard and were immediately cut up and off to the steel plant south of SLC.

I wonder where they are now?

a washing machine, bolts, or parts..... The delivery of this engine marks the last unit UP has assigned to us, we have asked for WP GP-20 2001 along with all the rest, but no word on it as all the 20's are still on the books, stored in SLC. This would be a good unit as it was the first GP-20 blt, we are hoping for this unit at some future date.

THE WHEEL REPORT

Arriving on Dec 1 were 40' DF box car WP 21513 and Diesel switcher NW-2 WP 608. On Dec 10, we acquired another rare car, WP 19901, this car was been around Stockton as a supply car MW 8129 and is a Transco experimental car. Arriving on Dec 17th was a WP Airstream trailer This rather unique piece of MW equipment was purchased by the WP in 1960 to house maintenance workers who would move from place to place where their work required. This trailer was last used at Gerlach and was out of use for several years and extensive rehab. work will be needed on the interior plus a little exterior work will make it useable for our museum. Any volunteers? UP donated two 50' box cars to the Portola High School for the use as Storage buildings. On Dec 29 Norm Holmes with the help of Hap Mani cut off all the air equipment and ladders, the parts removed will become a part of our spares. A 1912 10,000 gal tank car WPMW 1132, and a 50' single door box car WP36011 were spotted on museum trackage Jan 7. Seven more cars await release from assignments and delivery to the museum.

→

BROCHURES REDONE

Two orders of 1500 each have been given out! John Ryczkowski redid the brochure to show the changes in the society and 2000 more are on order now. if every brochure got a member!!!!



John Ryczkowski was with Frank Hibbs at Keddie and noted a older rivited box car there and since we do not have an example of that type he asked Norm to check into it. On Jan 20th that car WP MW0212 was on museum tracks out of reach of a scrappers torch. It is a replacement for some cars that had been scrapped before they were given to us.

NEW EQUIPMENT ARRIVES

Just as I was putting the SHEET together I got a note from Norm that;
 WPMW 0813 ex18503 a 40' double door box car
 WP 11012 air dump hopper car
 WPMW 0247 a pullman 40' box car
 WPMW 8514 40' flat car, are at the museum.
 The last three cars have been in Winnemucca so some time and have made it to safety.

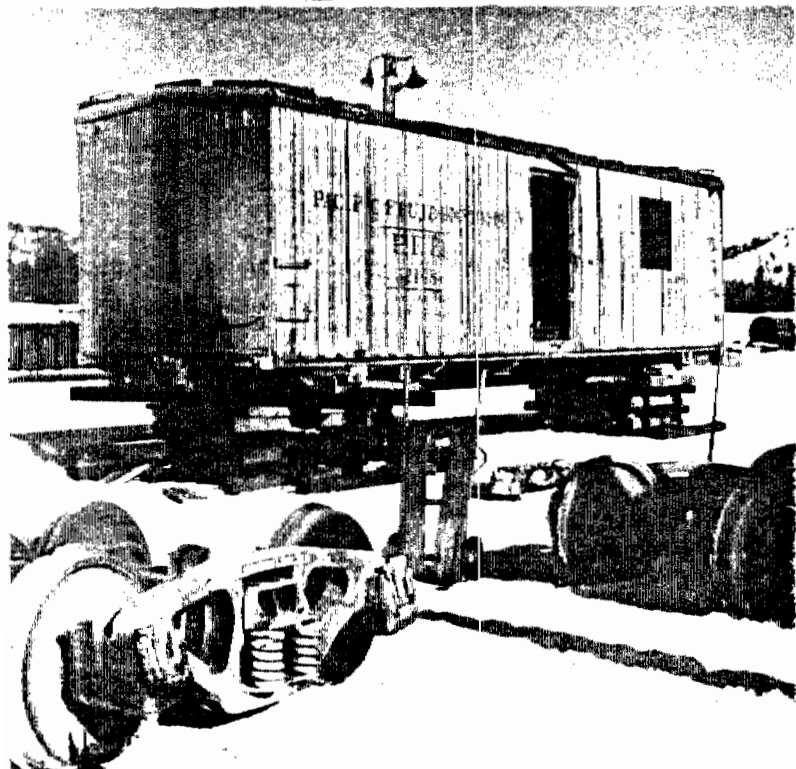
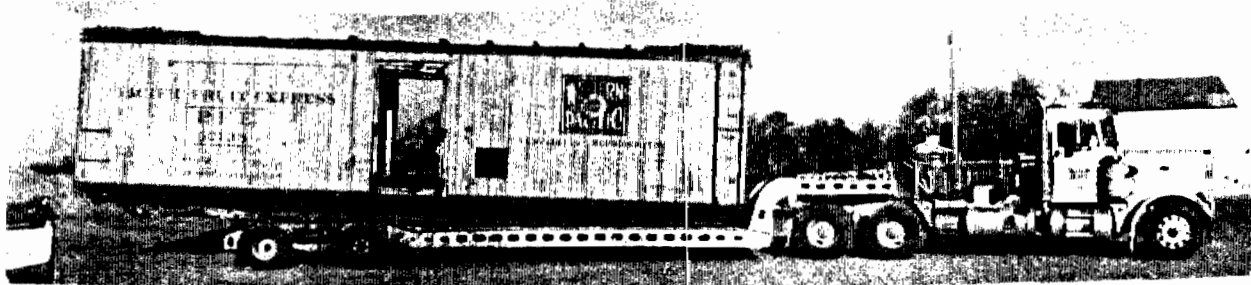
PROJECT SEQUOIA UP DATE By Jim Boynton
 Despite temperatures approaching zero, work on Clover Valley No 8 progresses at a slow pace, but does continue. Some testing will be delayed because all water pipes and systems have been drained to protect them from freezing. There is no heat in our museum building and the project workers look like Eskimos dressed for winter. In spite of these hardships, project helpers Dennis Clemens, Hap Mani, John Marvin and Al Thomsen assisted in the removal of the 9½" air-compressor from Eng 8. After we disassembled it, it was found to be in fairly good shape considering the long period it was shut down. Thomsen and I took parts of the compressor home for cleaning and repair and Al promises to make final assembly and to have it running smoother than a sewing

machine. We decided to remove the turbo-generator at the same time as the A.C...taking full advantage of out "jerry-rigged" come-along derrick. The generator will be rebuilt after the AC become fully operational.

Dennis Clemens removed most of the old dirty waste from the driver axle boxes and will replace it with clean material. Dennis also stripped the rotten wooden ceiling from the cab interior which will eventually be replaced by project carpenter John Marvin. John is project manager for caboose 779 which became the F.R.S.L. caboose in later years. He has removed the platform from one end and will rebuild and restore it soon.

At this juncture the membership should be informed that a generous donation of timbers from Sierra-Pacific Industries Quincy Division Manager George Coulter will enable us to replace No 8's rotten pilot beam, the deteriorated tender bumper beam and restore Marvins stripped out caboose platform. Public spirited industries such as S-P certainly accelerate our historic restorations and lend toward final fruition of our worthwhile goals. We have applied to S-P for grant funds to finance our restoration programs and have had encouraging words. Restoring and painting our locomotives and cars will entail great expense and we'll need all the help we can get financially. ↗

↗ John Marvin is in the process of replacing No 8 cab gangway steps and newly elected Director Hap Mani has wire brushed all brass in the cab until it shines brilliantly. Hap is our "go-fer" and is a great provider, tapping his unlimited supply of materials. Hap and I seem to inherit the dirty jobs and spent one day scraping and burning paint from the smoke stack. Our acquisition of a high capacity air compressor will aid us immeasurably in our restoration work. In a recent visit to our museum Steve Millward put in a day in the smokebox. He blocked off the exhaust nozzle and wire brushed the front flue sheet and knuckle joints. Other work listed;
Ground in boiler check valve Boynton
Ground in boiler check valve L.S. Thomsen
Removed steam dome casing Boynton-Manit
Steam pipes brazed Tony Olson
Oil firing valve rebuilt Boynton
Bell and builders plate cleaned Boynton
The response I have had from volunteer workers on Project Sequoia is very gratifying and makes a sometime disagreeable job very rewarding. We are very fortunate and have recruited nearly every craft necessary for the restoration of our historical pieces. My sincere thanks to all involved and to a dedicated membership.....



OLD WP PFE REEFER AT MUSEUM

Through the efforts of John Ryczkowski our museum will have a rare wooden ice refrigerator car for display. PFE 52138 arrived in Portola Dec 17 and was unloaded from a low boy trailer the next day. John purchased his car from a used railroad car lot in Stockton, paid for the trucking cost, will restore the car and then donate it to the society. This car is in reasonably good condition especially considering it has been used as a storage building for over 30 years. It was originally built in 1924 and rebuilt in 1940. The trucks and air equipment were obtained from WPMW 8111, a 1937 box car sister to the one we have. To unload the car from the trailer a tie crib was built to support the overhang end of the car, then two ties were placed across the trailer under the front end. Four track jacks were used to jack up the front of the car allowing the trailer to be pulled out. A tie crib was then built under this end and the car lowered to the crib. The trucks were unloaded with a borrowed crane and placed at each end of the car. Helping

unload the car were Norn Holmes, Hap Manit, MelMoore, Ken Roller, John Ryczkowski, and 3 of our workfare workers. Jan 16th the car was placed on trucks for the first time in years.

SAN JOSE TURN, JANUARY 1977

by DAVE McCLAIN

It's a cool, foggy day in Stockton and the Western Pacific is busy with the task of moving heavy trains while being starved of power.

Getting a yard pass and permission to take a trip on a WP freight wasn't easy, but with the help of Mr Carl Yund in San Francisco I had my wish. With the remaining F-7's as power I had a ride of a lifetime ahead of me.



913 had just blown a main generator and was out of service. That left us with the other three, 917, 918 and 921. No other power was to be had in the yard. Our train was called out of Stockton west at 12:01, so this gave me a chance to tour the facility. Around noon our three venerable ladies pulled up next to the yard office for boarding. We had 918 on the point, 921 was in middle with 917 trailing. Of course I love the sound of laboring 567Bs and with a 65 car freight their work was cut out for them.

Our train was out of Stockton heading to San Jose at 1:00 with 4000 tons. We barreled through Tracy at about 40+ MPH getting a run for Altamont. After all the grade crossings had been passed I was allowed to walk back through 918 and listen and record it working.

Not one spot on the floor was clear of oil, water, grease, etc. the years of WP maintenance and hard running showed terribly somehow while still running you could sense they were screaming for replacement. They just wouldn't die. Finally over the top, at 11MPH and gaining, transition being manually shifted, they were home free for awhile. Down the Livermore Valley, a red signal stopped us for awhile until getting clearance from the dispatcher to proceed at 10MPH. Now was the chance to try out the dynamics, 918 was the only unit with operating brakes, so

brake shoes were on order here. 921 and 917 both had bad brake grids, as we all know. Since we didn't have any traffic for San Jose, we turned at Milpitas. This gave us time to eat dinner and take our time.

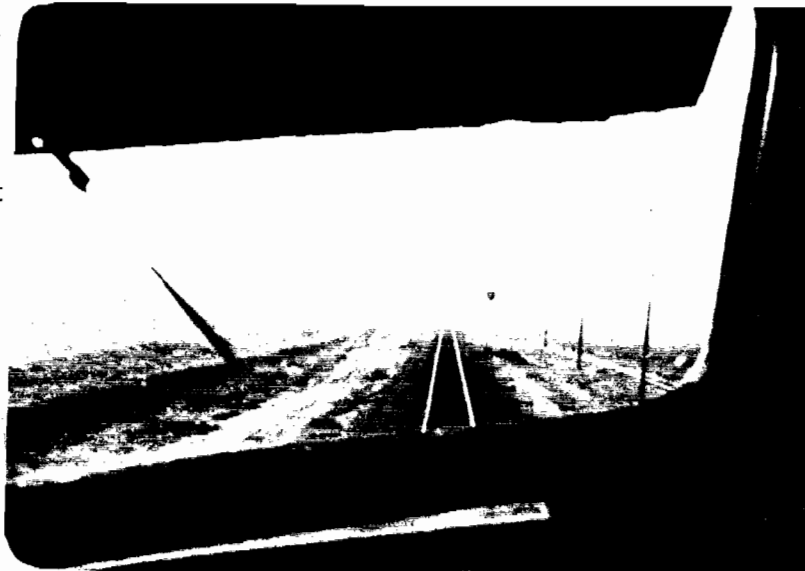
Returning to the yard, seeing our tired units waiting for out boarding convinced me that there was still an exciting return trip to Stockton.

Charging the air took 15 min, so the train had to be a long one. Ninety seven cars and a heavy grade ahead. Pulling out of Milpitas to Nile Jct was at best just 16-17MPH. At Niles I went back to the 2nd unit so that I could have sound on both sides of my microphones. 567B's in run 8 at 15 MPH through tunnels and canyons made for good sound! Across the Livermore valley we gained some speed for the hill. We were going too fast to record the exhaust from the outside, but the hill was another story.

Slowing down to 10MPH made it slow enough to stick my sound equipment out the window and upon the roof for some great recordings. From the west end of the hill to the pass took a good 20 minutes. All units overloaded and barely clearing the summit at 7MPH, impressed even the most skeptical of trainmen, as they turned in much better performance than GE's 22 years their junior. After cresting the hill, engines finally brought back down to idle, I returned from 921 to the head end. The engines were hot, some leaking water and oil at all times, but still running as if they had been built yesterday.

We crossed the valley through Tracy and arrived Stockton around 11:00 PM.

Another day in the life of WP's Fs, some how I wished that it would not end, but all good times must end. Even better, is that we have a

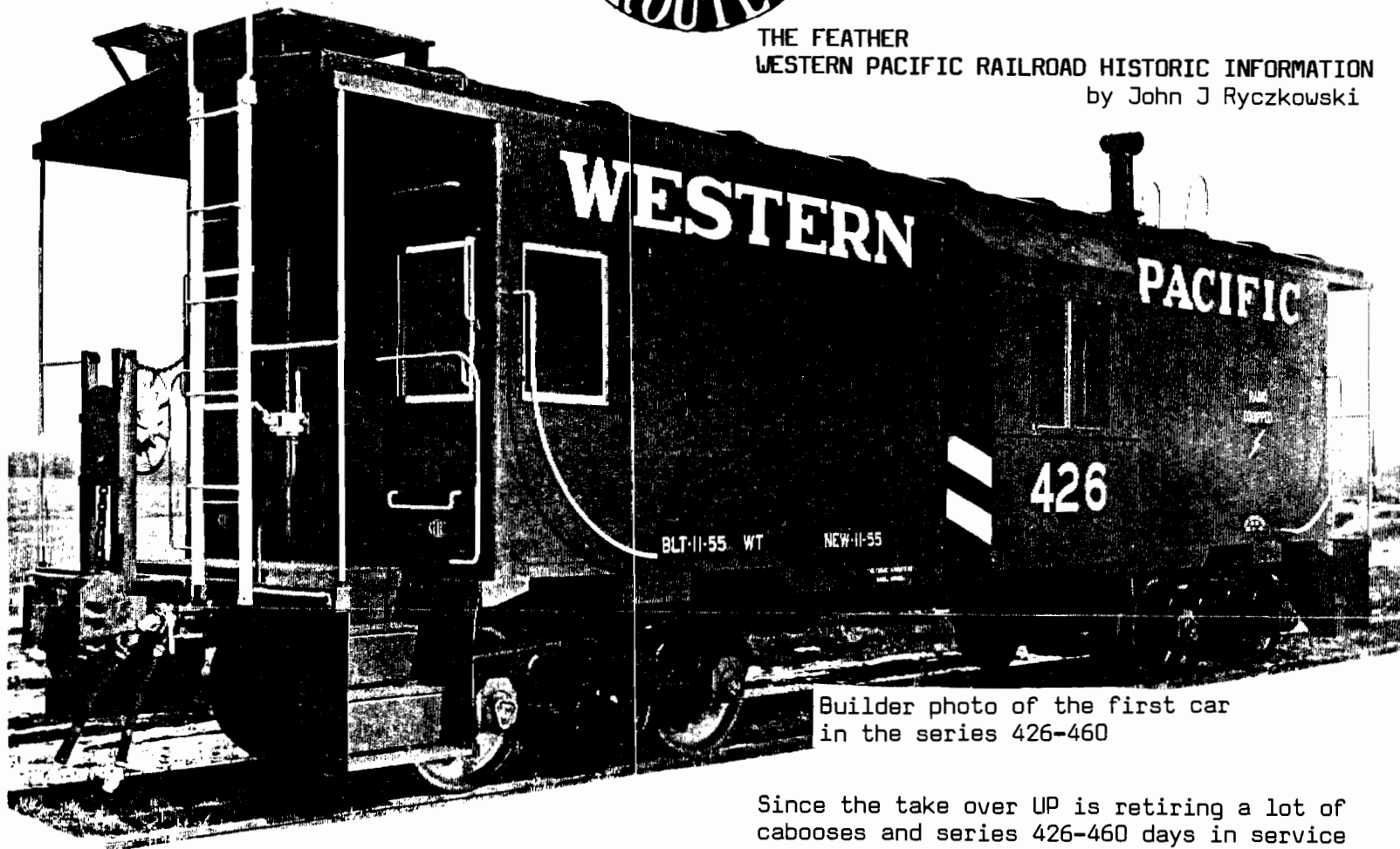


representative of this magnificent fleet that so many people have come to remember the WP for.

I'll be glad to provide anyone a copy of my tape as long as I am re-imbursed for the tape, tape price only. I can dupe it most readily in cassette form, the sound of the WP F's LIVES...



THE FEATHER
WESTERN PACIFIC RAILROAD HISTORIC INFORMATION
by John J Ryczkowski



Builder photo of the first car
in the series 426-460

WP STEEL CABOOSE 428

Blt in 1955 by International Railway Car Co. was the first steel bay window cabooses on the WP. before WP used the fleet of exbox car converts and the old wood cupola style. 428 came to us repainted and with the roof walks and windows intact. The series 426-460 have under gone many chages and we are lucky that the example we have is in original form. Most have had the roof walks removed and windows plated over. Delivered with yellow lettering and a mineral brown color they were repainted into red with white lettering later in their career. Just before the UP take over a major rebuilding program was started. 430, 440, 441, 442, 443, 446, 448, 451, & 452 went thru the program and were rebuilt completely and painted red, with white roof and got the 45x40" "Feather River Route" Medallion applied. 428 was set to go thru the program but the program was stopped, 457 and 447 were started but never completed. 457 was shopped in Oroville and finished and painted silver put ^{on} the Oroville wrecker train. Does anyone have the whereabouts of 447?

Since the take over UP is retiring a lot of cabooses and series 426-460 days in service are numbered, specially the ones not rebuilt. The 428 is painted box car red with white lettering and is correct as several cabs were painted this way before red was used. A time in the future we'll paint it as delivered but for now since Chris painted the inside and reinstalled the equipment inside it's like a new caboose.



428 at Portola

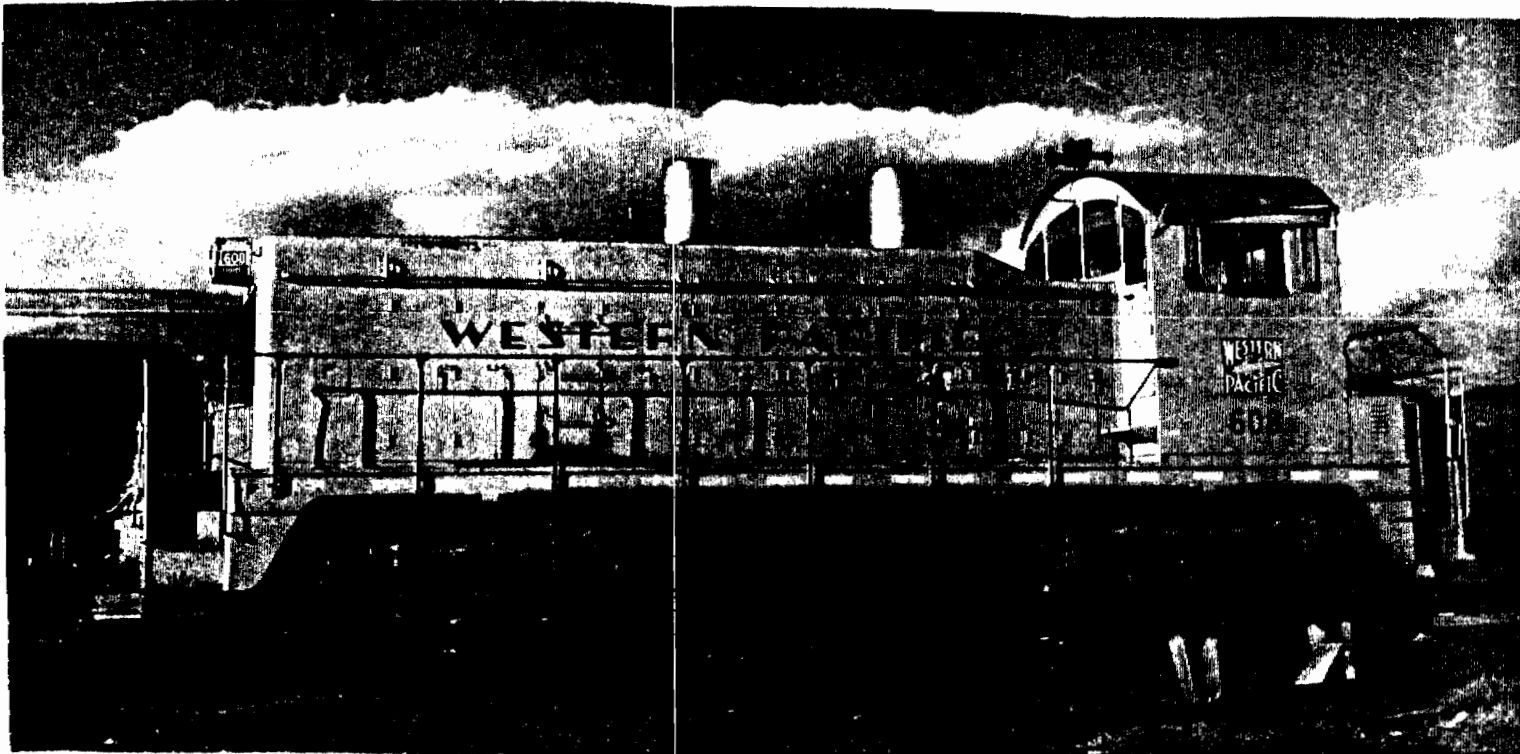
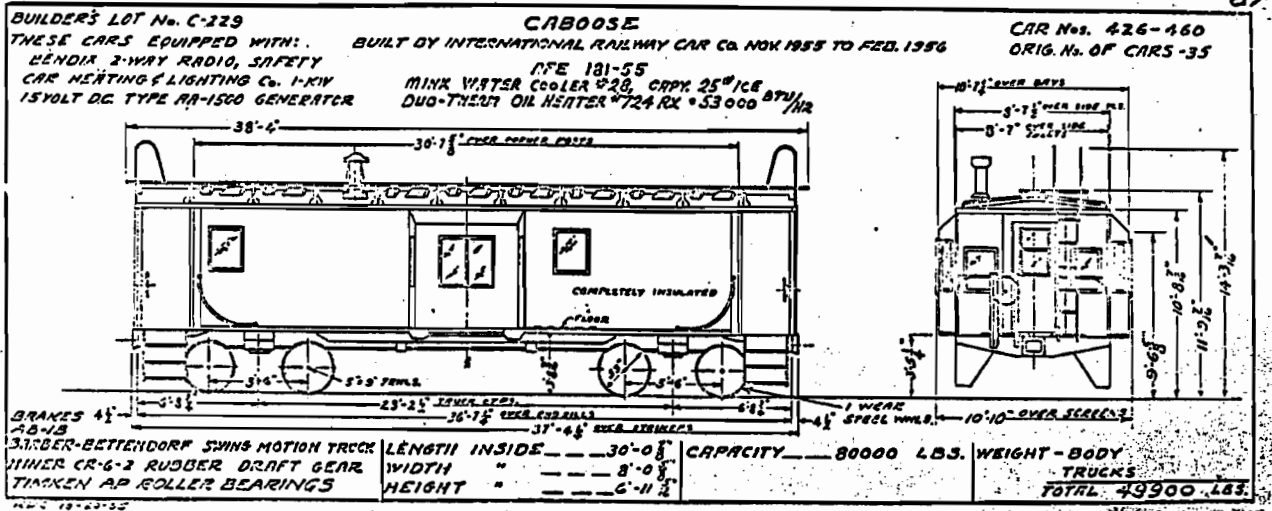


Photo by Frank Hibbs of the 608 in orange black and silver trim, silver stacks.....

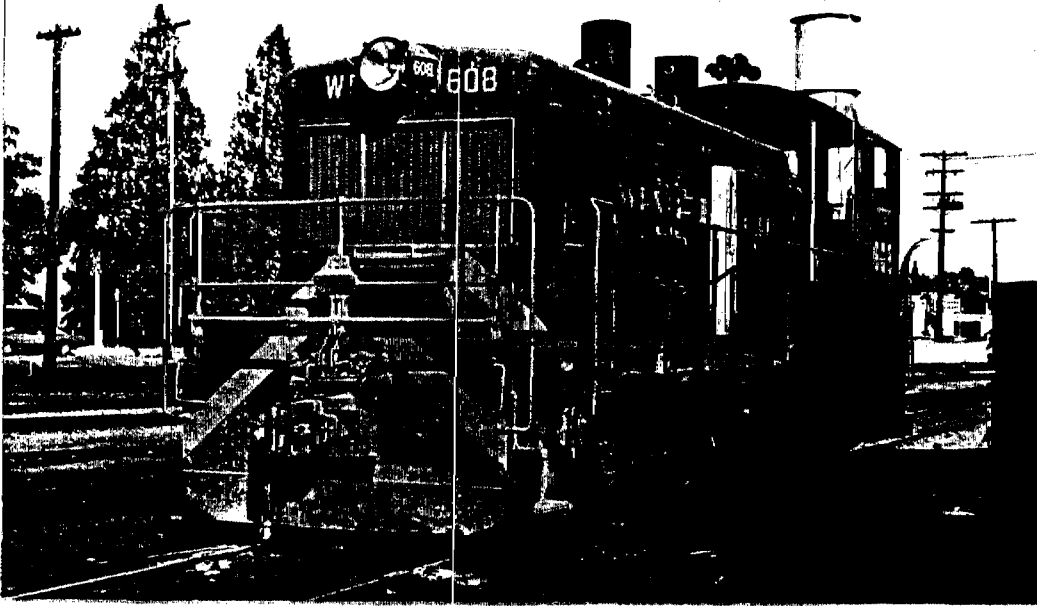
**WESTERN PACIFIC
 NW-2 608**

The EMD switcher model NW-2 arrived at the museum on December 1st 84, and has quite a history before ending up saved at Portola. Built for the Union Pacific in May, 1940, EMD serial No 1000 it carried UP No 1001. Sold to the Stockton Terminal & Eastern in 1968 along with sister UP 1000, which was the first diesel switcher on the Union Pacific. They were found to be unsatisfactory for service on the ST&E and were both traded to WP for ALCO S-1's 505 and 506. UP 1000 became WP 607 and later Sacramento Northern 607. After being in storage in Salt Lake City the 607 has been donated to Heber Creeper at Heber City, Utah. The 608 never did work again for UP after the take over and remained

in storage. Our 608 is complete except for some minor items and of course needs a bell. (there must be a lot of bells somewhere) We plan to paint the NW-2 back into solid orange with black and silver trim as it was when first placed in WP service. When the weather warms up, we'll charge the batteries and see how she runs.....WP LIVES.....



Union Pacific Railroad
 Missouri Pacific Railroad

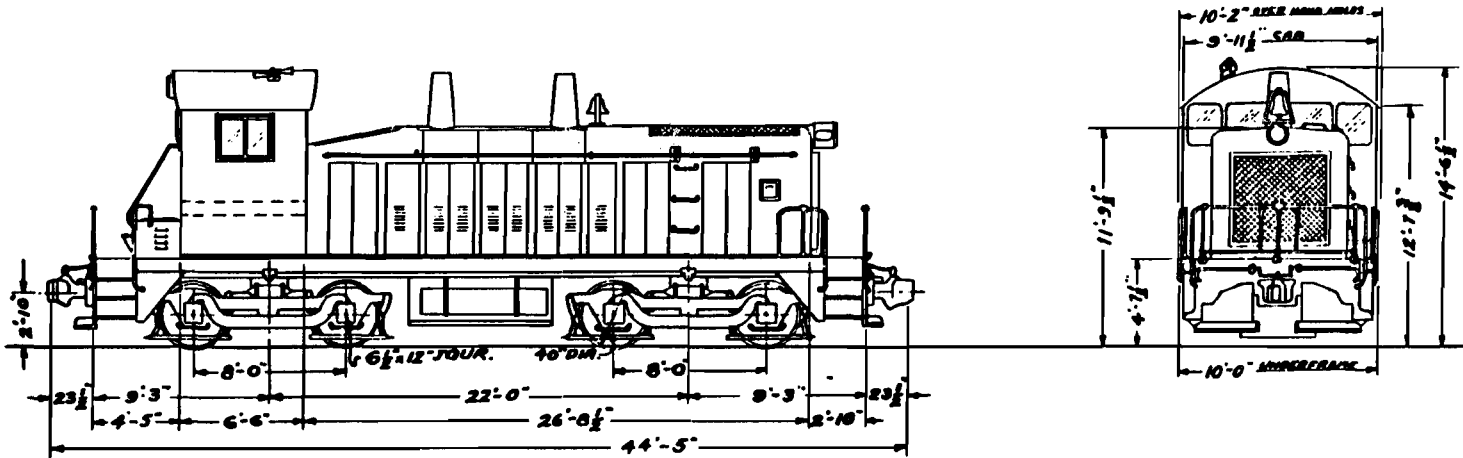


The 608 in service at Yuba City, Calif. in the green paint scheme which the unit wears today.

Photo by John Ryczkowski

END NW-2 1200 H.P. SWITCHER

608



GENERAL DATA

A.A.R. Designation - - - B-B
 Date Built - - - - - 1940
 Gear Ratio - - - - - 62:15
 Weight Loaded - - - - - 248,000
 Light Weight - - - - - 241,100
 Maximum Curvature - - - 100'R 57°
 Maximum Speed - - - - - 30 MPH
 Minimum Cont. Speed - - - 11 MPH

SUPPLIES

Fuel - - - - - 600 Gal.
 Lube Oil - - - - - 125 Gal.
 Cooling Water - - - - - 200 Gal.
 Sand - - - - - 30 Cu. Ft.

DIESEL ENGINE

Model - - - - - 12,567
 Engine - - - - - 12Cyl 2Cycle
 Turbocharger - - - - - NONE
 Spark Arrester - - - - - Mesh Screen
 Air Filter, Basic - - - -
 Carbody - - - - - Impingement
 Primary - - - - - NONE

ELECTRICAL

Main Generator - - - - - D-4-D
 Alternator - - - - - NONE
 Traction Motors, Type - - - D-47
 Number of Traction Motors - 4
 Dynamic Brakes - - - - - NONE
 Headlights - - - - - 100W 32V
 Auxiliary Generator - - - - A3001
 Rotating Warning Lights - - NONE

RUNNING GEAR

Draft Gear - - - - - M-375
 Journals - - - - - 6 1/2 X 12 Friction
 Trucks - - - - - AAR

BRAKES

Schedule - - - - - 14EL
 Air Compressor - - - - - GD-WXO
 Brake Shoes - - - - - AAR-A-28-A
 Safety Control - - - - - Pedal

MISCELLANEOUS

Whistle - - - - - Nathan M5R24
 Toilet - - - - - NONE
 Speed Recorder - NONE

NOTES:

WESTERN PACIFIC RAILROAD CO.

Mechanical Department

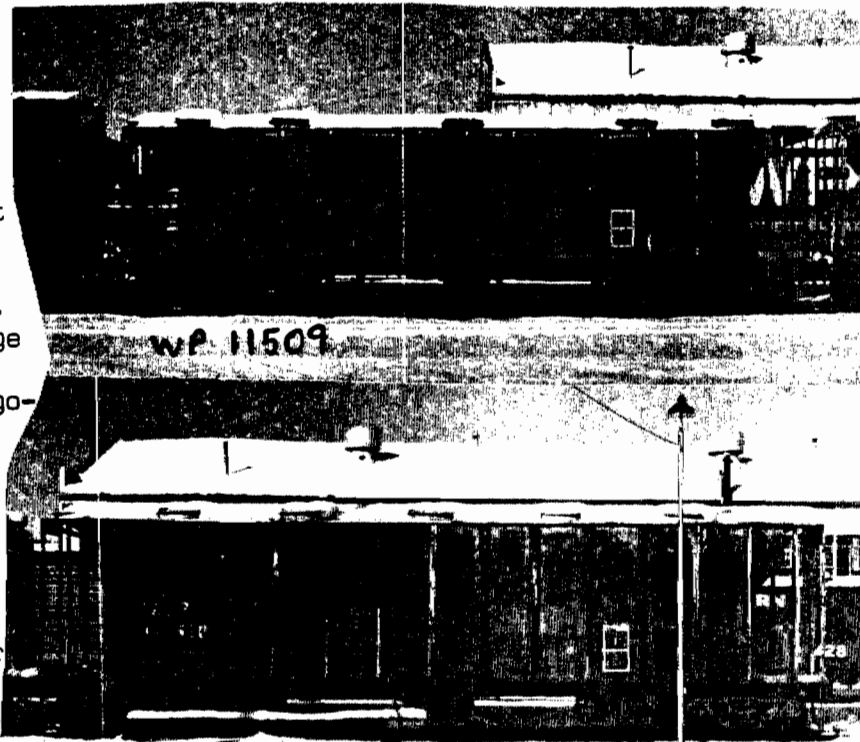
MUSEUM COVERED HOPPERS

The two hopper cars we have in Portola are good examples of the first type of covered hopper cars used by ^{THE} railroad, a lot different to the styles we see today going by.

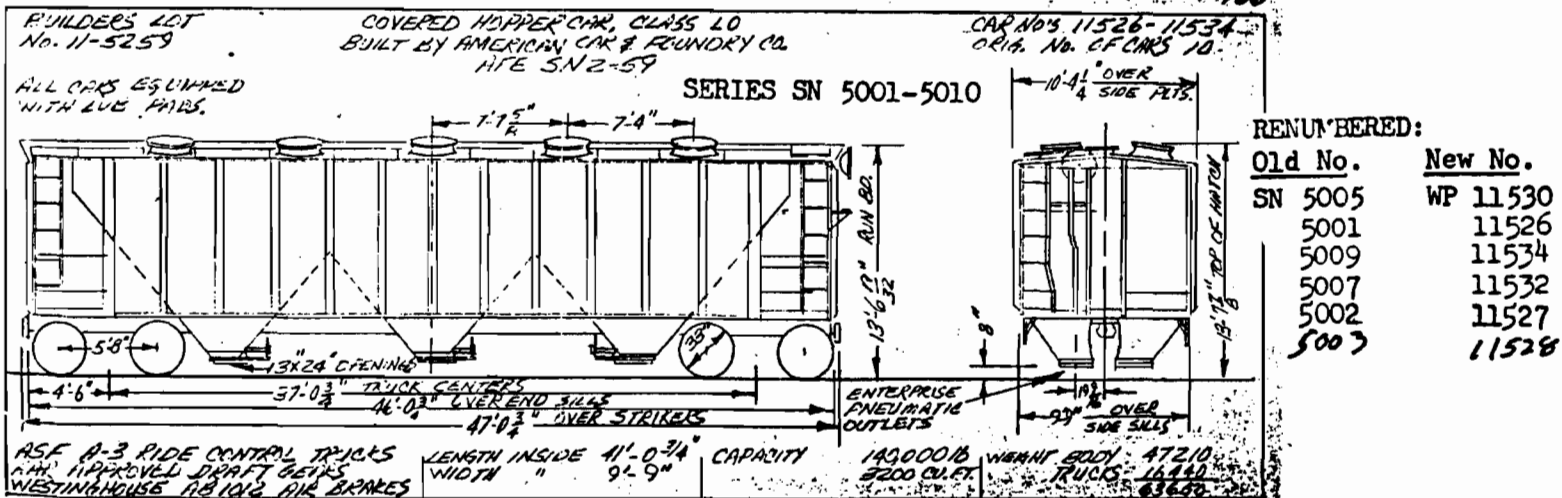
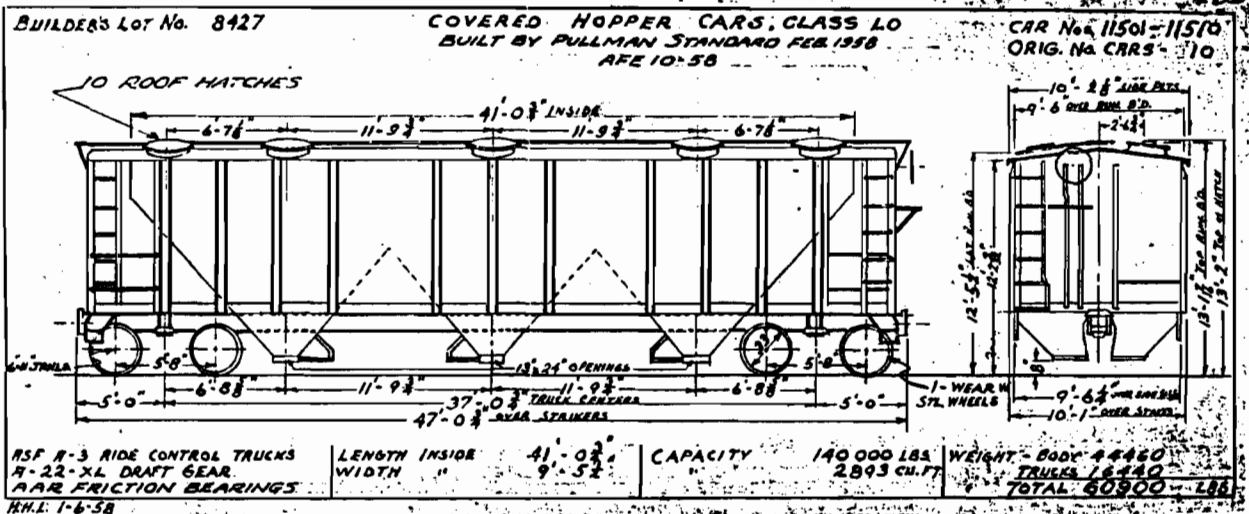
WP Pullman PS-2 covered hopper car 11509, series 11501-11510 blt by Pullman in Feb 58. This old gray car was the first type of large capy covered hoppers WP took delivery of. It's seen a lot of hard service and we are going to repaint it into its gray delivery markings, note builders photos...

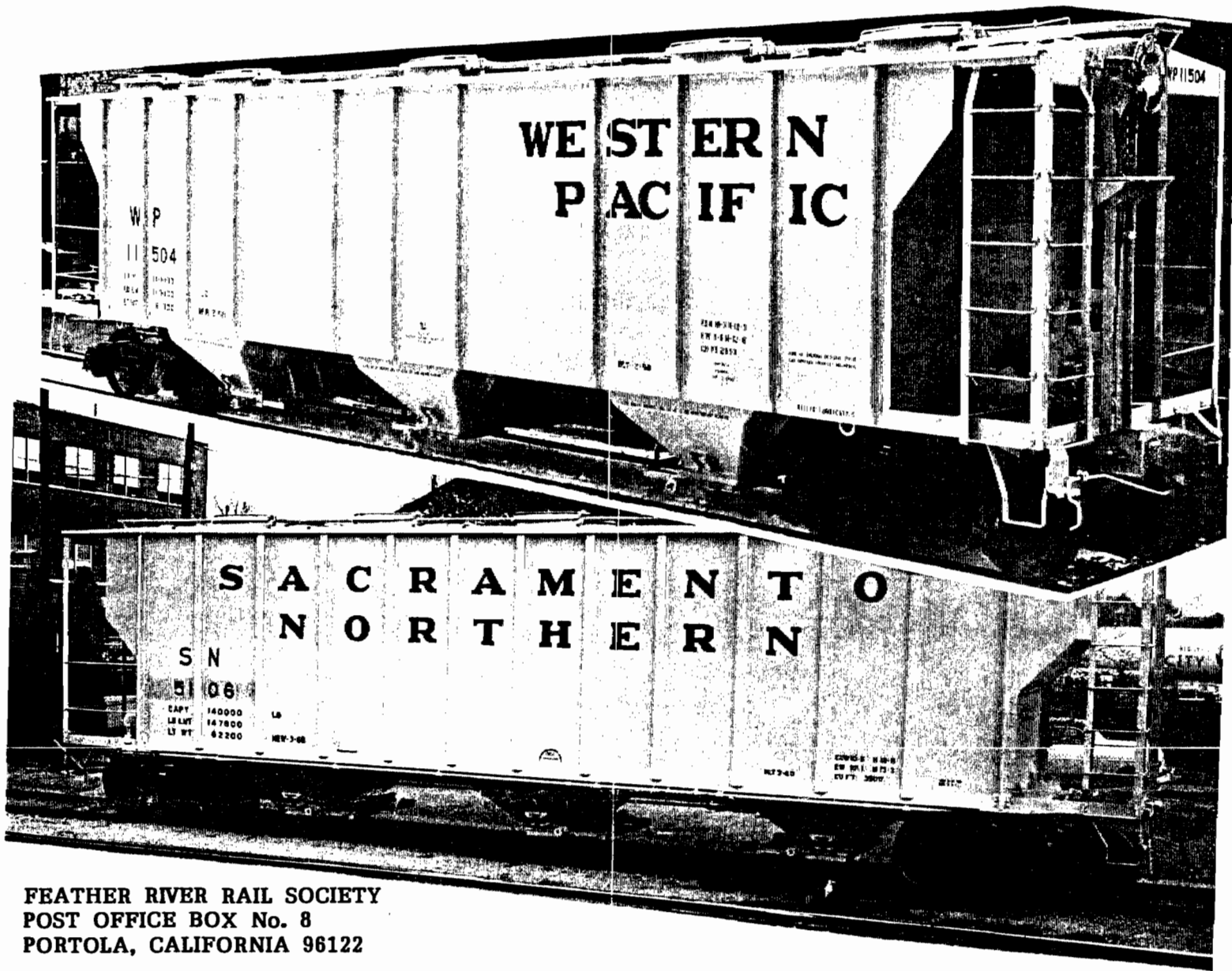
Robins Rails Inc. has a new HO kit of this type of PS-2 available.

WP 11530 was blt by American Car & Foundry in '59 for Sacramento Northern series 5001-5010. WP renumbered them into WP series 11526-11534 in the early seventies. This car will also be repainted back into SN 5005 and lettered Sacramento Northern. SN LIVES...



WP 11530 EX SN 5005





FEATHER RIVER RAIL SOCIETY
POST OFFICE BOX No. 8
PORTOLA, CALIFORNIA 96122

FIRST CLASS POSTAGE.....