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# The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 4

No. 4

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ISSUE No. 20





# Feather River Rail Society

Preserving "The Feather River Route"



The FRRS, a tax exempt public benefit California Corporation, is the HISTORICAL SOCIETY for the WESTERN PACIFIC RAILROAD and operates the PORTOLA RAILROAD MUSEUM in Portola, Calif.

Formed in February, 1983 with the purpose of preserving railroad history in general and Western Pacific Railroad history in particular. The WP LIVES in Portola for the benefit of the friends of the late great FEATHER RIVER ROUTE.

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Single membership dues are \$15.00 per Calendar Year. Life memberships are \$300.00.

Our mailing address is.....

FRRS POST OFFICE BOX 8 PORTOLA, CALIF. 96122

Our information phone number is 916-832-4131

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"THE TRAIN SHEET" is Edited and laid out by John SKI Ryczkowski. Assisted by Mary Ryczkowski with typesetting and proofreading.

Articles/Info please write, THE TRAIN SHEET Post Office Box 1663, Sparks, Nevada 89432

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Issue Number 20, with 700 printed.....

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- |                   |                  |
|-------------------|------------------|
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| 2. Robert Dobbins | 5. E. T. Lavelle |
| 3. Dave McClain   |                  |

### FRRS CALENDAR:

- August 23-24..Railroad Days
- August 30-31-Sept 1 Operations
- Sept 20-21 Work Weekend
- Sept 27-28 Last operating weekend of 1986.....
- October 18 Meeting Portola and Work Weekend
- November 15-16 Work Weekend
- December 13-General Membership Business Meeting and Voting on any Changes to FRRS Charter...Plan to attend this important meeting.....

### From the PRESIDENTS DESK

Norman Holmes

CAR POOL: One of the problems we have is our location in relation to where our members live. It is costly in time and driving expense to come to Portola for a work weekend or even a visit. One solution would be to form a car pool from your area. If you are interested in joining in on this idea, let us know and we'll give you names of others in your area who are likewise inclined.

The Chamber of Commerce's Railroad Days Commettee has decreed that there be no food service booths at the museum this year. So you might wish to make your own food arrangements in advance.

### PASSENGER OPERATIONS

June 28-29 and July 4-5-6- Five days of operation resulted in fair ticket sales. Additional revenue came from the Gift Shop, the Snack Bar and Donation Box. We are now listed in the Steam Passenger Directory' Railfan, Pacific Rail News, CTC Board and Motorland also carry info about our museum. This publicity has not resulted in a surge of passengers or visitors. Guess we'll all have to do better in getting the word out that we are a friendly Place to visit and have a "great" collection of equipment. Hiway 70 through the Feather River is now open to traffic again after the Feb floods. This is a nice route to follow coming up to Portola.

### HELP NEEDED....RAILROAD DAYS.

The fourth annual FEATHER RIVER RAILROAD DAYS celebration will be held in Portola August 23-24th. This popular community event features an extensive model railroad display in the high school gym and various concession booths and musical events in the City Park. Union Pacific will hold a "Family Days" event in conjunction with Railroad Days and will provide an equipment exhibit and train rides for employees and families on Saturday.

This is our largest visitor days of the year and we need a large number of volunteers to operate trains, sell tickets, help in the Gift Shop, snack bar and to answer questions from visitors. If you can help, please let us know by the 21st so we can assign our people.



VOL. III. SEPTEMBER - 1943 No. 9

"THE HEADLIGHT" was published monthly by The Western Pacific Club. This was WP's employees magazine before the "MILEPOSTS" was started. It started in the very early forties and I have Vol III No. 9 dated Sept 1943.....

Does any member have a collection of the HEADLIGHT???? I would like to make copies for use in the SHEET. Along with the MILE-POSTS it is a great supply of WP information. SKI.....



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



*FRRS's Passenger Train 921 East, with our Diner and 105 in tow, put on quite a show with a little air set in the brakes to control speed and the 921 in RUN EIGHT.....*

**FEATHER RIVER  
RAIL FESTIVAL 86**

*By John Walker*

Our first annual Feather River Rail Festival which was held Sat. July 12 was a big success.

The operating department put on quite a show for the many photographers present. Almost every piece of equipment saw some kind of service in photo runbys, freight, and passenger duties.

Over 200 persons were in attendance including 2 from New Zealand and 1 from New York making this one of our most popular events this year. Everyone seemed to be very impressed with our large collection of equipment and the many displays.

Speaking of displays, Chris Skow has done a great job of fixing up the display room. Many people stopped to admire the live steam locomotives brought up by Ken and Terry Willes and Mr. McKensie of the Sacramento Valley Live Steamers.

The American Legion served hamburgers and hotdogs while Mrs. Holmes served soft drinks and snacks at the snack bar.

The highlight of the day had to be the three Alcos running together around the ballon track. (Jim said he could hear the applause over the rumbling of those 244's.) The 921 and her Santa Fe diner, UP business car train made a grand finale to the days operations.

After dinner many people came back to see Chris Skow's 4449 movie, and later Dick Dorn took us on a trip over the WP from Stockton

to Salt Lake City via his slide show.

Meanwhile Dale Sanders of CTC Board magazine was setting up a night photo of the 608 and SN caboose outside the west end of the engine house. After repairing a cantankerous flashgun Dale finally managed to pop enough bulbs to get three or four good exposures for the night photographers.

Afterwards the remaining diehards adjourned back inside the meeting room for a slide show of the Sacramento Northern's Chico local. Tom Messer and Bill Shippen did a great job of showing us this unique operation.

All in all everyone seemed to have a good time with the possible exception of Steve Milward who suffered a broken finger when he was attacked by a swarm of hornets while throwing a switch!

The hornets further complicated matters by refusing to be removed even after repeated attempts with starter fluid and fire extinguishers!! Hap Mani finally came to our rescue with some bug killer which allowed resumption of normal operations on the balloon loop.

\$3500 was raised over the course of the weekend. The money will help in the restoration of our equipment, and will come in handy for the upcoming speeder car races and Railroad Days in August.

Its easy to sit around and think up good ideas, but it takes alot of hard work by alot of people to make those ideas work. Many thanks to Vickie Krois, Steve Jackson, Richard Canino, Donn Pease, Odie Lori-

mer, Mark French, John Hartman, Dave McClain and Pam, Mr. and Mrs. Gill, the McKensie family, Ken and Terry Willes, Jim Boyington, Dean Hill, John and Mary Ryczkowski, Norm Holmes, and the Western Depot.

Special thanks to Steve Habeck and family (who celebrated a wedding anniversary this weekend), Jim Ley, Matt Parker, and Steve Milward and the rest of the operating crew who worked around the clock switching and running equipment for the enjoyment of our visitors, to Barbara Holmes who served guests at the snack bar for over 12 hours straight!, to Dick Dorn who came through at the last minute with the projection equipment for the slide shows (and his show looking back at the old Wobbly), to Tom Messer and Bill Shippen for their SN slide show, to Dale Sanders for his expertise with the night photo session, to Chris Skow for the hard work he has put into the gift shop and display room and for his excellent 4449 movie, to Wayne and Linda Monger for making the signs and running the ticket booth, just to name a few.

And finally the one man we couldn't live without...Mr Hap Mani, as usual, Hap was everywhere, cleaning, fixing, giving tours, answering questions, and doing whatever had to be done.

We couldn't have done it without you good folks.

Thanks Everyone.....

John

After the days festivities were over, Jack Hartman bought four Giant Pizzas for the operating crews to enjoy, Thanks Jack.....

Conductor Steve Habeck after doing an outstanding job both last and this year running the operations, is now in charge of all operations at the museum. Steve is setting up crews and overseeing the use of any equipment in passenger operations. Please see Steve if you are going to be part of a crew or want to be....

**GROUNDS IMPROVEMENT**

A six foot cyclose fence is now in place along 1,000 feet of our easterly property line including a gate across our main entrance, thanks to the City of Portola. The 37 acres leased from Union Pacific to the City of Portola is now some what fenced except the areas south west and in the pine forest. Hap Manit worked hard to get the fence line ready for the installers, "arranging" free ground work to provide a level area....

**PORTOLA MUSEUM MASTER PLAN SOP.....APPROVED.....**

Our Master Plan, Standard Operating Procedures were approved by the Portola City Council at their July meetings. A number of questions arose regarding our training program and these were satisfactorily resolved after consulting former WP VP-Law Walt Treanor. Larry Hanlon, Norm Holmes and John "SKI" Ryczkowski worked hard to finalize the paper work. We also wish to thank the Advisory Board and the City Council, particularly Fran Rhodembush for their understanding of our needs. With the SOP in place we have named John Ryczkowski and Dave McClain as Qualified Enginemen, and Matt Parker as Conductor. At the end of this operating year the training dept along with Steve Habeck will put a list in the SHEET as who's who in the operating dept showing everyone's qualifications. We need more members to come up and join in I see the same faces each operating day. The members are doing a great job and welcome any new comers.....

**SIGNS**

Bert James volunteered to improve the quality of signs around the museum, snack bar area and to make posters to be placed in area stores and camp grounds. Emery Godard painted new signs for the ticket booth and some "Train Rides Today" signs. Both efforts are appreciated

and will help make our museum look better.

We have placed 10 baked enamel directional signs along the A-15 route to the museum entrance and have two larger directional signs for the sign post at the intersection of Gulling and Hwy 70. A large 6 X8 foot sign will soon be placed on Norm Holmes property so travellers coming west on HiWay 70 will be aware of the museum.

The Eastern Plumas Chamber of Commerce has voted to give us a check for \$50 to help in the cost of the signs. Attracting visitors not only helps our museum grow, but helps the economy of the local area as well.

Wayne Monger lettered a number of informational signs to be placed around the museum, including a nice one advising the visitors of the donation box and who pays for all the improvements in the museum.

**BUILDING IMPROVEMENTS**

Mike Attama continues to improve our electrical system. We now have power to plugs and lights at the rip track and diesel fueling areas. Clyde Lippencott donated two large 3 phase switch boxes and told us about some electrical items available at reasonable prices in Washoe Valley. Norm Holmes stopped by and picked up a 3 phase 200 amp entrance panel with meter socket for \$20. a bargain. Although a larger amperage unit would have been preferable, this unit will work fine for a long time. Norm also picked up four casters for use with our scaffolding. We could use 4 to 8 more if any one has some to donate.?????

Incidentally Mike has offered a 10% discount to any FRRS members who wish to stay in his Sierra Springs RV Park, located 7 miles west of Portola on Hwy 70. Full hookups are available.....

Chris Skow and Vickie Krois have cleaned and painted the floors in the display room and the theatre.

And, at long last....the Diesel Shop building has been painted. The painting was authorized by UP last year, but for a number of reasons the work was not done until now. A special thanks is due Mr Flannery for recommending the improvement.

**ONE UP AND ONE DOWN**

KCC 908-this Alco RS2 sprang to life July 5th-moving on its own power for the first time in over three years. Jim Ley worked on the engine governor and found the trouble and now the engine stays running. It's only running on two traction motors because of the

removal of No 1 motor, but it will pull several cars and runs fine. A loud knock was evident near the air compressor and the trouble was diagnosed as a loose/worn coupling. A tube of grease quieted it down so it could be run until repaired.

KCC 2-our operational Alco RS3 developed a water leak in one of its 12 cylinders. The offending head will have to be removed and the cause ascertained, meanwhile it is out of service.

**ON "MILEPOST" ARTICLE**

Member John C Miller sends along this letter about the article in the last TS about the Westwood line...

"Must make comment about the article on Sheet 3 from May-June 1966 issue of "MILEPOSTS". Editor Lee Sherwood must have had misinformation when the article was written.

When SP stopped their operations in Westwood they used a section gang to maintain the 5.267 miles of joint track in accordance with the joint track agreement. There were no SP trains so the entire cost of maintaining the track, grade crossings, bridge and the station, performed by SP personal, was borne by Western Pacific per the agreement.

This arrangement was uneconomical insofar as we were concerned so in the early 70's, while I was Executive Assistant to the President, we negotiated a lease with the SP. This provided that SP would lease the tracks, structures and rights of way to WP for an annual rental fee and that Western Pacific would maintain the property with its own forces and at its own expense. This arrangement existed in 1982 when I retired and up to that time SP retained ownership of the line."

**UPDATE ON 426 MODELS.....**

As I was putting together this issue of the SHEET I called Overland to get a current update on the progress on the caboose models. We are looking at a Spring of 87 delivery with the wooden cupola to follow. I have all the reservations that have been sent in on file and will confirm by letter before the end of the year. Also we are looking into doing other WP models starting with passenger cars and others, please write to me and let me know your ideas and I'll make up a list and work on the most popular....Ski

NOTES ON UP GP-30'S

ARRIVAL of GP-30..849

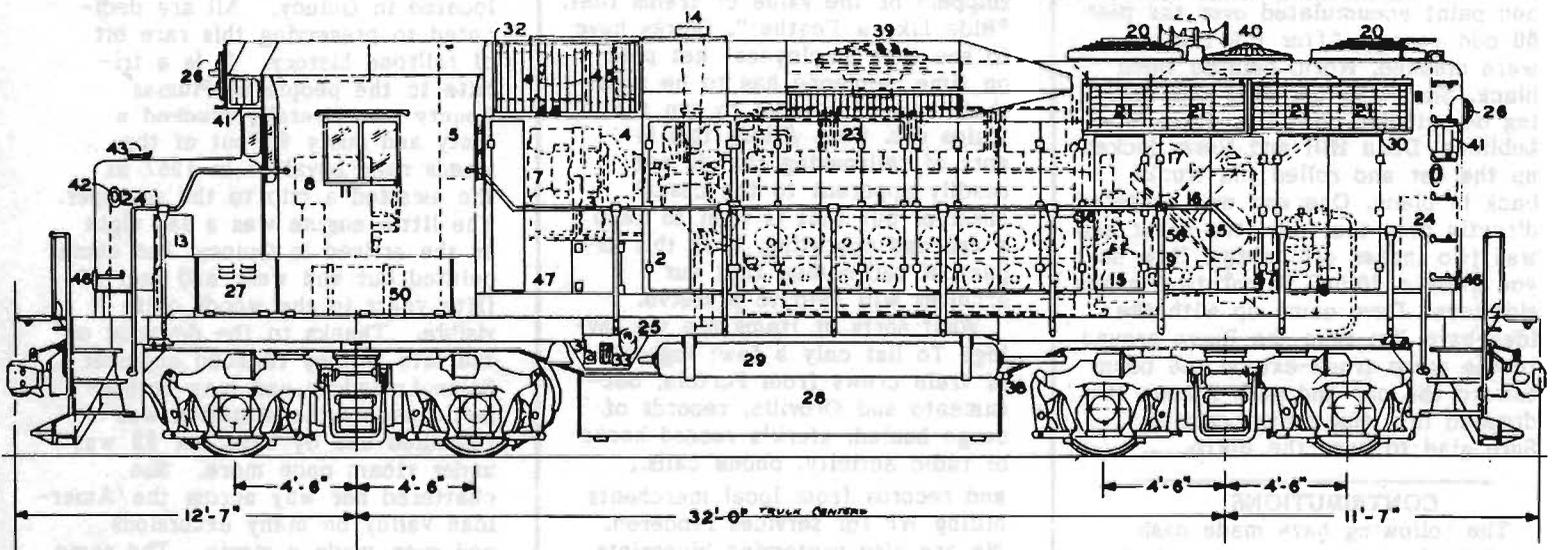
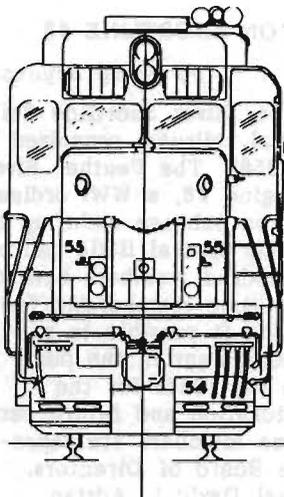
Union Pacific GP30 No. 849, arrived at our museum July 26th. This significant addition to our diesel collection arrived relatively intact with fairly good paint. Missing only are some minor engine parts, seats, a door window, batts, and a few miscellaneous items. The engine air box covers are off and it appears that there may be some major engine work necessary if the engine is to be made operable.

Immediately upon its arrival, Doug Jensen cleaned out the cab (pigeons had taken roost inside) and Ken Roller started cleaning the exterior with steel wool and cleanser. The GP-30 is popular with fans and if we can restore it to operation, it will be another prime attraction to visitors. As far as we know only two other GP-30's have been preserved. Our thanks to UP for their donation.

The pronounced top blister running from the cab to the dynamic brake resistors sets EMD's GP-30 apart from most other EMD styled power.

The 2250 horsepower engines are considered to be the first of the second generation diesels. Developed as an answer to General Electric's U25B, EMD built approximately 950 GP-30s from 1961 to 1963. Western Pacific almost got the GP-30 but opted for the higher horsepower GP-35s that came out in 1963 replacing the 30s in EMD's model line. Union Pacific put 74 units to work in 1962 numbers 800-875 (our 849 was built Sept. 1962 number 27558), followed by units 700 through 735 in 1963. UP was the only railroad that ordered GP-30B's with 38 units numbered 700B through 739B built in 1963.

Today any engine with a 567 power plant is an endangered species. The May CTC Board reports at that time only 23 active GP-30s system wide. By now that number has fallen even lower.



A letter from the group in Ely, Nevada that have moved to save the equipment and buildings of the Nevada Northern Short Line.

Also all owners of motor cars are invited to come over and wear a little rust off the yard tracks of the NN in Ely to Ruth, Nev.

Dear Railfans,  
Photo opportunities abound at the 80th Anniversary of the Nevada Northern Railway at Ely during the weekend of Sept 27th and 28th.... Referred to as "The best preserved short line in the US today", the Nevada Northern Railway Museum boasts of buildings, equipment, and rolling stock dating from 1907! Depending on how restoration efforts are progressing, the steam loco-



motive, #40 may not be out on display but there will be a large variety of antique cars from the beginning of the mining-railroad history of White Pine County available to view and photograph. Along with the 1910 4-6-0 Baldwin steam engine, #40, a partial list of what we have includes a 1907 steam-powered crane, a slag

bucket car, a Pullman passenger car, a railroad post office car, steam rotary snow plow and a sandstone depot which was built in 1907. The entire complex is a museum waiting to happen!

Within a 70-mile radius of Ely, White Pine County also has scores of uncrowded picnic, camping, and fishing areas.

Out railroad museum, located at 11th st and Ave A in East Ely, Nevada is open daily, and for more information about our 80th Anniversary event, please write to:  
The Friends of the Nevada Northern Railway  
P.O. Box 608  
Ely, Nevada 89301

## EQUIPMENT NOTES

Our Union Pacific business car continues to be a favorite with our visitors. Hap has taken the cloth runners to the laundry and reinstalled them on the carpet to keep it clean, however, the constant traffic is taking its toll. Therefore, we have decided to keep it closed except when someone is present to direct visitors. Doug Jensen and several friends started cleaning the exterior paint using rubbing compound and wax. It sure looks better and the finished job will be worth the effort.

Mat Parker continues to strip 6912 of useable parts, Jim Ley wanted to see if our old steam cleaner worked-it does and 608's engine and the burro crane are cleaner because of it.

Ken Roller returned to Portola and immediately went to work cleaning the interior of the UP caboose. He also has been cleaning the rust and loose paint from the trucks of the WP baggage car.

Norm Holmes and Dean Hill tried out a hi-pressure washer on the trucks, but it had insufficient pressure to remove the baked on oil and paint accumulated over the past 60 odd years. After the trucks were cleaned, Norm painted them black. Since the car still was resting on cribbing, Jim Ley, Dave Lubliner, Dean Hill and Norm jacked up the car and rolled the trucks back in place. One end was centered directly over the rails, the other end was two inches off center. How do you move a 70,000 lb car two inches sideways? Dave came up with the idea-have Jim take the Burro around to the ramp track-extend the boom toward the car and pull. Presto, it dropped into the center casting. Sure glad to have the Burro.....

## CONTRIBUTIONS

The following have made cash contributions to our museum during the past two months: John Cone, Andy Carlson, Milne Collis, Michael Coustier, Dan Sanger, Eric Simpson, and Andy Stark.

Contributions have fallen off dramatically since the first of the year-just at a time when we need as much income as possible. This is the time of the year when most of our restoration work is done and this costs money. If you can spare a few dollars to help our volunteer efforts it will be greatly appreciated. Projects we hope to complete this summer include finishing the silver feather car, Tidewater box car, painting 2001, sandblasting and painting the WP baggage-outfit car.

## WHY BOTHER WITH ARCHIVES??

Since March of this year there has been an ongoing effort to catalog the rather extensive amount of paper the museum has acquired that relates to the WP. and other railroads. The hope is that eventually some sort of reference library can be set up that will be accessible to the membership and to others who are interested in original source documents.

Not everyone is aware of the value of maintaining such a collection and it is with that in mind that this article is being written.

We sometimes forget that there is more to railroading than the physical equipment that moves down the tracks, the locomotives, cars, cabooses etc. While it is true that this is the part of railroading that is most apparent, and the part that people think of first. It is equally true that it is only a small part of the entire apparatus that is a Railroad Company. For those locomotives and cars to have something to haul, someone has to arrange to get it all sorted out to the right place at the right time, salemen have to convince shippers of the value of trains that, "Ride Like a Feather". Clerks have to see that employees get paid on time, someone has to be sure that there is a crew to run the trains etc. etc.. All of this is apart of railroading that is not readily apparent to the casual observer but that is vital to keep a railroad operating. It is this aspect of railroading that our archives will help to preserve.

What sorts of items are we saving? To list only a few: logbooks of train crews from Portola, Sacramento and Oroville, records of cargo hauled, clerk's record books of radio activity, phone calls., and records from local merchants billing WP for services rendered. We are also preserving blueprints that cover almost every aspect of locomotives, from toilet heater elements in Geeps to conduit layouts for Centenials, we have the original artwork for some of the WP forms and signs. We have copies of satationary and forms from WP offices and last but not least we have rule books and labor agreements for WP employees. All of these materials are valuable, worth saving, and fascinating to read.

So there ends out short explanation of what good papers are. If you are ever in the neighborhood and you'd like to take a look we'd be happy to show you our

fledgling collection, and if you have any paper relating to the Western Pacific. If you know of someone else who does, we'd love to give it a safe and welcome home. Here's to Railroading folks, the greasy, and the not so greasy parts of it.

Thank you R. Hersted.....

## UPDATE ON SHORTLINE #8

By Betty Boynton

The Feather River Shortline Railroad is a real railroad, organized in Quincy is 1958! The Feather River Shortline engine #8, a WWI ordinance car, and a red caboose make up the consist of this special little railroad. Over five hundred members have donated a one-time membership fee that has made it possible to preserve the equipment in the past and provide the funds for the present restoration and future care. The Shortline members are represented by a Board of Directors, Legal Counsel David L. Adrian, Historian Guy L. Dunscomb, and General Manager and Restoration Manager Jim Boynton. Offices are located in Quincy. All are dedicated to preserving this rare bit of railroad history. It is a tribute to the people of Plumas County who literally plucked a rusty and dusty #8 out of the weeds near Loyalton in 1957 as she awaited a trip to the scrapper. The little engine was a sad sight as she arrived in Quincy, her name painted out and wear and tear of fifty years in the woods quite visible. Thanks to the devotion of the late Quincy railroad engineer Solon Luzzadder and may enthusiastic people the situation was remedied and by 1958 our #8 was under steam once more. She chattered her way across the American Valley on many excursions and even made a movie. The same dedication exists today with Jim, the members of Project Sequoia, and many other talented people who give their time and energy. The promise made to members to preserve and protect the little engine and all railroad history is being actively fulfilled. To the fine people who had the foresight to save this little steam engine in the past and to all those who are insuring its future . . . thank you!

The grinders continue to buzz in the hands of "now" experts Mel Moore, Steve Jackson, Dean Hill and his daughter Laurie Edens. The preparation of the engine and tender for painting has been a slow and hard project, but real progress in being made.

In June the heavy and bulky rear bumper beam was entirely replaced on the tender. Jim, John Marvin and Dean Hill did the job and the result is a much improved condition on the tender. Footboards have also been replaced.

Jim Ley and Mike Attama teamed up and replaced the turbo generator on top of the smoke box. Jim Ley has also been laying ground work for needed services and materials. On July 3, Shortline #8 had a visit from her Historian Guy Dunscorn and his son Don from Modesto. Don spent a fun day working on the little steamer and said it was like working on a model engine after his work on the restoration of Santa Fe 2921. A big thank you, Guy for the beautiful picture of

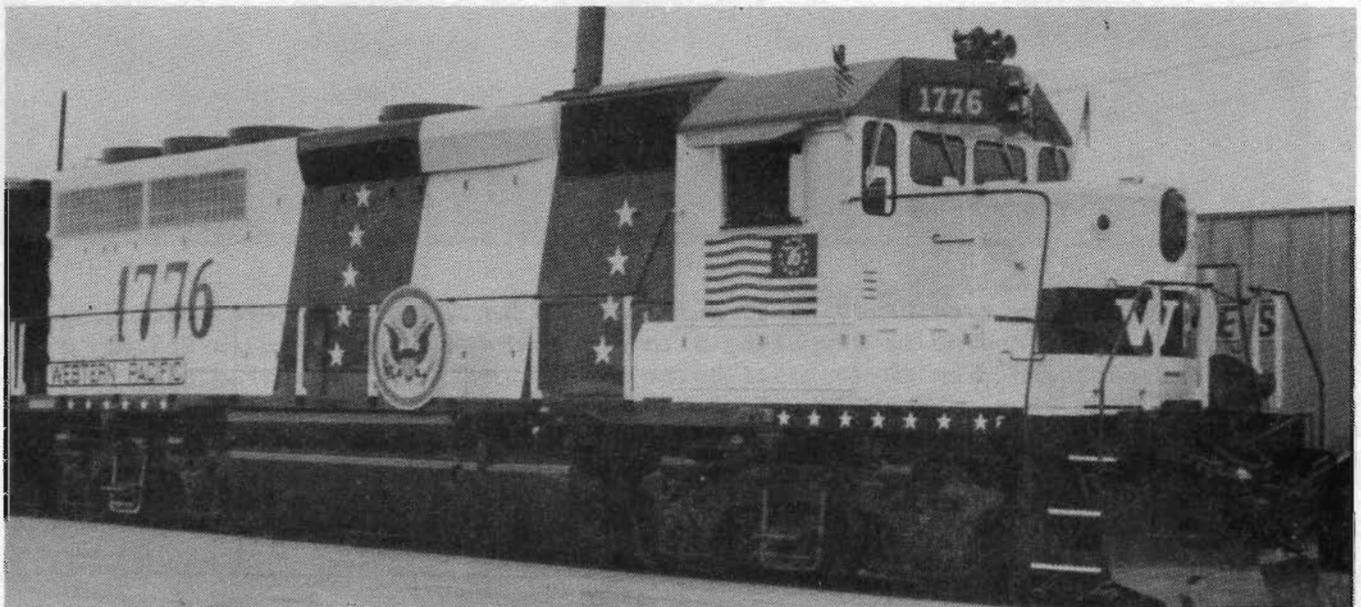
#8 taken at Hobart Mills in 1937. We love pictures of our little engine and always welcome more.

Thank you Jim Holmes of Sam Jose for those beautiful color photos of #8 in action during her running days at Quincy. A lot of memories in those pictures.

Tom Moungovan has made two trips up from Sebastopol recently and we appreciate his donation of five gallons of valve oil to the project. Thank you also for all your technical aid.

Dave Lubliner and Jim have replaced the cylinder head covers and cylinder casings. Dave has also started painting the inside of the engine cab. He also prepared the firebox surface for some major welding procedures by Tony Olson

and Brian Challendar. Thank you all. Thanks to Jimmy Ferguson of Concord for the donation of a barrel of assorted nuts and bolts. They are always needed and often hard to find in some sizes. The members of Project Sequoia, restoration of our steam engine and equipment, are always pleased to welcome visitors to share in the progress of their big challenge. The work is hard but the rewards are great. Drop in and see that the Feather River Shortline Engine #8 is alive and well and getting better every day!



## WP SALUTE TO THE NATION'S BICENTENNIAL—1776-1976

### OAKLAND March 27, 1976

MILEPOSTS

SUMMER-FALL 1976

On Saturday, March 27, a gathering of onlookers watched Oakland's Mayor John Reading smash a champagne bottle against the front of a freshly-painted red-white-and-blue locomotive. As the white froth bubbled to the ground, everyone applauded this salute to our nation's 200th birthday—and so it was that Western Pacific's bicentennial locomotive, "1776," was christened.

Coupled to the engine were five cars, each decorated in a different red-white-and-blue color scheme. There

was a covered (grain) hopper car, lent by Pullman Transport Leasing to support the National Grain and Feed Association; an insulated boxcar to protect freight from temperature extremes, loaned by Canadian Forest Products, Ltd. of Vancouver, Canada; a flat with two vans arranged piggy-back style, provided by Western Transport Co.; one of WP's specially equipped cushion cars, with inflatable doors; and a WP caboose. The locomotive sported the Great Seal of the United States—our nation's coat of

arms—and, as an added touch, the engine's polished bell had a painted crack down its side, simulating the famous crack in the liberty bell.

The christening ceremony, although an event in itself, also marked the beginning of "1776's" two-week, 2,000-mile tour of all the major towns on the WP. From Oakland, the train eventually chugged its way to Stockton, Oroville, Elko, Salt Lake City, San Jose, Sacramento and San Francisco, with several short daylight stops in between these points, for the benefit of picture-takers: (i.e., Portola, Wendover, Winnemucca and Livermore).

The general public, however, was not the only group of people who dis-

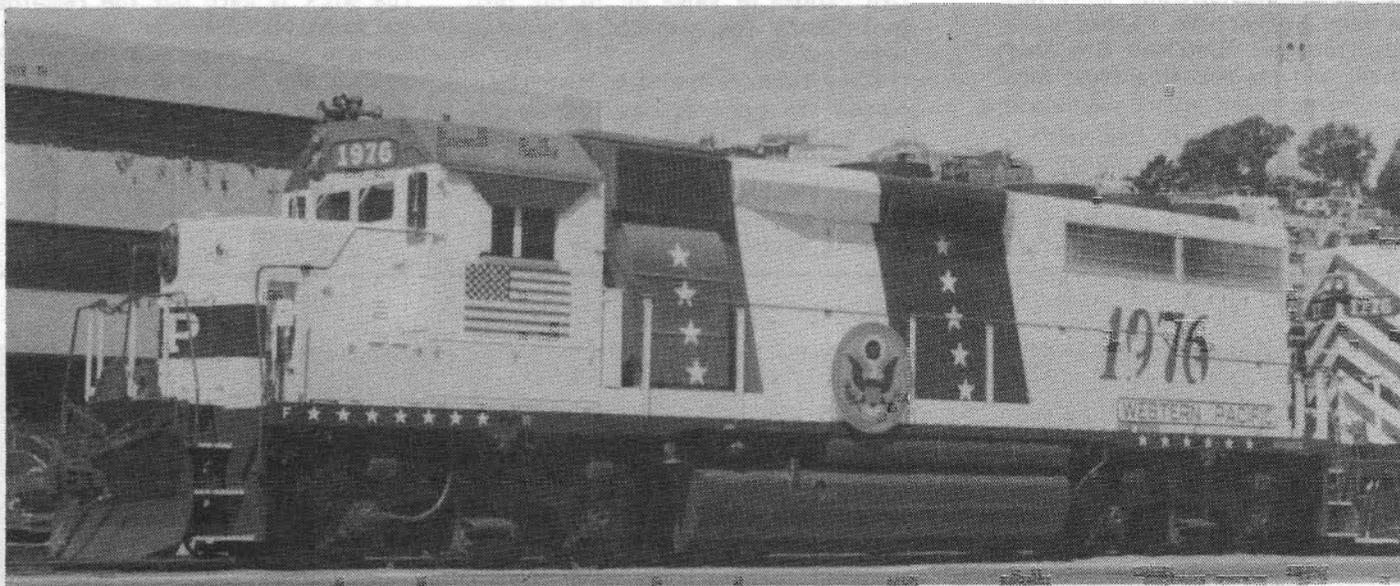
played a sense of pride at seeing the glistening caravan. It was reported that, throughout "1776's" initial run, WP trackmen and signal maintainers would often smile and remove their hard hats as the train shot by. In many towns, groups of school-children were given WP brochures and guided tours that explained how each car operated.

It would seem inevitable, then, that a sister locomotive for "1776" would eventually come into existence—and

this is exactly what happened when WP engine "1976" was unveiled in the Stockton yards, on May 6. There were no ceremonies this time. Two days later, on May 8, the two locomotives underwent their inaugural run together, from Oakland to Salt Lake City. A pair of GP40 class diesel electric engines (formerly numbers 3540 and 3541), "1776" and "1976" have, since that time, been running about twice a week, leading other locomotives on eastbound trains TOF and

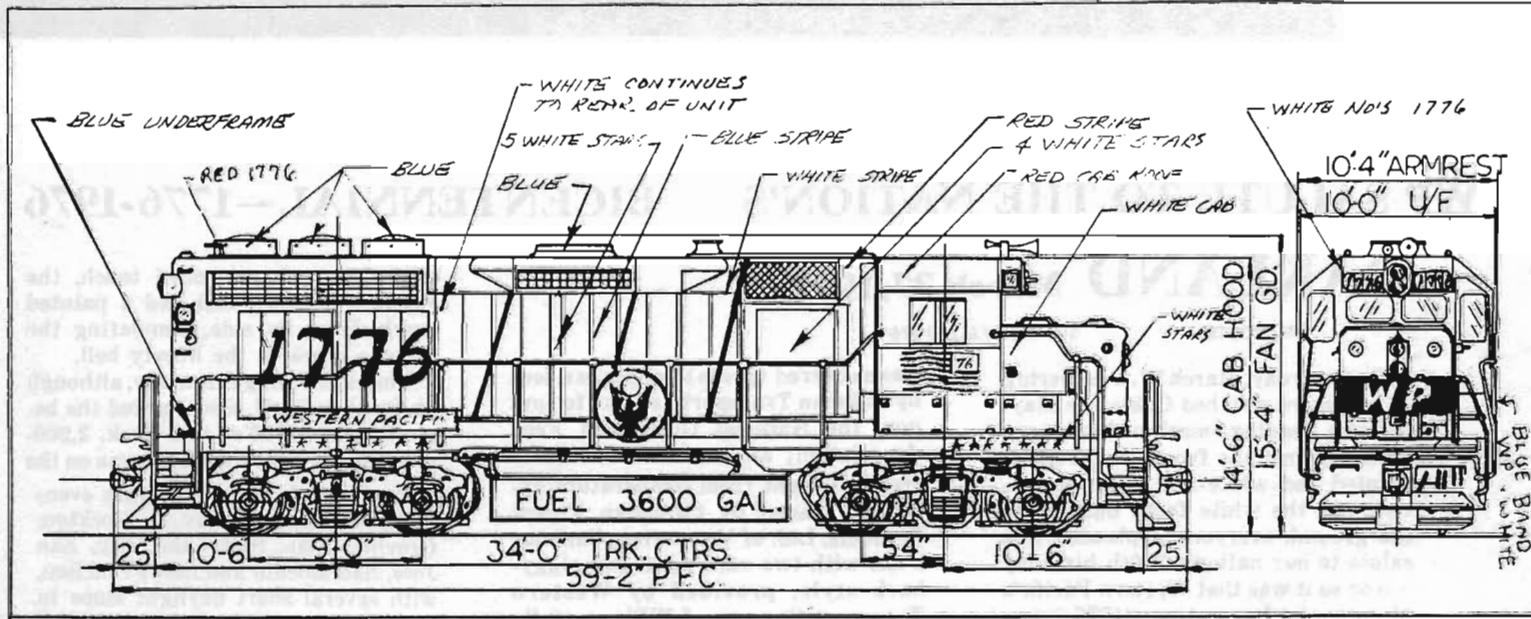
GGM. Sometimes they are together; but, for the most part, they pull separate trains.

The engines were together, again, during the July 4 celebration in San Francisco. During the festivities that week-end, "1776" and "1976" were on display at the Ferry Building and at the famed Fisherman's Wharf sharing the spotlight with bicentennial cars and locomotives of other railroads whose tracks run through our nation.



1776 renumbered from GP-40, 3540 built by EMD in 1971. Renumbered back into 3540 in 1979, this engine is now along with other WP GP-40's stored in Spring, Texas. 1976 renumbered from GP-40, 3541 built by EMD in 1971. Renumbered back into 3541 in Nov 1979, but wore the new image paint scheme only a short time as she was destroyed in the tragic wreck at Hayward, Calif in 1980. Miller Advertising made a decal set for WP Bicentennials Set No L-201.

EMD GP40 3,000 H.P. LOCOMOTIVE Nos 3527-3544



Locomotive #3540 now #1776

Locomotive #3541 " #1976 \*

\*May 1976.

## Feather River &amp; Western

## July 4th Celebration

MILEPOSTS

SUMMER-FALL 1976

On July 4th, 1976, Western Pacific Engineer Norman Holmes, fulfilled a life's ambition. He had his own railroad.

It was in February that Norman took delivery of his first standard gauge railroad cars—a 1917 flat car, a 1918 box car and a 1916 (rebuilt in 1943) bay window caboose—all retired equipment from the WP. Two switches and some rail were bought from the Quincy RR, some of it originally from the Central Pacific RR dated 1881. Later more rail was acquired from the Feather River Lumber Co. at Loyalton. The switches and some rail were laid and the right of way graded for nearly a quarter of a mile on his 15 acre Portola property.

A need for a locomotive was now evident and a steam engine was most desirable, but they are very scarce now—20 years ago it would have been different. A gasoline powered 35 ton 4 wheel Plymouth Locomotive was located on the White City Terminal Co., near Medford, Oregon. It was trucked to Portola and unloaded November 1975. As soon as weather permitted track work was begun. On Memorial Day weekend a dozen railfan friends showed up to lay track. 450 feet of track was laid in two days. Norman's wife Barbara provided the meals and some of the help slept in the caboose overnight.

As it was decided to go for a July 4th gold spike ceremony as his part of the nation's bicentennial celebration,

work was pushed to complete the railroad track and to paint the locomotive red, white and blue. The track was completed by the end of June and the final paint was put on the engine July 3rd.

On July 4th at 2:20 p.m. a silver spike was driven by retired Engr. Cal Dorothy, a simulated gold spike by Condr. Chris Skow, another silver spike by Safety Supervisor Mel Graham and the final gold spike by Engr. Norman Holmes. Passes were issued and everyone was invited for a ride in the caboose. Six trips were made, hauling some 100 people. (N. H.)



I am sorry to report on the loss of two well known Western Pacific Landmarks.

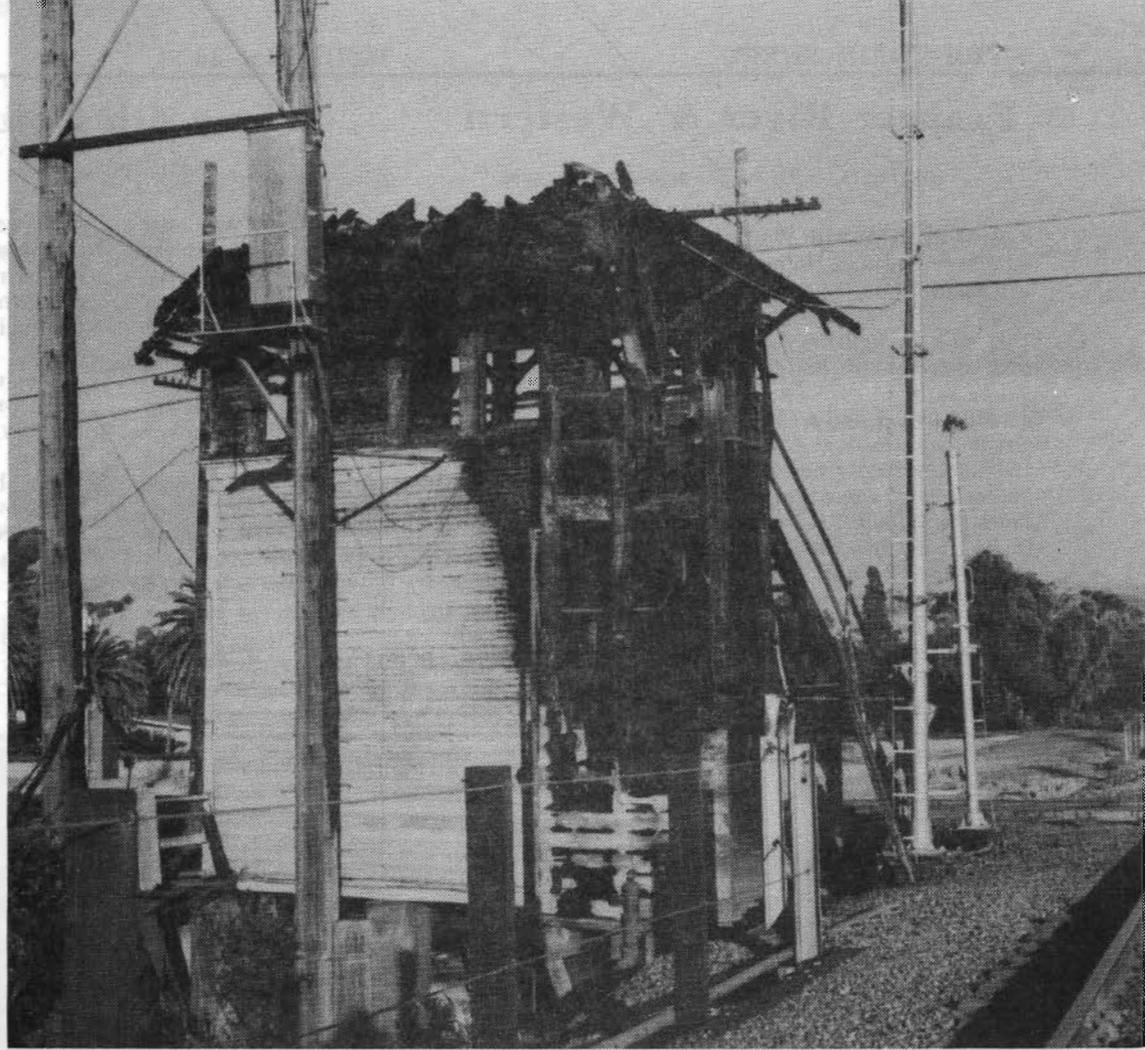
The Jeffery Shops in Sacramento got the wreckers ball in July. Closed after the merger the shops were last used as WP's freight car shops and before that was the main shops for the railroad in the days of steam.

And early in July Niles Tower got the arson's torch.....

Niles Tower photo sent in by Al Harvey.

On the back side the top photo is of the Shops in service back in 1980.

The bottom one is this July.....Ski



## PAINING AND LETTERING SCHEMES USED BY WP ON STEEL CABOOSES

- Car nos. 426-460 built 1955-56
- Car nos. 461-465 built 1969
- Car nos. 466-475 built 1973
- Car nos. 476-480 built 1974
- Car nos. 481-486 built 1980

Series 426 came to the WP with an overall color of mineral brown and yellow lettering. After repair work and repainting many received white lettering, the scheme sported by the museum's caboose 428.

Caboose Red body color and white lettering was used on all the following caboose series. The roof, side sills, underframe and trucks were black, grabs were white and the steps red.

Red with white lettering and grabs, black was used on the steps, under frames, side sills and trucks was Western Pacific's standard repainting scheme.

Cabooes 428, 447, 454 and 457 had original yellow lettering right up to the merger.

In 1979 the square "Feather River Route" herald done in full color on 3M Scotchlite was applied on the repaired 68000 series box cars at the Sacramento car shops. With the herald back in use the next step was the cabooses. Caboose 453 was the first upgraded cab to receive the 45" square herald. With a black roof, underframe, and steps, and bright red body 453 had the same style lettering as used on freight cars.

Another scheme that evolved at the same time was a large block "WP" along with the herald. Caboose 444 was one of the first of four cabooses to wear this scheme (see back of sheet four, issue no. 19 "Train Sheet"), but the herald was handpainted. Note the lack of a white circle where Feather River Route is written.

The others 452, 450, and 455 used the Scotchlight herald. But note that 455 had the block "WP" on the right side and that 450 used a different style "P" than the others. These cabooses had black roofs, steps, and underframes, except for 452 which had a white roof.

Shortly before the merger a caboose rebuilding program was begun. The standard repainting scheme was red body, white roof, grabs, and steps with black underframe. The 45" herald was on the right side and 15" white reporting marks with caboose numbers were on the left.

Cabooes 429, 430, 434, 451, 453, and 462 had freight car style lettering on the left side. 435, 442, 443, 446, and 464 had WP locomotive style lettering on the left side and cabooses 448, 440, and 441 had a style differing from all the above.

After the merger UP has repainted five WP cabooses into the UP paint scheme but retained WP reporting marks. 431, 449, 459, 463, and 478 now wear UP yellow.

Also note some cabooses in special service, ie. the "Reno Local", have their name spelled out under the numbers on the bay.

SKI





Shown in the picture on the other side of this sheet is a similar boxcar





Western Pacific series of steel cabooses 426-460 is being modeled by Overland, 426 shown in the builders photo on the other side of this sheet, is in yellow lettering which can be modeled by using Microscale set No 87-212.....

WP 476 new with Red sides, white lettering and grabs and top of roof, steps, ends, trucks, side sills and brake stand all painted black.....

WP 481 was part of a SP cabooses order. The SP style cabs (SP Class C-50-8 4700-4774) were built by PACCAR in 1980 and came to WP as cars 481-486. Note numbers, the other SP style equipment was also this number series (GS-4-8-4's). Overland made a model of this class and it can be decaled by using Microscale set 87-448.....

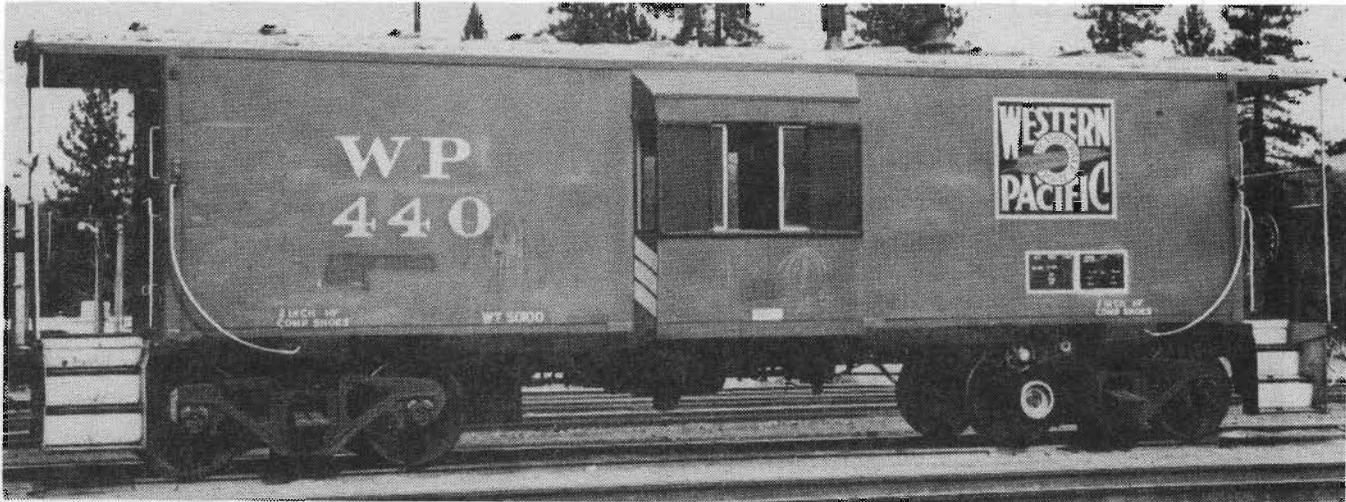
WP 474, Bicentennial cabooses, note the red steps on this repaint, and the round emblem on the left side, which is in Microscales set 87-212.

Starting with 453, which used the freight car style letters & numbers and the 3M full color herald. 453 is shown here back at the Jeffery Shops to have some rear end damage repaired. Note the black steps, WP after crews asked for step lights painted the steps white which made them a lot easier to see at night.....





455 with the block "WP" on the right side which was the only cab to have them on that side. 450 which has a differant style "P" can be decaled correctly with set 448. 440 shown here in Portola has a differant modern style of lettering. And 464 has the WP locomotive style lettering which is in set 448 but the freight car style will have to come out of set 220. Both Sacramento and Stockton were painting cabooses and this is way the two styles...Stockton had the loco style available.....



From PORTOLA REPORTER.....  
 55 years ago Aug 6th 1931.....  
 Viewed by more than 1000 people  
 since their arrival here Sunday the  
 two new WP Mallet Freight Engines  
 on display in the local railroad yard  
 were declared to be the most awe  
 inspiring piece of steam motive  
 power ever seen in the state of  
 California.....



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WP 449 in Reno, Nevada on it's way to the Nevada State Railroad Museum in Carson City, Nevada. This unrebuilt 426 class cab can be modeled when Overland's caboos are out and using Microscales set 87-445 which has the correct WP-UP lettering.....