



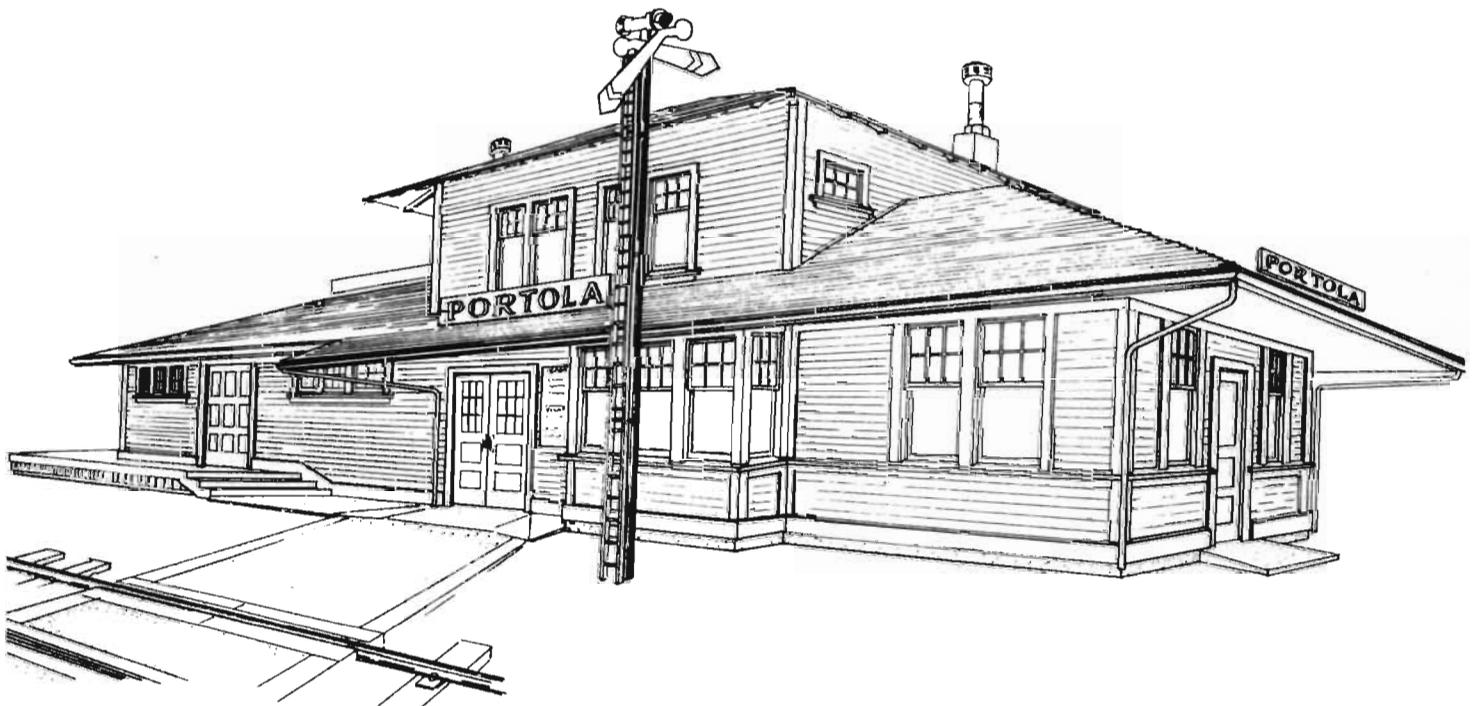
The Train Sheet

Preserving "The Feather River Route"

JANUARY FEBRUARY

ISSUE No. 29

\$1.50



PORTOLA RAILROAD MUSEUM VISITORS CENTER

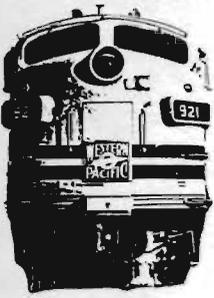
In This Issue.....

FUND RAISING BEGINS FOR FRRS DEPOT

WESTERN PACIFIC'S 42' GENERAL AMERICAN AIRSLIDE CARS

General Electric

U25B



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.

Our Mailing address is.....

FRRS POST OFFICE BOX 8 PORTOLA CALIF 96122

Our information phone number is.....

916-832-4131 or call 916-832-4737

"THE TRAIN SHEET" is edited by John J Ryczkowski and assisted by Mary S Ryczkowski.

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

The Feather River Rail Society is not supported by, nor affiliated in any way, with the Western Pacific Railroad.....

FRRS tax ID number is 68-0002774



member

TRAIN



Tourist Railway Association Inc.

THE BOARD OF DIRECTORS

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- John Marvin
- Wayne Monger
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Associate Membership (non voting)	\$15.00 yearly
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Dues are paid for 12 months from time of receipt

THE TRAIN SHEET

Volume No. 6 No. 1 Issue No. 29

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PRESIDENT'S DESK

With winter in full force in Portola, little activity is going on at the museum. Membership renewals are coming in at a good rate and this is encouraging. It makes us pleased to know so many think we are doing a good job. This time of the year is a good time to plan next summer's activities. Our restoration program must go forward to show our visitors we mean business in preserving railroad equipment. We have a very valuable collection and more pieces will be added. All will require care. We would like as many members as possible to spend a little (or a lot) of time helping in any way they can.

From the Membership Officer-

The implementation of the new membership renewal system is proceeding nicely, but a few questions have come up. Husband-and-wife members who joined at different times of the year will receive renewal notices at different times. Confusion on this point is compounded slightly by the new membership categories. We can offer several alternatives for the convenience of "dual" members.

Two-member couples may choose to renew as separate Associate (non-voting) members for \$15 each, \$30 total. Or, they may renew as separate Active (voting) members for \$25 each, \$50 total. They may also renew as one of each. Another option is a Family membership with one vote for \$30. Those "dual" members who sent in \$30 before receiving renewal notices have been renewed as Family memberships. Anyone may, at any time, upgrade their membership by paying the additional dues or may separate a Family membership into two Associate memberships. We can also accommodate dual members who joined at different times and wish to have a Family membership. We will extend the earlier membership so it expires with the later one. Just write and tell us, or indicate on your renewal notice when you get the first one. The month and year of

contd....Sheet Two

FRRS CALENDAR FOR 1988

- February 20 Social Meeting
 - February 27
 - Winter Rail, Stockton, CA
 - April 16 Social Meeting
 - May 21-22
 - Spring Work Party
 - May 28-29-30
 - 3rd Anniversary of Grand Opening-Operations
 - June 18
 - Annual Membership Meeting
 - June 25-26 Operations
 - July 2-3-4 Operations
 - July 9-10
 - Rail Featival Weekend
 - July 30-31 Operations
 - August 6 (Tentative)
 - Motor Car Races
 - August 13 Social Meeting
 - August 20-21
 - Railroad Days-Operations
 - September 3-4-5 Operations
 - September 24-25 Operations
 - October 22 Social Meeting
 - December 10 Social Meeting
 - December 17 Santa Train
- Every third weekend each month members meet together and work on museum projects.....
- SEE YOU IN PORTOLA.....

expiration of your membership is on the mailing label.

We have been in the habit of printing Train Sheet mailing labels for only one member to save on mailing costs. This means that the second member to join (usually the wife) will not know when her membership expires till she gets a renewal notice. If you would like to know now, or if you want your own issue of the Train Sheet, or if you have other questions, let us know.

We would like to extend a special Thank-You to George Comer, who was the sole respondent to our earlier query for help with our computer problems. Mr. Comer, even though not a computer person, was able to offer suggestions which resulted in the temporary solution of our data storage dilemma. We'd still like to hear from anyone who might be able to help the Society obtain better equipment, however-- this difficulty will face us again in the future.

Joe Way

LAST AND NEXT MEETING

Last Meeting: On December 12, Bob Larson showed a fine slide collection of early (and some late) passenger trains. Twenty members were present who enjoyed the program and refreshments provided by Deborah Canino and Barbara Holmes.

Next Meeting: A social meeting will be held February 20 at 7:30 p.m. in the Portola City Hall. This is our fifth anniversary of our organization. Chris Skow will show a one hour sound film on his recent trip to Argentina where he chartered a narrow gauge steam train among other railroad adventures. Refreshments will be served.

DONATIONS

Since December member donations totaled \$1,780, most sending a little "extra" along with their dues. Our restoration program requires a great deal of money for tools and supplies. We really appreciate your financial assistance. The 805A fund received \$55 during this period.

FREE TRIP OFFERED

The Feather River Rail Society and Trains Unlimited, Tours is proud to announce that some lucky person will receive a free trip for six days to Guatemala leaving on December 8, 1988.

The winner of our drawing will join Trains Unlimited, Tours trip to this spectacular and fascinating Latin country just below Mexico for six days of charter train riding with steam locomotives, visiting railroad shops, yards, depots, sightseeing or just relaxing.

Free airfare will be provided from anyplace within the United States to Guatemala City, round trip. Also included will be lodging in first class hotels, all charter trains, all charter buses, airport transfers and some meals.

Raffle giveaway valued in excess of \$1,000.

This is a fund raising drive to help build the Portola Railroad Museum's Visitors Center and Depot. This building will house many artifacts and displays, the gift shop and ticket office. We hope to break ground on this building sometime this spring. Raffle tickets for the free trip are \$2 each or 6 tickets for \$10. Let us know how many tickets you want and we will send them to you. Then you can fill out the stub with your name and address and send back to us with payment to:

Feather River Rail Society
P.O. Box 8 (Trip)
Portola, CA 96122

Help us out and sell tickets for us or buy some for your friends. We will be glad to send you as many blank tickets as you feel you can sell. Drawing to be held on September 15, 1988.

AROUND THE MUSEUM

Norm Holmes and Dean Hill drove to Sacramento December 22 with a pickup load of junk batteries to exchange for a set of good used batteries from scrapped SP locomotives. An agreement was made with LMC Corp. to exchange the batteries pound for pound. We appreciate LMC's cooperation. Each battery weighs 400 pounds and it takes 8 to power a locomotive. While at LMC, we were given permission to remove windows and other small items from a SP SD-45 unit being scrapped.

On December 28, a repeat trip was made exchanging another set of junk batteries for a good used set. Jim Ley and Hank Stiles also went along, in Jim's truck, picking up a gas engine and transmission from Purdy Co. in Ewing as spare parts for our Burro crane. We will need at least one more battery set for our operative locomotive roster.

SANTA TRAIN

Our second annual Santa train was operated December 19. Again our hamburger flipper Emery Godard donned a red suit and white whiskers and passed out candy canes to about 50 children. Train rides were free, but adults were encouraged to visit our well stocked gift shop. Two caboose and 608

FUND RAISING BEGINS FOR DEPOT

1988 finds the Feather River Rail Society kicking off its fund-raising drive for a new combination depot and visitor center. The drawings for the proposed building have been recently completed by our volunteers. The depot will be a recreation of the Western Pacific depot that used to stand at Pleasant Grove, California (north of Sacramento). Included in the two-story structure will be a new interpretative center for the visitors to the museum, offices of the Feather River Rail Society, and proper climate-controlled storage area for our vast quantity of historical documents from the Western Pacific Railroad. The plans call for the depot to be built to the west of the current museum parking lot, on the north side of our current "main line" at the museum. Once completed, the new visitor center will relieve some of the pressure on the engine house to serve as a multi-purpose building for both visitors and rebuilding projects.

It is true that there are some legal details that must still be straightened out between your society, the City of Portola, and the Union Pacific Railroad before construction can begin. The FRRS Board of Directors realize that it will take at least two years to raise sufficient funds for this project. Of the few monetary grants available to your society for such a project, many are strictly "matching fund" grants for specific, pre-planned projects. **We need to begin to raise money NOW so we can be successful!**

The first big fund-raising project for our new depot/visitor center has been started by member and Gift Store operator Chris Skow. Chris is now working for a travel agency in Oroville putting together railfan tours of South American steam railroads. He has graciously donated a free trip (all expense paid give-away including airfare) for his Guatemala Steam Adventure of December 8-14, 1988. This trip is a \$1,000 value. Raffle tickets for this excursion are on sale for \$2.00 each, or six for \$10.00, and are available to both members and non-members. Tickets are for sale through both mail and at the museum. The address for tickets is:

Depot Raffle - FRRS
P.O. Box 8
Portola, CA 96122

Make sure all checks are made payable to the **FRRS Depot Fund**. The raffle for the winning ticket will be held on September 15, 1988.

The second part of the fund raising will follow the lead of the Illinois Railroad Museum. In the December 1987 issue of *Railfan and Railroad*, a news item mentioned that the museum had raised around \$3,000 by collecting aluminum cans for the purchase of a locomotive. We will be starting a similar drive at the Portola Railroad Museum. Beginning this spring the ballast hopper WP 10649 will be positioned on Track #2 at the east end of the engine house. Our aim is to **FILL** this car with aluminum cans by the end of this coming

Fund Raising contd....

summer! There will be a sign on the side of the car, as well as a set of stairs on the parking-lot side of the track so that both visitors and members can contribute cans to the depot/visitor center fund drive. Thanks for your support of YOUR museum!

Santa Train contd....

provided transportation. Dean Hill, Norm Holmes, Steve Jackson, Hap Manit, Mat Parker, Hank Stiles and Gene Vicknair were on hand to assist.

T & SWEAT SHIRT SALES

I would like to thank everyone that has ordered shirts your support has put \$380. in the account and all in stock shirts are paid for.... This money will be used to buy painting equipment and paint for the 2001 and 805-A..... Thanks again
I need more orders.....

MOUNTAIN DIESEL...

Mountain Diesel Transportation, owner of the six Alaska F7 units at our museum, has leased units 1510, 1512 and 1517 to Western Railroad Builders for service on a former Union Pacific branch in Wyoming. The 108 mile Coalmont branch extends south from Laramie to Walden, Colorado and has 2% grades for a portion of the line. Mark Hemphill, Dale Sanders, and Tom Carver (MDT's owners) constructed a wood frame, plastic covered "hot house" inside the diesel house where the units were painted in MDT's deep orange and black color scheme. A heating system was engineered to overcome our cold fall temperatures. A great deal of preparation work, steam cleaning, sanding, panel replacement, oil and filter changes and other miscellaneous work, was done prior to the final painting and departure. Doug Jensen, Dave McClain and others were employed by MDT to get the units ready. A number of FRRS members also helped, just because they wanted to. Hap Manit particularly put a lot of effort into going for supplies, etc.

Although the extensive, hurry up job of getting three units ready in a little over 30 days sort of took over our facility, it should be noted that it did not interfere with normal museum activities during this period. A lot was learned from the preparation activity and the paint booth, a \$1,200 value, is ours to use when we paint our units. The OANP picked up the units on December 10 and arrived in Wyoming two days later. When the three year lease expires, the units will return to Portola.

Special Rates for FRRS Members

Member Grant Kern is the manager of the Sandman Motel at 3421 Cleveland Ave in Santa Rose, Calif. He will give special rates to any member.

Retired Engineer Pens Ode to Railroad

Retired Engineer John Peterson, Sr., who recently ended 44 years of service to the railroad without a lost-time injury, wrote a poem to his friends called "Tied Up." Arkansas Division Superintendent R.G. Lang submitted it for publication:

*No more will I pull the throttle,
No more will I set the air
No more will I pull the whistle cord
And listen to the blare.*

*Never again will I brace myself
As I feel the engine swerve;
Never again will I hold her up
As she rocks around a curve.*

*The little kids who waved at me
And the towns that thundered past
Are lost to me, for father time
Has taken his toll at last.*

*Those long, dark nights, those eerie dawns,
The smokestack's roaring blast,
Those peaceful farms that drifted by
Are a part of my life that's past.*

*When looking back in retrospect,
There'll come to me the thrills
That I felt when she thundered through
some sag
Or labored up the hills.*

*I have lived my life; there are no regrets;
I have no cause to grieve
But the fellowship of all my friends
Is the thing that's hard to leave.*

*I leave them now with kindly thoughts
As I finish this last run
But with all the grief and hardships,
It's been a lot of fun.*

-John Peterson, Sr.

From UP's "INFO" Magazine

TIDEWATER SOUTHERN'S...

Western Pacific subsidiary Tidewater Southern purchased its first diesel locomotive in November 1946 at a cost of \$47,761. This locomotive was a General Electric 44-ton unit, a sister to the five similar "mice" purchased by the Sacramento Northern at the same time. Initially numbered TS 135, it was painted into the standard WP orange and silver and renumbered TS 735 in 1952. In 1967, this locomotive was sold to Pickering Lumber, and was moved to the millsite at Standard, California along the Sierra Railroad. After being used as the mill switcher at Standard for 10 years, the 735 (still in WP orange and silver) was sold to Chrome Crankshaft, who then resold it to Pacific Railroad Contractors. Still in orange and silver and lettered Tidewater Southern, this "mouse" was used in the late 1970s on railroad construction projects in Southern California. Until now it had disappeared from sight with no final disposition known. Thanks to George Cockle and friends in the Omaha area, this locomotive has been "found" once again. It is located in a



Photo by George Cockle

CALIFORNIA

Richmond: Southern Pacific Historical and Technical Society North California Spring Meet - April 23, 1988, Noon to 10PM (or later). Slide shows and movies hourly. Model display. Swap tables. Food available. At Golden State Model Railroad Museum/East Bay Model Engineers Society, 900 Dornan Drive, Point Richmond. Information w/SASE from Ken Harrison, 1809 San Antonio Ave., Alameda, CA 94501. Phone messages at (415) 574-6282. Calls returned collect.

railroad supply yard south of Kansas City along the AT&SF mainline at Morris, Kansas. As you can see by the accompanying photo that was taken on December 21, 1987, the years have been fairly kind to it, and it still has its orange and silver paint, lettered Tidewater Southern. Believe it or not!

CCT 19 exWP 741 is from series 731-779 built in 1910. WPMW1232 is series 1201-1250 company service tank cars. Decals will be made for all phases of use and paint scheme.....

WP MODELS COMING.....

The wooden cupola caboose like WP 779 in Portola is now being done by Overland, with delivery by mid summer.....

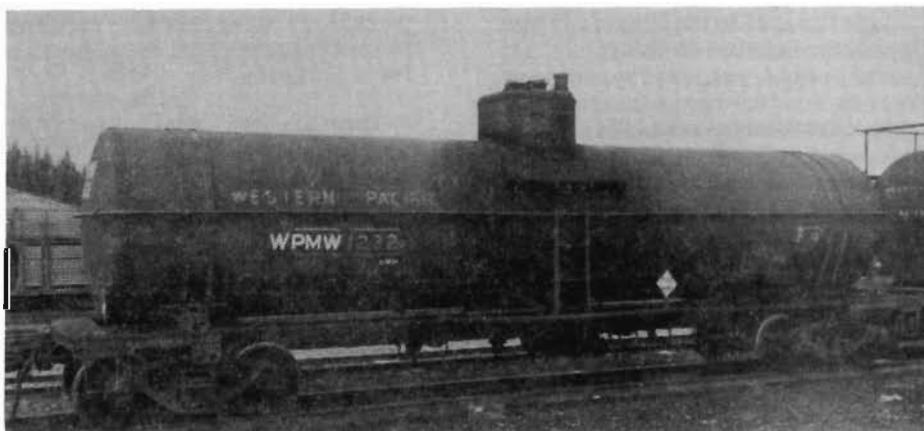
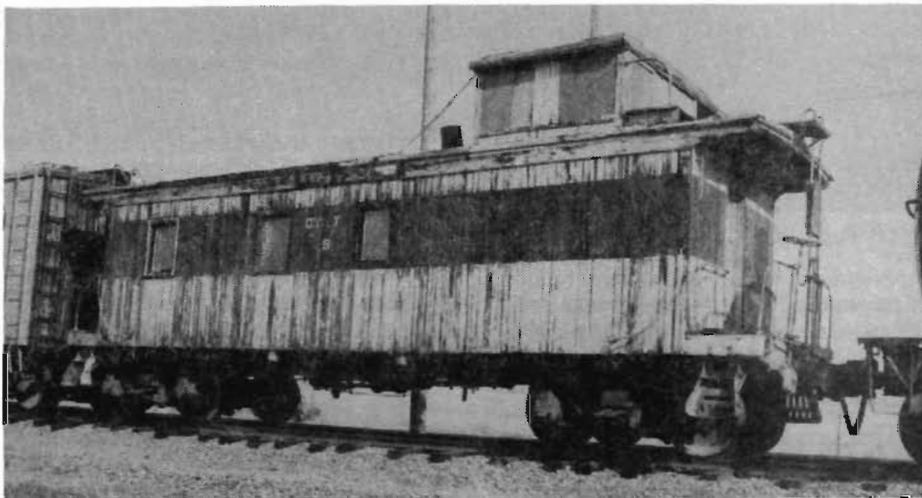
The WP 1201 series 12500 gal tank car is also being done by Pecos River Brass. In two styles one with K brakes and modern with AB brakes.....

Please send in your reservations now and we'll be giving the same discount to members as with the steel bay window.

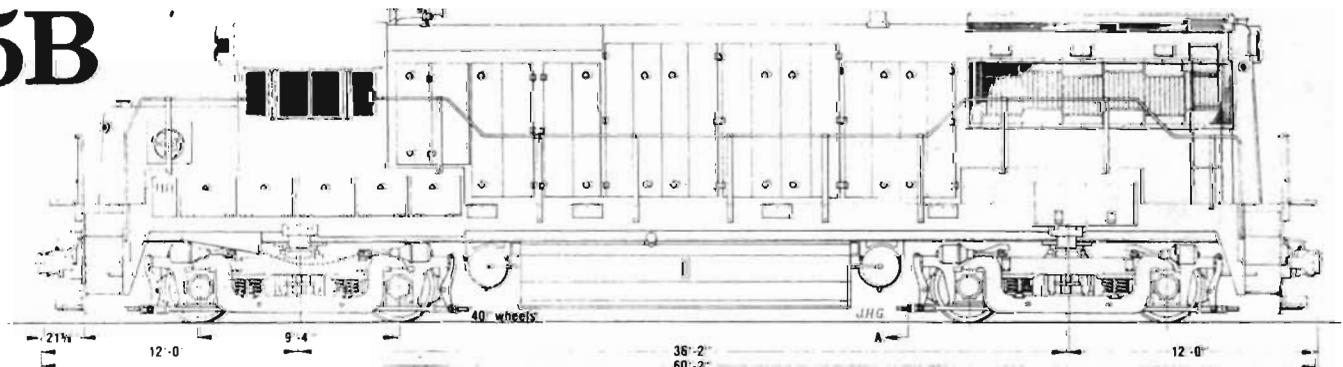
OUR GENERAL ELECTRIC U25B

The past three years have seen a steady redefinition of what the Feather River Rail Society is trying to accomplish at the Portola Railroad Museum. When we began, the museum was to be dedicated just to the preservation of the railroad history of the Western Pacific and the Feather River area. We are still very dedicated to the preservation of the history of our area, but the museum has gained a nationwide and worldwide reputation as one of the leaders of the diesel locomotive preservation movement in the United States. We are lucky to have in our General Manager and President Norman Holmes someone that realized that the history of railroading during the "Diesel Era" of the past 45 years has been poorly preserved in almost all museums. Thanks to our efforts, we have made the railroad preservation movement begin to look at even modern diesel locomotives as something that should be considered for preservation. There is a definite evolution and history to the "Diesel Era," and the history of the Western Pacific is closely tied to this evolution over the years. With our aggressive program of acquiring locomotives over the past three years, we have one of the three largest collections of preserved diesel locomotives in North America (we were the largest for several months in 1987), and are just three or four locomotives away from completing our core collection that represents the evolution of the "Diesel Era." Over the next few years, the Feather River Rail Society will be on the lookout for locomotives built by Baldwin and Fairbanks-Morse as representatives of those builders, plus an Alco locomotive from the "second generation" (the Century series of locomotives).

With this direction in mind, the arrival of Chicago, Milwaukee, St. Paul and Pacific Railroad #5057 to the Portola Railroad Museum in August marked an important milestone toward the completion of our diesel locomotive collection. This locomotive is a General Electric U25B (U = Universal locomotive, 25 = 2500 horsepower, B = four axles), and is one of 478 such locomotives built between 1961 and 1966. It now ranks up there with NW2 608, GP20 2001, and DDA40X 6946 as the most historically significant locomotives in our collection at Portola — even though this particular locomotive never got closer to Portola than Portland, Oregon during its active life on the Milwaukee Road.



U25B





5057 leads Eastbound Morton Logger across Nisqually River Bridge Aug 6, 1978

Wayne Monger

Much has been written about the importance of the U25B to the evolution of diesel locomotion during the late 1950's and early 1960's. It was the introduction of this locomotive by General Electric, plus the development of the GP20/GP30 by Electro-Motive and the Century-series by Alco that began what is now called the "second generation" of diesel locomotives, as well as the horsepower race of the 1960's that ended with the building of the 6600-horsepower DDA40X's for the Union Pacific.

Trains Magazine editor David P. Morgan clearly stated the case for the U25B in the January 1962 issue featuring the new "second generation" locomotives. "The U25B is General Electric's quite original effort to combine capacity with simplicity. Designwise, General Electric got the jump on its rivals (Electro-Motive Division of General Motors and Alco) simply because it could and did build an ideal diesel from scratch with no commitments to previous blueprints or components." When the first two U25B demonstrators were sent out to "barnstorm" across the United States,

seven years of Universal-unit design and experience in the export market was riding in what was at the time the most powerful single locomotive available. Twenty years later, *Trains Magazine* published an indepth two-part article in the August and September 1982 issues on the U25B, and announced that the U25B was to General Electric as the FT's of 1939 were to Electro-Motive. The U25B is indeed "The Other Diesel That Did It."

At the time that the Portola Railroad Museum was established in early 1984, not a single General Electric "Universal"-type locomotive out of the 24 years of production had been saved by a museum. We were the first, when on December 17, 1984, U30B Western Pacific 3051 — the railroad's first big GE — arrived at our museum. Since that time, the number of preserved "Universal" locomotives has increased to six. Portola now has one third of this number with U30B WP 3051 and U25B CMStP&P 5057 at the museum. There are now three other U25B locomotives saved, and they are all in museums on the

East Coast. They are New Haven 2525 owned by the Connecticut Valley Railroad Museum (see *Trains Magazine* February 1988 issue for photo), New York Central 2500 owned by the Lakeshore Chapter of the NRHS, and New York Central 2510 owned by the Mohawk and Hudson River Chapter of the NRHS in Schenectady, New York. The most recently preserved "Universal" locomotive is a U28B, which was the next step following the development of the U25B. This locomotive is Southern Pacific 7028, and was recently purchased at scrap price from the railroad by the Orange Empire Railway Museum of Perris, California.

There has been some confusion in the past if our "new" U25B is actually that, or is a later U28B. This uncertainty was continued in our short article on the arrival of the 5057 in the September/October 1987 *Train Sheet*. We will try to straighten out the jumble here for our members. The 5057, which was originally CMStP&P 388, was one of 12 U25B's delivered by General Electric to the Milwaukee Road in mid-1965. The next year the first one of the group was destroyed in a wreck, and the pieces were sent back to General Electric for rebuilding. This locomotive, CMStP&P 380, was rebuilt as a U28B by GE and retained its number upon returning to service. As the late U25B's and the early U28B's have identical carbodies, this is where the confusion began. In the 1970's, this confusion was cleared up when the U25B's were renumbered into the 5050-series, while the U28B's were numbered into the 5500-series. Both the U25B's and the U28B's finished out their active lives on the Milwaukee Road's "Pacific Coast Extension," which was abandoned in March 1980. Our 5057 helped power the **third** to last train from the Seattle/Tacoma area on March 14, 1980, as



can be seen in the photo on page 4 of the March 1980 *CTC Board*.

Even though the Western Pacific did not buy a General Electric "Universal"-type locomotive until the order for U30B's in 1967, the U25B demonstrators 753/754/755/756 did spend some time hauling trains on the WP in 1961. Between April 16 and April 21, 1961, the 10,000-horsepower four-unit set of U25B's made a single round trip between Stockton and Klamath Falls, and then a round trip between Stockton and Salt Lake City. Year later, some of the Great Northern's U25B fleet was seen on WP rails by way of the pool power run-through agreement.

Unlike our U30B 3051, the 5057 is in nearly complete condition, and will only require a moderate amount of work to return it to working condition. Wayne Monger is heading up the work to return the 5057 to operation by the end of 1988, and wants to hear from anyone else that might be interested in helping him. You can contact Wayne Monger at 916-938-4208. We also ask that before any work is done on this locomotive that you contact Wayne. Thanks.

For our members who are interested in reading more about the General Electric U25B, we suggest two two-part articles that go into the details. These two articles are the "General Electric U25B" in the July and August issues of *Railroad Model Craftsman* and "U25B Biography" in the August and September issues of *Trains Magazine*.

Former WP Power and cabooses on the Western Region. West of Green River, WY On January 7th 1988

SW-1500's

UP 1317 ex1503 Paramount
UP 1501 1501 Oakland

GP-35's

UP 783 ex3002 Salt Lake
UP 784 3003 Modesto
UP 786 3005 Stockton
UP 787 3006 Milpitus
UP 788 3008 Salt Lake
UP 790 3010 Stockton
UP 791 3012 Salt Lake
UP 795 3017 Reno
UP 797 3019 Salt Lake
UP 798 3020 Reno

GP-40's

UP 652 ex3502 Bend
UP 654 3504 Milpitus
UP 655 3506 Las Vegas
UP 656 3507 Salt Lake
UP 657 3508 Hinkle
UP 661 3512 Idaho Falls
MP 662 3513 Idaho Falls
UP 663 3514 Hinkle
MP 665 3516 Stockton

GP-40-2's

UP 903 ex3548 Clearfield
UP 904 3549 Reno
UP 905 3550 Las Vegas
UP 906 3551 Idaho Falls
MP 907 3552 Las Vegas
UP 908 3553 Idaho Falls
UP 911 3556 Stockton
UP 912 3557 Stockton
UP 913 3558 Stockton
UP 914 3559 Kemmerer, WY

Cabooses

WP 429 Stored Salt Lake
WP 431 Active Stockton
WP 440 Stored Glens Ferry, ID
WP 443 Stored Rupert, ID
WP 446 Stored Lathrop
WP 459 Stored Lathrop
WP 464 Stored Shoshone, ID
WP 468 Stored Oakland
WP 471 Stored Stockton
WP 476 Stored Glens Ferry, ID
WP 479 Stored Glens Ferry, ID
WP 482 Stored Pocatello
WP 484 Stored Lathrop



Current News of the Feather River Route by Wayne Monger

The proposed revival of rail service on the eight-mile long former Sacramento Northern Chico Branch was permanently derailed on October 20, 1987. That evening, the lengthy efforts by Whytehouse Railways added up to zero as the Chico City Council voted for the removal of the nearly two miles of street trackage through their city. The prospective shortline operator and local rail activists (FRRS members) had been able to convince the Chico City Council to delay the vote for over eight months while they negotiated for purchase of the line from the Union Pacific, freight rate agreements with their connection — the "friendly" SP — and for commitments from prospective on-line shippers. In the end the "business as usual" attitudes at the SP, plus the endless roadblocks set up by Chico City Manager Fred Davis ensured that there would never again be "dirty old trains" running down the middle of Park Avenue and Main Street out to the Chico Airport.

After the decision there was a flickering of hope that Whytehouse Railways could get a railroad operating on the few miles of remaining track to the south of Chico to Durham. But even this hope disappeared on December 20, the day that the option with the UP for purchase of this section expired.

The actual removal of the street trackage will probably take place this coming summer. The Union Pacific is obligated to pay ten percent of the estimated \$800,000 cost of removing the tracks, and the State of California will pay for the rest. Though the ICC approved the abandonment of this line in 1985, the entire line out to the Chico Airport may not get pulled at the same time. It seems that the City of Chico overlooked the fact that they own the last three miles of track out to the airport, and that they must now file with the ICC for abandonment of that section before it can be pulled out. Oops! So it will be a little longer before the tracks between downtown Chico and Chico

Airport will be removed and replaced by the "Fred Davis Memorial Bikepath."

Another section of the old Sacramento Northern mainline, the 12 miles between Dozier and Libfarm, has not seen a train in at least 15 years and has been scheduled for abandonment. Approved on November 18, 1987 and effective December 3, 1987, it does not (yet) affect the Western Railroad Museum's outside connection from Rio Vista Junction. Just prior to the abandonment, U.P. ran the only train of the year to the Western Railroad Museum's connection at Dozier. This train delivered the long awaited (after three years) electric locomotives donated from Kennecott Copper in Utah. The three electric locomotives were in pieces, and distributed between six gondolas. Also delivered to this museum group was caboose WP 438, which had been donated by the UP to public television station KIXE in Sacramento.

June 17, 1987 slipped by rather quietly this year and very few people realized that on this day the corporate identity of the Western Pacific, Tidewater Southern, and Sacramento Northern disappeared. Even though the merger with the Union Pacific took place in November 1982, the actual corporate identities remained, as nothing more than "paper railroads."

General Electric locomotives are in the news this time around. Western Pacific's former U23B's in the 2251-series finally came to the end of their 15-year lease from the First Security Bank of Utah in November 1987. These locomotives have been in storage at North Little Rock, Arkansas for three years now. They have been stripped of parts by the shop personnel at the modern Jenks Shop, and have been heavily vandalized. First Security Bank "sold" them back to the UP in the first week of January 1988, because they were generally too far gone to be returned to operating condition. Your museum may attempt to acquire one of these locomotives in the future (before



Photo by George Cockle

they are sold to a scrapper), as they are really the only former WP locomotive type that will be available for a very long time. Meanwhile, the UP has been receiving their 75 new high-tech General Electric locomotives. These locomotives are called "DASH 8-40C," and are numbered 9100 through 9174. The first one was delivered to the UP on December 8, and it is expected that the last one will be on the railroad by the third week of February. These locomotives are currently the most powerful **single** locomotive ever **mass** produced at 4,000 horsepower each. This claim by GE and UP takes into account the five 4,200 SD45X's produced by EMD as testbeds in the early 1970's, and the single 4,000 horsepower M640 produced for CP Rail by MLW in Canada. We will be seeing plenty of the new 9100's on the old Western Pacific mainline, all are to be assigned to TOFC/COFC trains west of North Platte, Nebraska.

With the advent of double-stack trains on the WP, some tunnels have caused clearance problems. One of the biggest headaches for the railroad was Tunnel 3 on Altamont Pass, where the double-stack trains had to slow to 5 MPH due to tight clearances. After seeking a solution for over a year, the UP finally eliminated the problem. The month of September found heavy equipment stripping off the hillside from above the cement-lined tunnel, and a shoo-fly around the tunnel site was installed. The last train to actually pass through Tunnel 3 was the SLOAZ of September 22. On October 1, with all of the dirt and rock removed from around the cement lining, an explosive charge quickly removed what little remained. Trains were back on the original alignment by October 5.

In July, an Oroville judge sentenced 20-year-old Steven Myers of Stockton to four years in prison for the shooting of UP engineer Gary Clark on November 29, 1986. The shooting took place near Merlin in the Feather River Canyon where the Stockton man was using a high-powered hunting rifle for "target practice." A single bullet crashed

through the window of the lead locomotive and hit engineer Gary Clark. He was evacuated by helicopter to a Chico hospital, where he arrived near death. A newspaper article about the sentencing noted that engineer Clark was recovering from his wounds, but may never work again. At that time he still had more than 100 shards of broken glass and bullet fragments in his chest, which may be impossible to remove.

Effective November 1, 1987, almost all trains between Salt Lake City and Oakland over the former WP are being operated by three-man crews. The exceptions to this are some of the local trains, the trains to the BN connection at Bieber, and trains on the Tidewater Southern — in other words those trains that still regularly use cabooses.

Another portion of former Western Pacific street trackage will see removal from service within the next two years. Unlike the street trackage in Chico mentioned earlier, this section sees heavy train traffic on a daily basis. We are talking about the one mile plus of Tidewater Southern street trackage on Ninth Street in Modesto. The City of Modesto has been trying to get the trackage removed since 1958. In 1987, \$13 million dollars of federal money was made available, thanks to the Congress over-ride of President Reagan's veto of the 1987 Highway Bill. Modesto's plan is to consolidate UP and SP trains along the SP's right-of-way through Modesto, which is 100 feet west of Ninth Street. But this may be a greater change to the operations over the Tidewater Southern south of Stockton than anticipated. UP will probably gain trackage rights over the SP between the SP-UP crossing at Lathrop and Modesto, and then get the trains back onto Tidewater Southern tracks just south of Modesto. If this were to happen, the northern half of the Tidewater Southern would become a lightly used branch ending just north of Modesto. All traffic for Modesto and Turlock, including those 100-car grain trains to Foster Farms in Turlock, would run via the SP between Lathrop and Modesto. So the sight of a full-sized grain train blocking traffic in Modesto in the middle of the day is something we will not see for much longer.

Another stretch of interurban trackage has made news with grain traffic in 1987. In September 1986 a local Yuba City company converted the old Del Monte cannery into a grain storage facility. After making a small bundle on that deal with the government, this company decided to look for more storage space in the area to house surplus grain. Between August and October 1987 the UP delivered around 650 carloads of surplus grain to the Yuba City area. The grain was usually delivered in cuts of 25 cars by a single locomotive off of the Stockton-Bieber train. The unloading area for 1987 was not in Yuba City itself, but rather at the current end of track on the old SN's Tarke Branch (formerly the line to Colusa) just west of Sutter. For many years now this line has seen just two or three movements per year, mostly to place or retrieve stored boxcars. Now in only two months time, over 650 loaded 100-ton grain hoppers have been shoved out over track that is best remembered as the line that was restricted to a single SW-1 for motive power! The strangest movement during this time on the Tarke Branch was a single GP-35 bringing 60 empty grain hoppers back into Yuba City. This movement found a caboose at each end of the train, with the locomotive in the 41st position in the train.

In December 1987 the first coal-unit train traveled over the Feather River Route in almost four years. This train, starting at Sharp, Utah, was destined for the new coal-burning power plant for Corn Products in Stockton. Since the new unloading areas was not quite ready to receive a train, the train was taken to the Port of Stockton for unloading. The port's ex-Conrail Century-636 helped move cars around during the unloading process — a job it has been awaiting for several years. The Port of Stockton had planned a few years ago to become a coal export port, but it was quickly found that the ship channel to San Francisco Bay was too shallow for a fully loaded ship. Now the ship channel deepened, but the coal export market is

poor. We probably won't see coal export trains down the Feather River Canyon for quite some time still.

It seems that the controlled siding at Robbers Creek on the "Highline" was very quietly removed sometime this past summer. The west switch at Robbers Creek was torn out by the derailment of the STBR in October 1986. Then sometime in early 1987 the east switch was damaged somehow, and the MofW forces decided to tear out the switch instead of repairing it. With both switches out, the MofW forces came along later and tore out the rest of the siding. This act must have been done rather quietly, as a few months later, one of the dispatchers in Sacramento was trying to set up a meet between two trains at Robbers Creek (a very rare occurrence anywhere on the Highline these days). The dispatcher told the train to head into what he thought was a stub-end siding, but the train crew called back on the radio and said they couldn't! When the dispatcher asked what they meant, the train crew reportedly told the dispatcher that they were just then going by what was left of the siding — rails and ties stacked in nice neat piles. Oops!

The members of the Feather River Rail Society owe a bit of thanks to Jay Tatum and the other members of the Longview (Texas) Model Railroad Club. Back in June while the 805-A was being transported by the UP from Louisiana to Portola, it was set out at Marshall, Texas. After sitting around for a few days, while the local UP offices were unaware of what it was and where it was going, the 805-A was tacked onto a local freight for delivery to a nearby scrap company that deals in locomotive parts. The local fans, who knew that it was supposed to be heading for California, mentioned to the UP trainmaster that he had better check with someone in Omaha or St. Louis before that train crew delivered that "old F unit" to the scrap company. To say the least, the confusion was quickly cleared up, and the 805-A was once again heading in the right direction — thanks to some local railfans!

We recommend these independent publications for further reading:

The Lark

News of Northern and Central California, Western Nevada, and Southern Oregon. Published "monthly" by FRRS members Vic Neves and Wayne Monger.
\$12.00 yearly subscription
Address: The Lark
P.O. Box 23721
Oakland, CA 94623-9991

Northwest Railfan

News of Oregon, Washington, Idaho, Montana, British Columbia. Published "monthly."
\$.50 per issue subscription price
Address: Dean Ferris
2126 N. 50th
Seattle, WA 98103

The Spike

Railroad News of Northern California, Humor/Satire for the Railfan. Published quarterly.
\$.50 per issue subscription price.
Address: The Spike
2671 Monroe Street
Santa Clara, CA 95051

The Streamliner

Publication of the Union Pacific Historical Society. History, modeling tips for anyone interested in the Union Pacific Railroad. Published quarterly.
\$12.00 per year membership/subscription.
Address: Union Pacific Historical Society
P.O. Box 5653
Arvada, CO 80005-0653

Flimsies!

Hot news of California and the West.
Published monthly.
\$1.00 per issue
Address: Flim Baden
P.O. Box 3165 - FX
Costa Mesa, CA 92628

The Mixed Train

Publication of the Camerail Club of Omaha, Nebraska. Current railroad news and history of the Midwest - especially the UP, C&NW, BN, and regional shortlines.
\$5.00 per year membership/subscription
Address: Joel Boucher
3031 Fourth Avenue
Council Bluffs, Iowa 51501

WESTERN PACIFIC 2600 cuft AIRSLIDE COVERED HOPPER CARS

WP 11591-11600 B1t Aug 63
WP 11601-11604 B1t Sept 58
WP 11605-11616 B1t Aug 60-June 62
WP 11617-11662 B1t June 64-May 66

They came to the WP in light gray with black lettering and now are being repainted into bright silver with red "Union Pacific". WP used the cars in flour and sugar service and the cars are still in this service today.

Built by General American and designed primarily for sanitary and economical bulk shipment of dry, granular or powdered commodities.

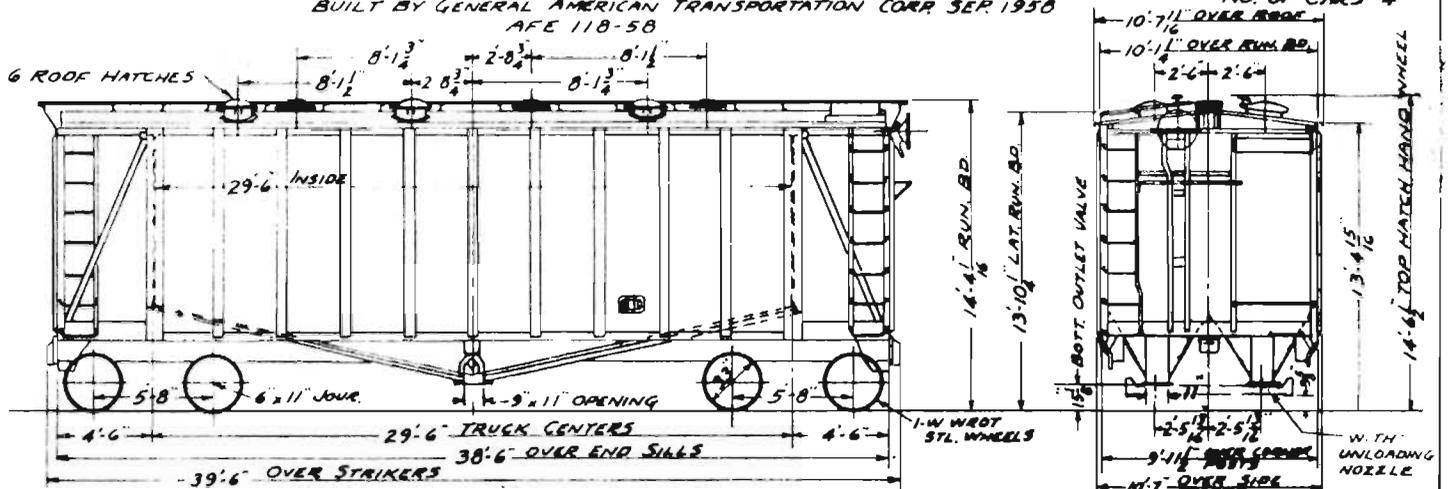
The term "Airslide" comes from Airslide conveyors built into the hoppers of the car, a low pressure source of air is required at each unloading site. This air is introduced into manifolds below the car, carried to a plenum chamber where it passes through the special Airslide fabric "fluidizing" or aerating the material above it and causing the lading to flow to a single pair of outlets at the bottom center of the car.

WP had 72 cars in the 2600 cuft capacity and as of Jan 88 45 are still in service now for the UP. Series 11591-11600 leased from North American Car Corp (No. NIHX 60300-60309) are off the roster.

BUILDERS SPEC. NO 2676

AIRSLIDE COVERED HOPPER CAR, CLASS LO
BUILT BY GENERAL AMERICAN TRANSPORTATION CORR SEP. 1958
AFE 118-58

CAR NOS. 11601-11604
NO. OF CARS - 4



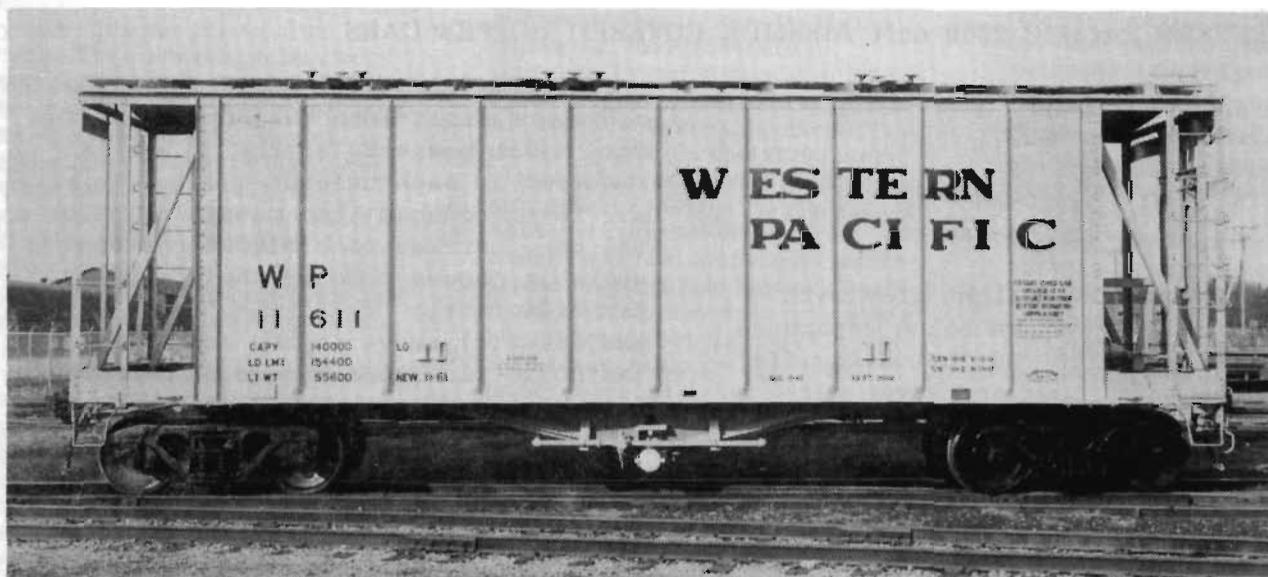
TRUCKS, BARBER STABILIZED TYPE S-2-A
DRAFT GEAR, AAR APPROVED
AAR FRICTION BEARINGS
RWC 10-30-58

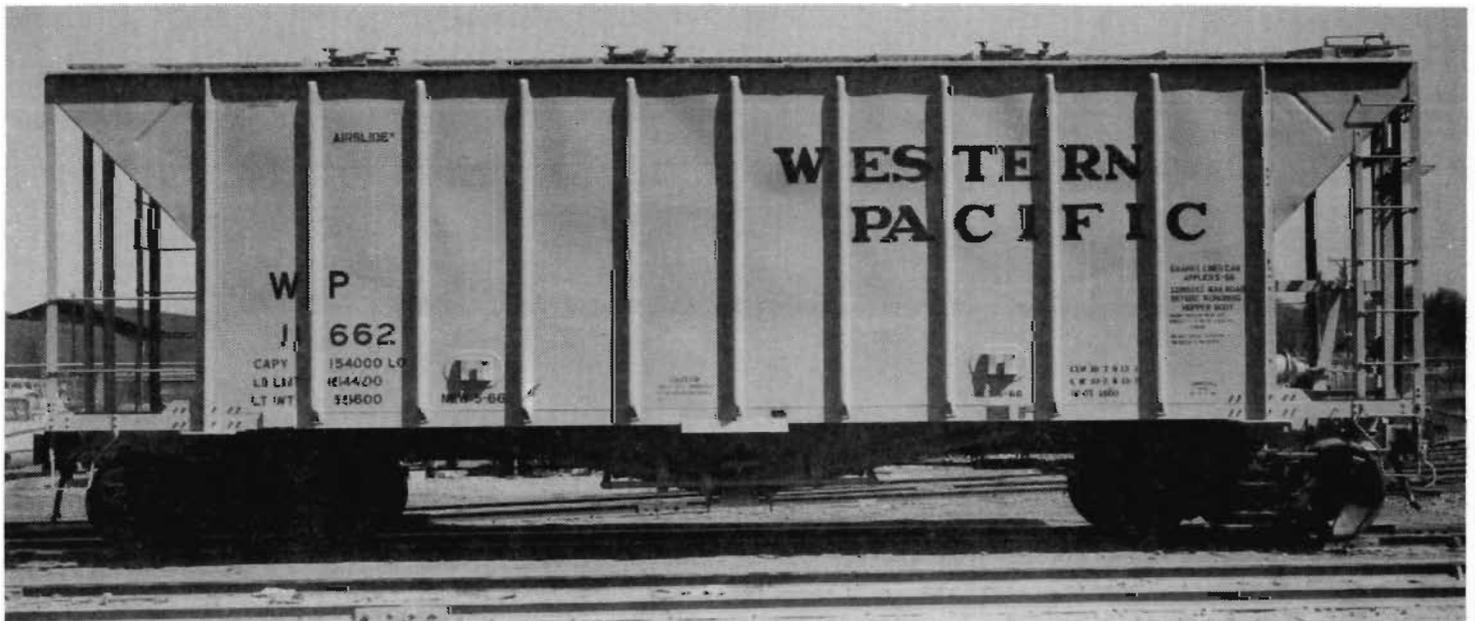
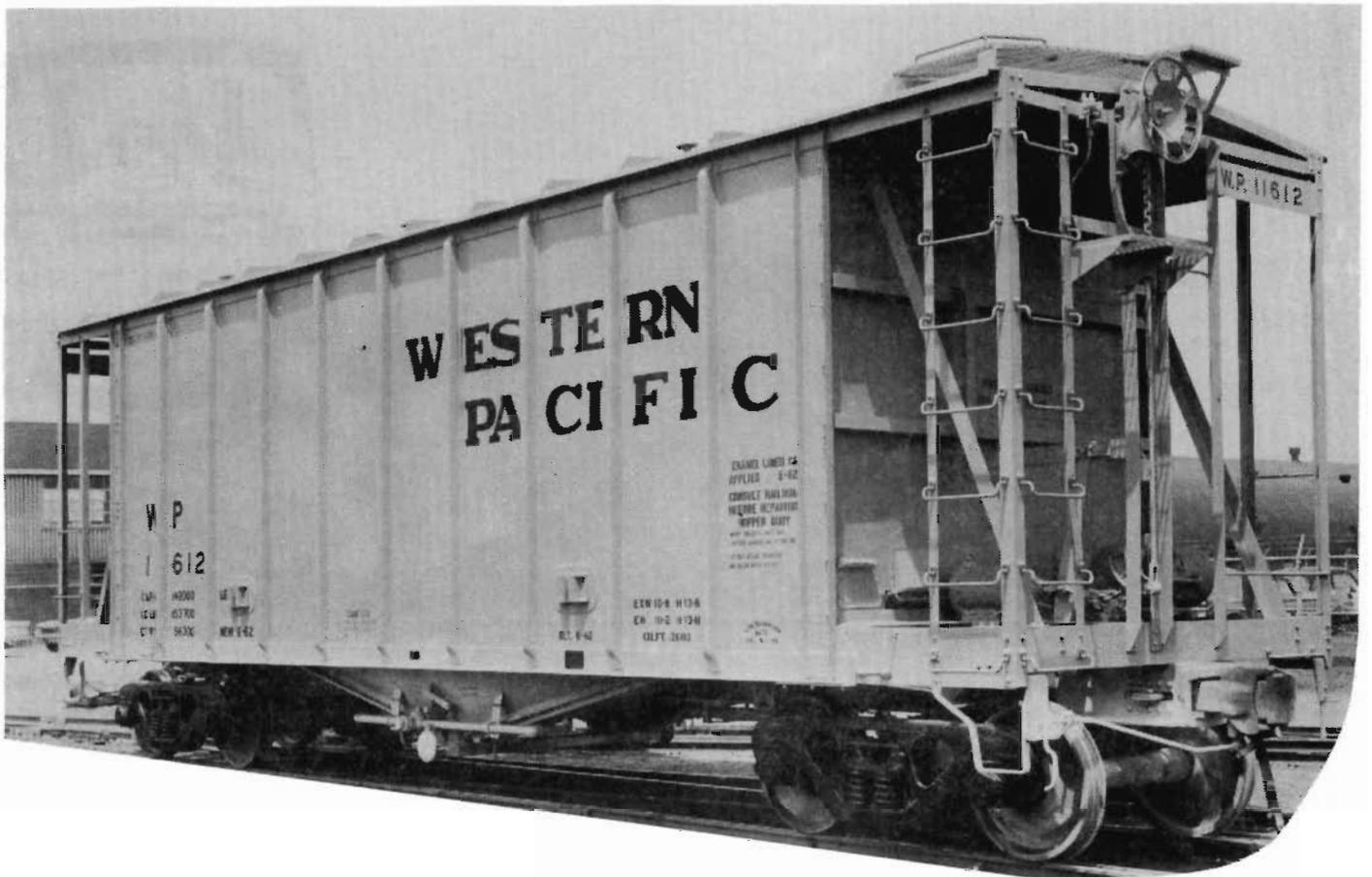
LENGTH INSIDE 29'-6" CAPACITY 140,000 LBS
WIDTH " 9'-11" " 2600 CU.FT.

WEIGHT - BODY 40960
TRUCKS 16480
TOTAL 57,400 LBS.



WP 11596 in Sacramento late 70's note block "Western Pacific" this is the only series using this style, all the other series use the standard style as shown on WP 11611.....



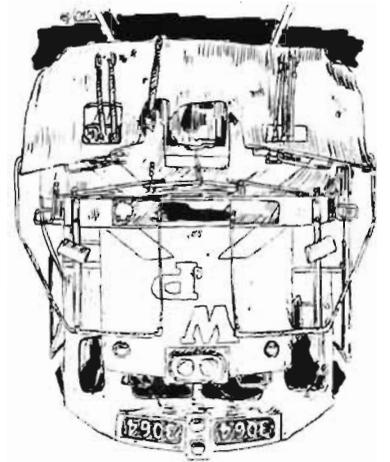


GENERAL AMERICAN TRANSPORTATION CORPORATION
 EAST CHICAGO, INDIANA



WP assigned their Airslides in both capacities to the following....
 Pillsbury Ogden, UT 4 cars
 Peavey Co. SLC, UT 19 cars
 Purity Oats Minneapolis, Minn 2 cars
 Kerr Pacific Pendleton, ORE 21 cars
 National Biscuit Cheney, WA 12 cars
 Corn Products, Stockton, CA 4 cars





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