



Preserving "The Feather River Route"

The Train Sheet

November/December 1988

Issue No. 34

\$1.50



WP 334 (2-8-2, Alco, May 1929) was scheduled to pull a twelve car railfan excursion train from Oakland to Oroville on April 22, 1956. Due to fuel delivery problems, 334 was unable to maintain steam pressure between Oakland and Fremont. WP GP-9 (EMD, Sept. 1955), borrowed from a local freight job, was added to the train at Fremont. Norman Holmes, a passenger on the train and a WP fireman, volunteered to fire the 334 from Livermore to Altamont and had no trouble keeping her hot, even with the Geep idling. However, management chose not to take a chance with 334, so the 731 pulled the train to Oroville and back to Oakland. The 334 is now on display at the Western Railway Museum at Rio Vista Jct., California. The above photo was taken by Norman Holmes at Altamont while the train was in the siding for a meet with a freight.

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- Inside:
- Union Pacific's E-9 No. 951
 - Another Alco Joins the Museum
 - 1988 National Track Motor Car Championship Races



Feather River Rail Society

Preserving "The Feather River Route"



member
Tourist Railway Association Inc.

Board of Directors

Bruce Cooper
Norman Holmes
Jim Ley
Wayne Monger
Hank Stiles
Gordon Wollesen

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, California.

For information about the society or this newsletter, please call or write:

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The Feather River Rail Society is not supported by, or affiliated in any way with, the Western Pacific Railroad.

The FRRS Tax id number is 68-0002774

Train Sheet Editor

Dave Waters

Membership Categories

Associate (non-voting)	\$ 15.00
Active (voting)	\$ 25.00
Family (1 vote)	\$ 30.00
Life (voting)	\$300.00

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The Train Sheet

Volume 6 No. 6

Issue 34



From the President's Desk

Norman Holmes

Another year is nearly over. Our Rail Society and museum continues to grow. While our volunteers did a great job in operating our passenger trains and working on equipment, we really need more help, particularly in restoring equipment. We need people who will take on a project and see it through to completion. In a future issue of the *Train Sheet*, we will list ongoing projects and who is in charge of those projects and also list other priority projects that are in need of someone to take on.

I'm sure we are all tired of hearing about politicians. Organizations such as ours sometimes have political problems also. We are fortunate that we now have a relatively coherent, close knit Board of Directors. Sure, we have some differences, but if we can be sensible we can work out an agreement. We all volunteer our time because we believe in what we are doing to preserve railroad history and equipment. That's why we are sending you this newsletter and that is why, I presume, you joined the Feather River Rail Society.

Merry Christmas to all and Best Wishes for a great New Year.



Dave Waters

I hope you'll find this issue of the *Train Sheet* to be a bit better than the last. I've been able to improve the turnaround time, now that the format for it is established. Also, I've selected a different font for better readability. This is not the end of visual changes though! *Please* send me your comments! I produce it on an Apple Macintosh and print the master on an Apple LaserWriter Plus. The reason I'm letting you know this is that I'd like to ask that anyone out there that has the capability of scanning documents for a Macintosh please contact me. I'd like to get some of the FRRS and WP graphics put into a format I can use though the Mac. Thanks! You can contact me through the museum mailing address.

I'd also appreciate any suggestions or impressions you might have on the format and appearance of the *Train Sheet*. This is your newsletter, to coin a well-used phrase. Your input is valued.

We regret to announce the death of member Paul Isham who lived in Manteca. We also regret to announce the passing of member John R. Daly who lived in Hayward. Mr. Daly will be remembered for his most interesting recollections as a roundhouse clerk, published in the Jan-Feb and Mar-Apr issues of the *Train Sheet*.



Around The Museum

Shorts

Tom Moore wired up the 11 1/2 hp air compressor to our three-phase power line. Tom also brought us some heavy electrical cable to make a set of jumpers we can use when needed to help start a locomotive. We really appreciate Tom's work and donations.

UP recently replaced thousands of ties in the Portola yard (adjacent to the museum). Hap Manitt arranged for the contractor who was removing the used ties to deliver a load to our museum property. The 500 + ties cost us \$250 and some WP caps, delivered! Not all the ties are usable, but for the price we got a bargain. The hauling alone was worth the cost.

Donations

Thanks to the cooperation of Union Pacific's signal department, a signal relay building was donated to our museum. The six by eight foot metal structure was last used at Belden (in the Feather River canyon) and is famous because of a drawing of "Foreman Frog". This drawing has become the mascot of the Feather River Canyon Safety Committee. The drawing will be preserved. The picture is reproduced on the back page of this newsletter.

George Comer gave us a box of paper items, posters, etc, for our archives. Ted Wurm gave us some rare WP steam negatives. Jim Baker sent us a number of reprints from old magazines showing ads that promoted railroad passenger travel. We thank everyone for their thoughtfulness.

The following persons have made cash contributions totaling \$428.05 to our organization: Galen Anderson, Norm Anderson, Tom Arrington, Geo. Bates, Stewart Bowen, David Burton, Gus Campagna, Eugene Carpenter, Elmo Dito, Russell Fike, Norm Gidney, Dan Heilig, Dave Martin, R.C. Mlaker, Cameron Parnett, Page Porter, Eric Reuberson, Phil Schmierer, Sid Smith, John Whitson and Geo. Zucco. We thank you all for your financial assistance.

Don't forget that your gifts to non-profit organizations such as ours are still tax-deductible. A donation before the end of the year could help reduce your income tax.

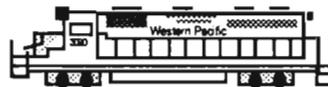
FRRS 1989 Calendar

We will have a calendar card in our Jan-Feb 1989 *Train Sheet* which will show museum events for 1989. Our sixth anniversary celebration social meeting will be held at the Portola City Hall, February 18th at 7:30 pm.

Gift Shop News

Our 1989 catalog has been mailed to all members and customers. A supplement is included with this issue of the *Train Sheet*. Of particular note is a limited reprint of Guy Dunscomb's book on WP steam locomotives. Robin Smith is no longer manager of the Gift Shop. Louann Milward has volunteered to help maintain the inventory and records. Hap Manitt, Norm Holmes and Dianne Wollesen will handle sales during our off season.

Before you run off to that local shop, please remember that we have a huge inventory of items and all sales benefit the society.



Diesel Doings

A GE lives!

With a cloud of dust, rust and who knows what, our USA 7376 - GE 80 tonner came to life after not operating for twelve years. Through the efforts of Bruce Cooper, Gary Cousin, Erwin Hartung, Norm Holmes, Dave McClain and Gordon Wollesen, a set of batteries were installed, old diesel fuel drained and new added, radiators filled and linkage, fuel lines, etc tightened and checked. No. 2 engine was started first as it had less to do to get it ready. After considerable coaxing, particularly with the fuel system, No. 1 engine started. Next question: will it load and move under it's own power? Yes. We now have a locomotive that is economical to run which can be used for switching and passenger runs. Also, the cooling system is small enough for us to afford the anti-freeze needed to have the engine available for the winter.

According to locomotive inspection cards in the cab, the 7376 was last used at Fort Stewart, Georgia in October, 1976. The record holder contained sheets from RTDM Shop, Baltimore, Maryland, June 30, 1955, Dept. of the Army, Pennsylvania, Sept. 5, 1963 and Dept. of the Army, Fort Stewart, Georgia from May 14, 1964 on. It is known that the unit was stored at Hill Field, Utah since at least 1980.

Our other 80 ton GE needs considerable engine work, but through the capable hands of Erwin Hartung and Dave McClain, both experienced Cummins diesel mechanics, it too will run.

At the November Board of Directors meeting, it was decided to paint the unit green and yellow and number them 80 and 81. This will be done only after some of our other units are painted, however. Feather River and Western was chosen as the name of our operating railroad. This name was used by founder Norman Holmes on his back yard railroad in Portola, and is the name on his Plymouth locomotive. FR&W will be used on equipment that has no particular historical significance to the museum. Most equipment will retain it's railroad name or changed to a railroad that means more to our area and would be appropriate to that piece of equipment.



An Alco/GE S-1, similar to the one recently arrived in Portola, is inspected by dignitaries and military personnel at the Oakland Army Base in the 1940's. There seems to be quite a bit of interest in the slot in the knuckle.
 - Norman Holmes Collection

More New Equipment Arrives!

by Norman Holmes

Hill Air Force Base in Utah has yielded yet another government surplus locomotive to our world renowned collection of diesel locomotives. USA 7372, Alco/GE S-1 #69514, built in 1942 arrived on a flat car November 7th. It was last used at the Ogden Defense Depot about 4 years ago, and had been stored at Hill awaiting disposition. The unit appeared to be in good condition and even had a set of batteries (since frozen with cases cracked because of going dead while in storage).

We had applied for the locomotive last October along with the GE 80 tonners (and an Alco/GE MRS-1), but were told it was going to another government installation. When we loaded the 80 tonners last June, we asked about the S-1 and were told that it was going to be placed in General Sales. We again applied for it and were subsequently awarded the locomotive. Arrangements were made with Union Pacific to supply a flat car to move the locomotive (UP would not move it on it's own wheels because of it's friction journal bearings). The flat was moved to Portola where we placed rails on the deck and then moved to Hill AFB for loading. On Monday Oct. 24th, Dean Hill and Norm Holmes drove the now familiar 600 miles to Salt Lake City. The next day the Toole (too-will-eh) Army Depot (locomotive shop on base) pushed the Alco onto the flat car. The tie down was completed and the work approved by UP's car inspector. The car arrived with the locomotive on board in good condition. Since the batteries were unserviceable, a reconditioned set was purchased from Union Pacific's Salt Lake Shops and brought back to Portola in Norm's pickup.

On Saturday, November 12th, in a light rain, the flat car was spotted on the ramp track, the rip track swung over to connect with the tracks up the ramp and the cable tie downs released. WP 707 coupled onto 3 flat cars

for idlers and the 7372 was pulled off the flat car onto our museum trackage. It sounds easy, but there was a lot of hard work involved. Those doing the work were: Galen Anderson, Bruce Cooper, Dean Hill, Norm Holmes, Hap Manit, Shannon Smith, Hank Stiles and Gordon Wollesen.

After the 7372 was put in the diesel house, the rip track was put back in place. It snowed on Monday, so on Monday the Burro crane was started and coupled to the flat car to see if it would move it so we could remove the rails and return the car to the UP. The Burro had no trouble moving the car thus making it easier than to water and start a big engine.

On November 19th, Norm Holmes, Hank Stiles and Gordon Wollesen installed the reconditioned battery set and tried to fill the radiator only to find it already full of anti-freeze solution! The starter button was engaged and we found the newly reconditioned battery set had an insufficient charge to rotate the engine fast enough to start it. WP 608 was started and jumpers placed on the Alco. With a shot of starter fluid sprayed in the air intakes, the 7372 came to life. A bird nest complete with dead bird flew (?-ed.) out of the stack and the unit roared to life, making a noise like only an Alco can do. We found a plastic insulating sheet in the reverser and once this was removed, the Alco moved under it's own power. A small amount of switching was done to test it out, and then it was used as an air supply to charge the UP business car 105 to drain it's water system. As mentioned elsewhere, as time permits, 7372 will be painted black with white zebra stripes and relettered and numbered WP 512. Any future reference to the unit will be as WP 512.

TRAIN Convention Held In Sacramento

The annual TRAIN* convention was held in Sacramento, California November 1 to 6. The California State Railroad Museum sponsored the event and set a standard of excellence that will be impossible to duplicate. Seminars on air brakes, maintenance of way, restoration, organizational development, utilizing volunteers and more were held on Friday and Saturday. FRRS member Dave McClain was asked to conduct a seminar on diesel maintenance. He had only a few days to prepare, but did a fine job.

Norm Holmes and Wayne Monger attended the banquet in the CSRM's "roundhouse". The keynote speaker was Mr. James Sherwood who owns the Simplon/Orient Express Co. He told of his efforts to save and operate this famous train between Paris and Istanbul. He also has a second train in Great Britain. Plans are underway to operate a third train between Singapore and Bangkok using equipment from New Zealand. He may also take over operation of the Blue Train in South Africa. He sees a future for luxury tourist trains in this country.

Our Rail Society had a table in the exhibit hall where we had our special cups, WP Lives bumper stickers and other items for sale. Barbara Holmes, Robin and Shannon Smith were at the table talking with conventioners and answering questions about our museum. Over 100 member organizations were represented by over 300 attendees. FRRS members attending, in addition to those mentioned above, were: Larry Hanlon, Dan Robirds, John Ryczkowski and Hank Stiles. The 1989 convention will be held in Denver during the second week of November.

Radio Controlled Railfanning

by Dave Waters

One of the often asked questions around the museum during the operating season is "What is the frequency for the UP?". Many people enjoy listening to various types of radios to "listen in" on the railroad's day-to-day activity. You need not be trackside to enjoy a little railfanning! Some of us use radios to help plan our viewing, photos and videos of the railroad. There are several types of radios in common use today that you can use. Some of the "tunable" radios, that include the standard AM and FM broadcast bands may be adequate for your use. Their main drawback is lack of accurate tuning. You will have to 'search' to find the desired frequency. The most common radio to use is the 'scanner'. It is very accurate and requires either 'crystals' (small inexpensive modules that tune one particular channel) or programming of a digital scanner. The programmable scanner is usually more expensive than the crystal type, but has the advantage of never having to buy anything more. They can be had for as little as \$120 with a little shopping around. These radios are capable of receiving many other services beside railroads, so they can serve dual purpose at home.

So now you've chosen a radio, now what? The book that came with it goes into intricate detail on how to program 'frequencies' into it. Frequencies are like channels on a TV - they pertain to an exact location in the radio band that someone is licensed to operate on. There are many sources for these frequencies: books at radio stores and magazines are a good start. Most railfans are happy to provide the local railroad's frequency if you're traveling in an unfamiliar area.

If you're visiting Portola and the Sierras, there are several frequencies to listen to. They are:

160.74	Union Pacific Road
161.475	Union Pacific Road Repeater
161.55	Southern Pacific Road
160.89	SP Radiotelephone (Reno)

If you don't have a radio, consider it! They are fun to listen to, can help your trainwatching, and even hear news as it happens. There is far too much information to be published here about scanners, but I hope this will pique your interest in radio. Please feel free to contact me via the FRRS if you have specific questions or want more information about any aspect of radio.

A Near Miss - A True Tale of The Rails

by Norman Holmes

While heading west one night on the WPV, following another train, Engineer Jim Boynton was on an eastbound in the siding at Gerlach (Nevada). As all meets are controlled with signals activated by a dispatcher in Sacramento, Jim did not know there was a second train coming. The rule is if train length permits, when on a siding to meet another train, the engines should stop at least 400 feet from the leaving signal. In anticipation of leaving, after the first train had passed, Jim pulled ahead. When the signal did not clear, and he observed the headlight of my train, for some reason Jim backed his train to comply with the 400 foot rule. I went by him at 60 mph, however, unknown to me the boom on a piece of farm machinery had got loose and was sticking out from the side of the car. The boom struck a signal post sending it flying. It landed where Jim's engine had stood a few minutes before.



by Wayne I. Monger
N.T.M.C. Chairman

Visitors arriving in Portola on the morning of August 13th probably noticed that on this Saturday morning, there was something different about it. As they drove down the streets of Greater Metropolitan Portola and past the local businesses, everywhere were posters proclaiming of the upcoming races. Many of the usual sounds of our museum were missing this day - there

* Tourist Railway Association Incorporated

was no low rumble of idling diesel locomotives. Instead there was a slight blue haze hovering over the museum grounds, the occasional "zing" of small steel wheels on steel rails and everywhere a peculiar "putt-putt-putt" sound. There was an air of excitement with both old and new friends getting together to share ideas and compete against each other on a 300-meter stretch of railroad. The Fifth Annual National Track Motorcar Championship Races had arrived at Portola, California!

The history of the NTMC races begins with the 1984 Feather River Railroad Days. During that well patronized August weekend, one of the events dreamed up for the entertainment of visitors and members alike was a race of restored track motorcars ("speeders") owned by various members of the Feather River Rail Society. The format for our race was taken directly from the highly popular U.S. National Handcar Races held each year at the California State Railroad Museum at Old Sacramento, who in turn had used the idea and format from the World Handcar Championships in Port Moody, British Columbia, Canada. That first year at Portola, there were 9 participants, and in spite of the Sunday morning schedule for the races, there was a good crowd of spectators. The tradition of giving free rides to spectators following the races was born this year.

August 1985 found the motorcar races given their official name and status as a legitimate part of the FRRS annual calendar of events. That year's races had 13 entrants on the Sunday of Railroad Days and gained fame as a feature of the Pentrex video tape "Best of 1985". Wayne Monger took over the leadership of putting on this event during 1985, and has continued to organize the races each year except 1987. During and after the 1985 races, problems with mixing motorcars with regular museum passenger trains became more evident. The races extended past times that museum trains were to operate and motorcar owners were disappointed at not being able to operate enough to balance the time and expense to travel hundreds of miles to attend and participate.

In 1986, the National Track Motorcar Championships were finally separated from the Railroad Days weekend, and scheduled for the first weekend of that month. There were once again 13 participating motorcars. This year also saw a repeat domination of the "unlimited class" of motorcars by Dave Rangle with his giant A-8 motorcar (some dubbed it "the flying phonebooth") with times over the 300-meter (984 feet) track well under the "magic 30-second barrier" and seconds faster than any other motorcar. It was during 1986 that the start time for the races were pushed back to early afternoon to encourage a larger crowd of spectators but this resulted in many of the people bringing motorcars to race at Portola having to leave immediately after the races in order to reach home before midnight.

1987 brought yet more changes. Saturday afternoon became the new time to race, and both Dave Rangle and Ron Butler joined forces with Wayne Monger to run the show.

Preparations for the Fifth Annual races began in April 1988 when Wayne again took over as chairman of the races, while Ron Butler and his personal computer became vice-chairman, handling the advance paperwork. Norman Holmes also got into the early

preparations by enlisting the support of the local Coors beer distributor which contributed large "Finish" and "Welcome Race Fans" banners, plus 100 posters to advertise the event. For 1988, the races were moved to the second weekend of August, but keeping the Saturday afternoon start. The reason for this move was that both Wayne and constant participant Vic Neves were involved (as in dressed in tuxedos) in the wedding of WP historian and UP dispatcher Ken Meeker to Cheryl Collins in Stockton the first Saturday of August.

Ron and Wayne arrived in Portola two days prior to the races to prepare the museum grounds. Some of the work performed, with help from volunteers, were: switching the yard to clear the tracks for the motorcars, moving picnic tables and BBQ grills out to the picnic area, setting up the announcer's stand and PA system, preparation of the results board and many other details. Somehow both Wayne and Ron found time to also give their own motorcars a little attention also. By Friday afternoon, several motorcar operators had arrived and began to give their vehicles a pre-race workout. Except for some last minute paperwork, the races were ready to go!

Two o'clock found 14 motorcars of various models ready for the start. All but one were products of Fairmont Motors of Fairmont, Minnesota. Build dates ranged from 1937 to 1981. As has been the case in past years, the races were divided into three classes of competition. They are: One-cylinder class, Two-Cylinder class and the Unlimited Class. The Unlimited class includes motorcars with traction devices (rubber tires, etc.) and/or have four or more cylinders. Also, as in past years, the One-cylinder class had the most participants and several first-timers did extremely well in the final

The One-cylinder class (consisting of Fairmont M-series cars) had eight participants. Overall, the times for this class over the course were seconds slower thanks to a strong headwind during the race. First place winner in this class was first time participant and SP Signal Maintainer John McIntyre of Visalia, California with a time of 33.16 seconds in his ex-AT&SF M-9. Second place went to another first-timer, Errol Spangler of Vintage Railway Equipment in Sunnyvale, California with a time of 36.00 seconds on his ex-Quincy Railroad M-9. Third place went to Norman Holmes on his 1937-vintage M-9 "Buttercup", turning in a time of 38.55 seconds. Fourth place was taken by Dale Wyant of the Ventura County Railway of Oxnard, California with a time of 41.52 seconds in his ex-AT&SF M-19. Fifth place went to Amtrak employee Steve Bush of Ophir, California with his ex-Sacramento Northern M-19 coming through with a time of 43.26 seconds. Brad Black, of Cudahy, Wisconsin claimed sixth place in his ex-WP M-9, posting a time of 43.87 seconds. This particular car has participated in previous races under the guidance of former owner Dale Wyant, and up until the time of the race had been stored at the Newhall Movie Ranch at Newhall, California. After having dominated the class for the first two years of the races, Steve Milward of Portuna, California slipped to seventh place this year with a time of 45.08 seconds. Wayne Monger held the anchor position in his former WP M-19 built in 1940, with a time of 46.73 seconds.

The Two-cylinder class had four competitors this year. First place was captured by race vice-Chairman Ron

Butler of Salinas, California, with a time of 30.55 seconds on his ex-Milwaukee Road MT-19. Second place was awarded to Tom Moungovan of Sebastopol, California with his well-traveled ex-WP M-19-AA, as he got across the finish line with a time of 33.64 seconds. Tom has competed in the National Track Motorcar Championships each year since it's start and has consistently placed highly. Coming in with third place was a big surprise, Vic Neves of San Leandro, California. Vic in the past has races his ex-WP M-9 with many problems at the time of the races, but this year he hedged his bet by purchasing (minutes before race time) an ex-SP MT-19 and placing with a time of 34.16 seconds. Fourth place fell to Gordon Bennett of Arroyo Grande, California, with a time of 36.94 seconds. This was an excellent time for the machine that Gordon was operating, the only non-Fairmont vehicle entered, and the oldest machine there. It was a small Sheffield (Fairbanks-Morse) car built in 1925 and used for many years on the Santa Maria Valley Railroad.

This year's Unlimited class had only two competitors, and was missing Dave Rangle of Fresno, and his "Flying Phonebooth". The fastest time of the day was turned in by Dudley Newman of Newman Machinery of Glendale, Arizona, with 25.79 easily placing him first. Dudley operated an MT-19 with rubber

tires on the drive wheels. Second place was given to William Kaminsky of Grand Terrace, California in his ex-CB&Q M-19-AA, which also had rubber tires, with a time of 29.01 seconds.

Following the end of the 1988 championships, there was a bring your own meat BBQ for all participants and friends at the new picnic area of the museum. A hearty Thanks! is extended to Linda Monger, Elaine Wyant and Tammy McIntyre for taking care of the food preparation for the BBQ. Before and after dinner until darkness fell, many motorcars were operated on the museum track for the enjoyment of all. To wrap up the day, everyone headed into the museum meeting room to watch home videos of motorcars in action. The next morning found motorcars being loaded and people heading home happy.

In spite of having the largest turnout of motorcars since the inception of the races, there were some notable exceptions this year. Besides Dave Rangle, FRRS members John Ryczkowski and his black M-14, Jim Atkins and his ex-AT&SF M-19, Robert Mahan and his S-2 from Oxnard, California, Greg Brahms and his ex-WP M-19 and Richard Brickell and his infamous Buda car did not show up for this year's races. We hope to see them in the future.

A tremendous amount of thanks is extended to several of the FRRS volunteers who help to make sure the 1988 NTMC races would run successfully. Thanks to Norm Holmes, Hap Manitt, Gordon Wollesen, Jim Ley, Cindy for their help. Special thanks goes to Sam Burton for taking care of the difficult job of announcing the races for the spectators. And once again, thanks to Ron Butler for taking the task of dealing with the paperwork that leads up to this event each year. Hope to see you all next year!



FRRS members Jim Ley and Vic Neves clear the tracks and the races begin! -Norman Holmes Photo



Union Pacific's E-9 No. 951 visits Portola, California during Railroad Days in August 1988
-Norman Holmes Photo

Union Pacific's E-9 No. 951

Union Pacific

Locomotive No. 951 is the last of Union Pacific's high speed diesel-electrics built for service on the famous streamliner and domeliner passenger trains.

The 2400 horsepower locomotive was built for Union Pacific Railroad by the Electro-Motive Division (EMD) of General Motors and delivered in June 1955.

The unit, one of 69 EMD model E-9 units on the Union Pacific, pulled such famous trains as the City of Los Angeles, City of Portland, City of San Francisco, City of St. Louis and Challenger.

The sleek units, considered among the most graceful locomotives in American railroading, evolved from the first Union Pacific streamlined locomotives back in 1934. The "E" series was started by EMD in the late 1930's. Delivery of the E-8s, virtually identical in appearance to the E-9s, in the 1950's completed dieselization of Union Pacific passenger service. E-9 production began in 1954. The last E-9 unit ever built by EMD was delivered to Union Pacific in 1964.

When the federal government took over most U.S. rail passenger service in 1971 with the formation of Amtrak, all but eight of Union Pacific's E units were transferred to Amtrak. The final eight, including 951, were retained by

Union Pacific for use on special trains such as inspection specials and occasional employee special trains.

In 1974, No. 951 was loaned to the sponsors of the American Freedom Train to promote the AFT's bicentennial tour. The locomotive was repainted into a bicentennial paint scheme of red, white and blue and toured much of the nation pulling the "Preamble Express" in advance of the widely publicized steam-powered Freedom Train tours in 1975 and 1976. The locomotive maintained its patriotic look until 1978 when it was repainted in its original Union Pacific armour yellow colors.

In August 1980, the eight units were retired. Seven were sold or donated to museums. No. 951 was kept as UP's last E unit and was stored in the Cheyenne, Wyoming roundhouse, along with Union Pacific's famous excursion steam locomotives, No. 8444 and 3985. No. 951 had traveled 4,220,669 miles – equivalent to 170 times around the earth.

On February 17, 1984, No. 951 was officially returned to the active roster so work could begin on preparing it for excursion service, thus returning Union Pacific's famous "winged shield" nose emblem to the rails, and recreating the "Road of the Streamliners" image once again.

Union Pacific No. 951 Vital Statistics

Horsepower	2400	Bearings	Hyatt Roller
Engines	2 EMD 12.567-C	Fuel Capacity	1,200 gallons (US)
Traction Motors	4 EMD D-37-B	Lube Oil Cap.	330 gallons (US)
Tractive Effort	56,480 lbs at start 8,000 lbs at 98 mph	Engine cooling	436 gallons (US)
Gear Ratio	55/22	Sand capacity	18 cubic feet
Top Speed	98 mph	Weight	335,770 lbs (167.8 tons)
Max Track Curv.	21 degrees	Length	70 ft 3 in
Height	16 ft	Width	10 ft 7.5 in

The Extra Sheet

More Diesel Doings ...

Dave McClain and Bruce Cooper have been working on UP 849 (EMD GP-30) to try and solve the air compressor unloader valve problems. Brian Challander adopted KCC 908 (Alco RS-2) and has been cleaning years of accumulated crud from the engine compartment. Doug Jensen continues to prepare the WP 2001 (EMD GP-20) for repainting next spring.

New Sweatshirts Available!

We now stock Navy blue sweatshirt in all popular sizes. They have the combined FRRS/WP logo in white on the front. The price is \$17.95, except for XXL which is \$19.95.

Visit the Gift Shop, or order by mail!

FORM 2427



THE WESTERN PACIFIC RAILROAD COMPANY

HOTEL DEPARTMENT

BOARD ORDER

\$5.00

.....19.....

.....To The Western Pacific Railroad Co.

Hotel Department, Dr. For Coupon Book No......\$5.00

I hereby authorize deduction of above amount from my pay as entered on Pay Rolls for month of

.....19.....

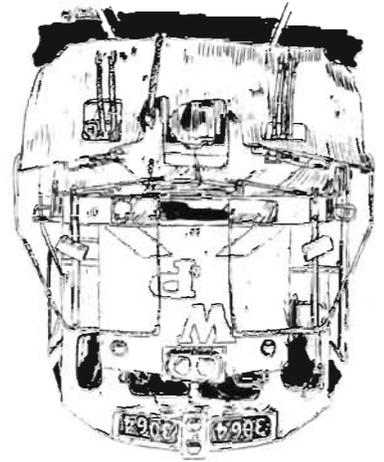
Signature.....

Approved.....

Superintendent.....
or Master Mechanic

Occupation.....

Form used to issue "Pie Books" to employees when their money ran out before payday.

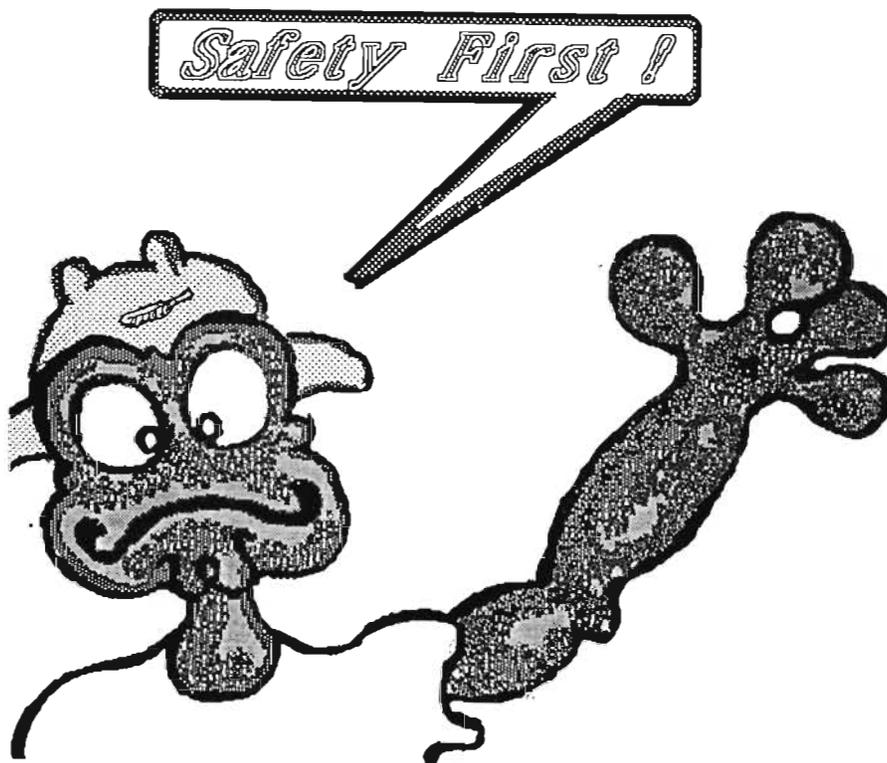


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Feather River Rail Society
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"Foreman Frog" as depicted in the signal relay building recently donated to the museum by the Union Pacific Railroad. The building was formerly located at Belden in the Feather River canyon. More inside!



BOOKS

Chicago & Northwestern Power: Dorin 192 pages, soft cover.....	\$19.95
Colorado Railroad Annual Issues 1-6 in one book 136 pages hard cover.....	\$19.95
Electric Railway Pioneer: NWP Demoro 128 pages hard cover.....	\$24.95
Index to Rosters Steam, electric & diesel rrs to 1964 24 pages soft.....	\$ 2.95
Little Look at Big Boy: 16 pages good photos soft.....	\$ 3.00
Love Affair with the Iron Horse: Jim Boynton interview: Rehwald soft.....	\$ 6.95
Narrow Gauge East, Colorado & Eastern: 6x9 soft.....	\$ 3.49
Northwestern Pacific Pictorial: Fox 80 pages soft.....	\$ 5.50
Passenger Annual 1987: 80 pages soft.....	\$15.95
Queen of Steam - 4449: Bruekman & Moreau 64 pages hard.....	\$23.00
Rebirth of Missouri Pacific 1950-1983: Miner.....	\$17.50
Ride the Big Red Cars: Crump 256 pages hard.....	\$29.95
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Silver Short Line - Virginia & Truckee: Wurm & Demoro 262 pages hard.....	\$39.95
Soo Line: Dorin 192 pages soft.....	\$19.95
Southern Pacific Steam Locomotive Compendium: Diebert & Strapac 426 pages....	\$47.95
Storm of 1986 - Feather River Canyon Flood: 32 pages soft.....	\$ 4.75
Tale of Two Cities & Train - NCRGRR & Nevada City/Grass Valley: Browne.....	\$22.95
Western Pacific Steam Locomotives, Pass. Trains & Cars: Dunscomb & Stindt 376p	\$44.00

BUMPER STICKERS



4x15 orange on silver
orange on green \$ 1.50

CALENDARS

1988 All Color by Bo Tree - Special close out.....	\$ 2.95
1988 All Color by Steam Scenes - Nils Huxtable - Special close out.....	\$ 2.95
1989 All Color by Steam Scenes - Nils Huxtable.....	\$ 7.95

HAT TACS

Feather River Rail Society logo - same as decal on cover 1/2"x1".....	\$ 1.95
City of Portola logo - 1/2" round with steam engine.....	\$ 2.50

INSTANT TRAIN

Foam train - swells when placed in water - great for children.....	\$ 1.00
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MAPS

California Railroad Map by Cal Trans 35x45.....	\$ 1.50
Colorado Railroad Map - all time by Colo RRM 24x36.....	\$ 3.50
Western Pacific System 2-29-80 18x30.....	\$ 2.00

MODEL TRAINS -- N GAUGE

Atlas 40' plug door WP.....	\$4.25	MDC #8281 WP 50' DD box.....	\$4.75
Con Cor #6152K WP 40' steel hopper....	\$4.49	Con Cor #4508 SP SD-40-2.....	\$40.98
#01001W WP 40' SD Box.....	\$4.98	#8498 SP SD-40-2.....	\$40.98
#01251Y WP Bay window caboose.....	\$4.25		

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F7A Rio Grande powered.....	\$21.50	Front Rrange WP Center Beam flat\$	\$7.95
F7B Rio Grande dummy.....	\$8.75	MDC #1221 WP PD red w/s feather\$	\$4.98
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GP-50 Union Pacific powered..\$	\$27.50	#1981 WP DD new emblem....\$	\$3.98
U28B Western Pacific powrd...\$	\$24.00	#1220 WP DD orange w/feath..\$	\$4.98
AEM RS-3 Santa Fe powrd.....\$	\$13.99	Rail runner WP 50' PD.....	\$5.50
Con Cor SW-7 Union Pacific powrd....\$	\$45.98	Walthers WP 40' wood box.....	\$4.98
CZ cars.....	\$11.00	WP 40" OB wood box....	\$4.98

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913 in snow @ Keddie 27x22.....\$4.00
 4449 New Orleans Daylight 20x30.....\$1.50
 8444 with great event etc. collage.....\$2.95

POST CARDS

Portola Railroad Museum views: WP 608 with train on balloon track
 UP 6946 & WP 921 in front of diesel shop
 UP 6946 & UP 105 business car 20¢ ea 6/ \$1.00

RAILROAD HERALDS

Metal signs with baked enamel aprox 8x10 with corner eyelets for mounting \$10.95
 Burlington Route, Milwaukee, Northern Pacific, Rock Island, Rio Grande, Railway
 Express, Santa Fe, Southern Pacific, Union Pacific, Wells Fargo and Western Pacific

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Western Pacific Common stock blue or brown 8x10 with WP FT 901.....\$4.95

SUSPENDERS

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 Western Pacific Feather River Route - orange with black print.....\$8.95

TALLOW POT

2 qt. galv. valve oil can - used in steam days - new.....\$17.95

TIMETABLES

Public - Western Pacific June, 1965.....\$3.00
 Employees - Western Pacific Nos. 5, 6, 8.....\$5.00
 Southern Pacific Sac. Div. #19 10-30-83.....\$5.00
 Southern Pacific West. Div. #27 4-28-85.....\$5.00
 Santa Fe LA Div. various dates 1966-68.....\$5.00

WHISTLES

Wooden, nice tone - give them to your children!.....\$4.95



FEATHER RIVER RAIL SOCIETY
 P.O. Box 8
 Portola, CA 96122

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