



Preserving "The Feather River Route"

# The Train Sheet

March/April 1989

Issue No. 36

\$1.50

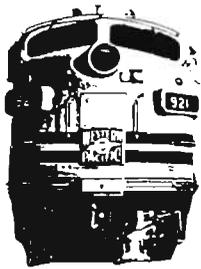
## California Zephyr Celebrates 40th Anniversary



The eastbound California Zephyr unloads passengers for the Keddie Resort at Keddie, California on Easter Weekend, April 1968. Photo by Wayne Monger

On March 20, 1949, Western Pacific, along with the Denver and Rio Grande Western and the Chicago, Burlington and Quincy railroads inaugurated a new train called *The California Zephyr*. The train became an instant success due to its fine equipment, innovative advertising and scheduling which allowed operation through the Feather River Canyon and Rocky Mountains during the Daylight hours.

continued on sheet 3



# FRRS

## Feather River Rail Society

Preserving  
"The Feather River  
Route"

PO Box 8  
Portola, California 96122

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. The FRRS is not associated with or supported by the *Western Pacific Railroad*.

FRRS Tax id number is 68-0002774

member



Tourist Railway Association Inc.

### Board of Directors

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

### Train Sheet Editor

Dave Waters

### Membership

Associate	\$ 15.00
Active	\$ 25.00
Family	\$ 30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote, except Associate.

# Around

## The Museum

### Snow! Cold!

What started out as a dry, warm winter suddenly changed with several feet of the white stuff and sub-zero temperatures in late December and early January. With the help of a railroad loader breaking trail, Hap Manit operated our venerable Hough loader opening doorways and parking areas. Snow was removed from the north side of the shop to avoid the past problems with water on the floor problems like last year. Norm Holmes shoveled snow from the gift shop roof area three times to prevent water problems from ice build-up like last year also. Hank Stiles, Ken Roller and Gordon Wollesen dug out the switches so equipment could be moved to facilitate battery charging. The extreme cold froze several locomotive batteries which had weak cells. Fortunately we have a few spares, thanks to last summer's trade with a scrap dealer. Incidentally, the Hough loader is running much better now, thanks to Brian Challander's work in rewiring the machine.

### More 'Stuff'

Hank Stiles and Norm and Barbara Holmes attended the auction of surplus railroad equipment at UP's Oroville Maintenance of Way shops on February 15th. We bought 5 motor cars, a power generator set, some tires, a file cabinet and some small items. The motor cars were sold to FRRS members at a profit to the society (now we will have more participants in the August Motorcar Races!). We wish we could have bought more cars as there was a pent-up demand for the cars that we didn't realize. The cars were hauled to Portola on Wayne Monger and Vic Neves' "Land Barge" trailer pulled by Norm's pickup. The trailer holds three cars, so two trips were necessary.

Norm and Barbara Holmes, with the

Ford pickup, brought back a trailer-mounted 125 cu. ft. air compressor and a GMC 2-53 engine obtained from State Surplus in Sacramento. The air compressor will replace the smaller air compressor trailer with a unit with enough capacity to supply air for steaming up No. 8, sand blasting, etc. without having to start a locomotive. The GMC engine will be used for parts for the power generator set recently obtained at the UP auction in Oroville.

### Editor's Notes

With the arrival of spring comes the inevitable 'Spring Cleaning'. As has happened for the last few years, the museum is scheduled to get it's own annual scrubbing. Appearance means a great deal to the public. If you poke around railroads for long, you get used to the general scrapyards appearance of things and our museum's collection of 'stuff' is not of great concern. But the general public sees things in a different light. Those piles of parts, rusted tanks, cables, and other assorted junk looks like that - junk. As the season progresses, and work is done on our favorite projects, let's remember to help maintain the general appearance. The spring cleaning comes but once a year, so we all have to 'pitch in' and keep things presentable for the rest of the summer.

As you are aware, there is a lot of work to be performed at the museum - restoration of equipment, restoration and maintenance of the grounds and new construction projects. Each and every thing is very important to the overall operating success and enjoyment of the museum. The work that each and every one of us does is a valuable contribution to the well-being of the society. Come and be a part of the museum, no matter what you choose to do!



Brian Challander and Hank Stiles recently replaced all the hoses on GE No. 80's No. 1 engine. We were losing precious antifreeze due to leaks in the aging hoses.

No. 80 was used on Saturday March 18th to set up the CZ train. Dean Hill was the engineer, Norm Holmes the conductor and Gordon Wollesen the brakeman. No. 921 was spotted for water and started, only to find a leaking flashcock on the engine. Brian Challander spotted the problem and replaced the faulty unit.

Last fall we received an inquiry to see if we were interested in buying some engine parts for our GE 80 ton locomotives. The price was reasonable and as parts are rare and expensive for the Cummins Model L engines, we said yes. The parts were located in Pittsburgh, PA. Member Phillip Wyche, who lives in the area, inspected the parts and said they were as they had been represented. Arrangements were made to have the parts loaded on two pallets and be shipped by truck to the Bay Area. Ervin Hartung, who works for a trucking company, was able to obtain free transportation which would have cost a considerable amount because of the nearly one ton weight. Ervin then hauled the parts to Portola in two trips in his pickup truck.

## California Zephyr's 40th Birthday

continued from Front

Competition from airlines and the interstate highway system spelled doom for this fine train. The last California Zephyr operated through Portola on March 21, 1970. It was a sad day. Western Pacific sold its streamlined stainless steel passenger equipment to Auto Train, Mexico and private parties. Except for an occasional Amtrak detour and officer specials, the canyon would see only freight trains on its rails.

Plans were made to celebrate the train's 40th anniversary by operating a train of former CZ equipment now owned by private parties. However, the former route's railroad declined to allow its operation and the plan was dropped.

Feeling that some recognition of the anniversary would be appropriate, members of the Rail Society planned an event to be held on Sunday March 19th. County Supervisors, City Councilmen and railroad officials were among the fifty guests invited to participate in a celebration using our WP F7 No. 921, power car, diner and caboose. It was not exactly a California Zephyr, but the best we could do. The diner was set with CZ table cloths and vases with carnations. CZ signs and posters were placed on the walls. Hors d'oeuvres and drinks were served to the 25 people that attended the 2 hour event. The train was operated twice around the museum's balloon track to the delight of the celebrants. A champagne toast was made to the memory of the California Zephyr.

Rail Society members who made the event a success were: Norm Holmes, organizer of the event, Barbara Holmes, cook and coffee brewer, and Doug Jensen, bartender and drink supplier. The train crew consisted of Dave McClain, engineer, Ken Roller, fireman, Gordon Wollesen, conductor and Sam Burton, brakeman. Funding for the food and drinks was from profits made at the snack bar last year.

We hope that when the 50th Anniversary comes along ten years from now, we can have a bigger celebration and perhaps run an Oakland to Chicago train.

-Norman Holmes

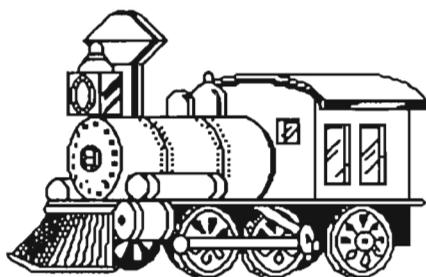
## Feather River Railroad Days

at

*The Portola Railroad Museum*

August 16-27, 1989

# Feather River Short Line News



*Betty Boynton*

Secretary-Treasurer  
FRSLRR

After a long cold winter, the Short Line "season" opened on April 1, 1989. Project Foreman Jim Boynton, John Marvin and Portola Mayor Mel Moore went to work washing down the engine boiler and scrubbing down the engine.

The actual restoration of Number 8's tender air brake systems began just before she was mothballed for the winter in 1988. Jim Boynton, Mel Moore and Gordon Wollesen dismantled the brake cylinder and rigging and Jim brought all the parts back to Quincy. Many hours were spent cleaning and wire brushing them to bare metal before priming and painting was completed. The word had gone out for the all-important cup gasket for the brake cylinder piston. Jack Corrick, machinist and steam locomotive inspector for the Orange Empire Ry. Museum responded with the critical part. This generosity provided the necessary part to complete the job.

On April 5, 1989 Jim took the refurbished parts back to Portola and work started in the assembly. Aided by Mel Moore and Al Vizina (with Mike Attama adding weight to the assembly), the job was completed in six hours. Air trainlined from a Portola R.R. Museum diesel was piped to the cylinder and the system worked perfectly! As a result, this air equipment is no doubt as clean and efficient as the day it was applied to Engine 8.

The Pyle-National headlight that was donated by the Ted Benson family has been installed on Number 8's tender and a class light bracket is now in place. The lettering on #8's cab and tender on the right hand side is to be completed soon. Jim Boynton and John Marvin are preparing #8 for her annual hydrostatic test to get the engine ready for passenger service at the museum this summer.

An outstanding display of historical material is now on display at the Plumas County Museum in Quincy honoring Arthur W. Keddie and his family. He was a famous surveyor and resident of Quincy and his work resulted in the title of "Father of the Western Pacific". The town of Keddie was named in his honor. Jim Boynton did many of the photo enlargements and many articles of interest from the Keddie family are exhibited. We recommend this to all railroad fans.

See you in Portola!

## Donations

Last summer Anthony Nararro donated a caboos lamp and a switchmen's lamp to our artifacts collection. We overlooked reporting the donation at that time - sorry! George Comer donated a box of timetables, calendars and miscellaneous railroad paper items. Ingrid Joy donated a Lionel Virginia & Truckee train belonging to her late husband Jerry.

A lot of mileage costs were donated by the mainstays of the museum, notably: Gordon Wollesen and Hank Stiles, who are at the museum almost every day. Hap Manit makes 4 or 5 trips a day, open and closing the museum and running errands. Even though he lives close, this totals 3,500 miles a year. Norm Holmes, driving his infamous pickup truck, drove over 18,000 miles doing the business of the museum including trips to Sacramento, the Bay Area and Utah. Without these dedicated individuals and others, our museum would not be progressing like it is.

And we don't want to forget Joe Way, our tireless membership administrator. He puts in a great amount of time keep track of our constantly moving and growing membership!

Cash donations have been gratefully received from: Owen Acuff, George Andrews, Brian Blake, George Comer, Dave Davella, Don Douglas, Mark French, Dean Hill, Norm Holmes, Henry Hultgren, Sam Jenkinson, Peter Langdon, Tom Lerza, Ralph Ross, Steve Santos, Richard Severance, Richard Simonsen, Mark Spellman, Larry Trumbull, Peter Watkins, Mat Winegar and Eric Wright.

A \$900 torque wrench and multiplier were purchased with these and other donations. Your generous donations really help!

## Wish List

The following is a list of tools we could use in our shop. If you have or know of possibilities for donation, please let us know.

Heavy duty vise  
Band saw  
Oxyacetylene torch with gauges  
Parts washer  
Belt sander  
Machine lathe  
9 inch angle grinder  
1-inch drive socket set  
Heavy duty bench grinder

# 2001

*Doug Jensen*

There is an old saying that starting a job means that it's already 50% complete. I'm sure many of you have noted that our GP20, the WP 2001, is slowly having it's complexion changed. It's a big job, and very exciting in that we all can't wait to see it finished (yes, we are painting it in the original factory silver and orange paint scheme).

I admit to being an amateur, but in the last year and a half I have learned more about prep work, kinds of paint, costs, kinds of sandpaper (you get real familiar with sandpaper) and so on. I've also become familiar with the 2001 and its little idiosyncrasies.

I decided to take this project on during Railroad Days in 1987. I've been hounding the paint pros ever since about how to paint something measuring 15 feet high by 56 feet long by 10 feet wide. That makes 2540 square feet of various area that need to be prepped and painted. I also gained a lot of knowledge painting the Mountain Diesel F units when working for MDT.

One thing everybody agrees on is that a good paint job is only as good as the surface it was put on. Prep! You probably remember what a dog the 2001 looked like. This is mostly from lack of good prep work in the past. There are several opinions on how to prep properly. The Western Pacific's method was to send the locomotive through the wash-rack, using harsh chemicals to clean the locomotive enough so that a paintable surface would be created. That's fine if you plan to retire and/or scrap a locomotive in 3 to 5 years I suppose. But what if you want to have the paint job last an indefinite amount of time where it will sit outside in the hot sun and cold winters of Portola? We're talking archival type stuff here, gang! You don't want to have to do it again later (witness the #608, no offense to those who did that work) because you need it in a hurry now.

One method of prepping is to sand blast the entire locomotive. This is the method used on the #6051, the California State Railroad Museum's SP E-8, a paint job I truly admire. Did you know that the CSRM and the City of Portland

## UPDATE

bought their "Daylight" colored paints together in the same batch? Sand blasting has the advantage of eliminating both old paint and rust, leaving an immediately paintable surface after cleanup. It also gets those hard to reach places that sandpaper can't get to.

The problem? After sand blasting you have to paint immediately or rust takes over. Sandblasting also leaves a satin texture which may not be desirable in the final analysis, although usually the paint is thick enough to hide this and it won't be noticeable. But another major problem with sand is that you'll be forever cleaning it out of your locomotive. When you paint a sandblasted locomotive, you'll invariably find a pocket of sand that your compressed air spray gun will spray all over the new paint thereby inviting you to start your prep work again! I won't even detail the work involved in sealing the cab, engine, motors, electrical equipment and other items against the sand. I heard that the CSRM will never sand blast a locomotive again. Certain areas, like handrails, steps, plow and so on can be removed and blasted (by the way, we are putting the snowplow back on the 2001).

Chemicals. I've had several people recommend using paint remover. It's a very expensive proposition and a toxic nightmare. But there (again) are certain areas that it is well-suited for, like radiator shutters, fanblades, grids, etc, where you can't sand and blasting is not recommended.

This leaves sanding for the rest. Your old paint has to be roughed up so that the new paint will stick. Sanding (with paper, rotary tools, etc) is the most often used method. An auto usually only has a couple of paint coats. On the 2001 I

have discovered as many as 10 coats in some areas!

This creates other problems. Because of the WP's shortcut methods, the old paint jobs have a high rate of failure, such as cracking, peeling, rust, fading and bubbling. The worst areas are the front and back ends. Lack of prepping and weathering has let the aged paint crack all the way to the metal surface. After sanding down to metal, there are many tiny lines of rust throughout to which one has to apply the grinder and slowly work them out. Because paint, as you know, will not adhere to rust. This causes yet another problem. The thickness of the paint is such that where you sand to metal, or for that matter, 2 or 3 coats of paint, you have created an uneven surface that shows up quite well after being painted. This means Bondo work - filler putty that fills up the holes. If you've ever worked with Bondo, you know there's a lot of work involved just getting it right. I'm still learning. But a decision was made that it's easier to sand down to bare metal in those areas, than it is to use Bondo. You use almost as many sanding discs in either process. And with Bondo you don't know if it's right until you've got that final coat of paint on.

This is fun?!

Many of you have noticed that I have Bondoed and primed one end of the 2001 and on the other have take it down to bare metal. The primed end doesn't look bad from a distance, but up close you can see where the surface is just slightly ragged. I was taking a chance that the bare metal end, exposed as it is, might rust, but thanks to Portola's dry air, no rust has developed!

To me this is a learning process and something we'll all benefit from. Doing a careful job will help us determine how to do future paint work, especially on the #805. Everyone has been very supportive of our efforts and hopefully the results will be something we'll all be proud of.

### Win A Trip!

Enclosed with this issue of the Train Sheet are 5 raffle tickets for a railfan trip for two to South America. Chris Skow is donating this trip through his Trains Unlimited Tours. You may purchase one, two or all, but are under no obligation to purchase any of the tickets. If you do wish to purchase the tickets, please fill in the stubs and mail with your remittance to :

FRRS • PO Box 8 • Portola, CA 96122



## President's Desk

*Norman Holmes*

Our railroad museum, as in any successful railroad museum, depends on volunteers. They are the heart and soul

of the organization. Their reward is seeing something that they care about preserved and being able to participate in the operation of vintage railroad equipment. The main difference between a railroad museum and an art museum, for example, is the vitally important role of volunteers. Sometimes people lose sight of the fact that if it wasn't for dedicated volunteers, willing to contribute their time, labor and money to the work of the museum, most of what we have simply would not exist. Our museum has two main assets: it's collection and it's core of dedicated volunteers. Both are equally important and vital to future success.

However, not being able to volunteer your time or money should not make one feel he has no part in the organization. The mere fact of membership tells us that there are people who care and the fact that we have over 800 members who believe WP lives in Portola is gratifying to me.



**Conductor:** "Who opened that window?"

**Boy:** "I did."

**Conductor:** "All by yourself?"

**Boy:** "Yup."

**Conductor:** "Gosh, what energy! You musta been eatin' Grape-Nuts!"



Our WP F3, 921D, leads our makeshift California Zephyr around the balloon track on March 19, 1989.



### Commemorative California Zephyr Dinner Plates Donated

Jeff Whitmore donated four Commemorative California Dinner Plates to our collection. Jeff also has these beautiful plates for sale. His ad is reproduced below for anyone wishing to purchase one.

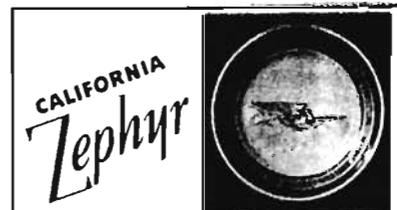


Plate 3. Commemorative plate cast to the memory of America's finest cruise train. CALIFORNIA ZEPHYR. 10" vitreous china plate with blue and platinum bands. Available now at \$39.95 + \$4.85 packing & UPS.

**PULLMAN SILVER PALACE SERVICE**  
1050 Verdemar Road, Alameda, CA 94501  
Phone: (415) 865-1262

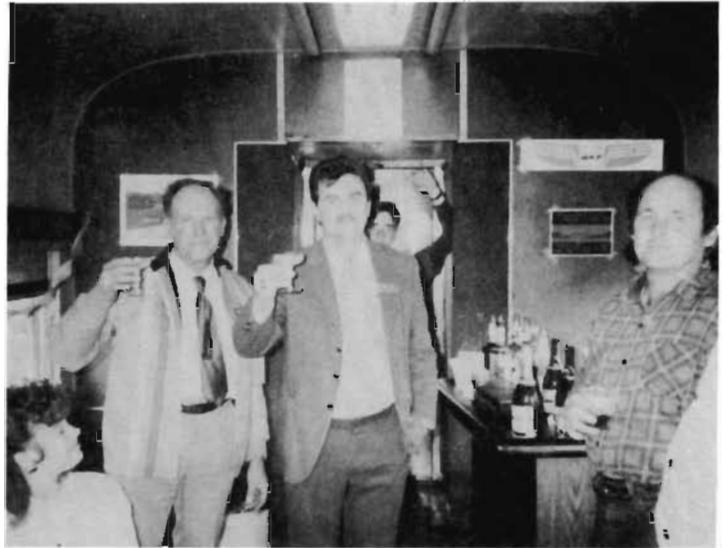
VISA & MasterCard accepted. Show card number, expiration date and your signature.

NOTICE

The annual membership meeting of the Feather River Rail Society will be held on June 17, at 7:30 PM in the Mike Flannery Room at the Portola Railroad Museum. Ballots for the election of four members to the Board of Directors of the Society will be counted and results announced to the membership. Museum progress reports will be made and an open discussion period is scheduled to allow membership input about the affairs of our organization.

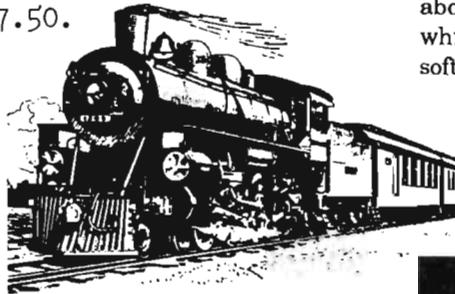
Your attendance is welcome.

The meeting will be preceded by a catered BBQ dinner starting at 6:00 PM. The cost for the dinner is \$7.50.

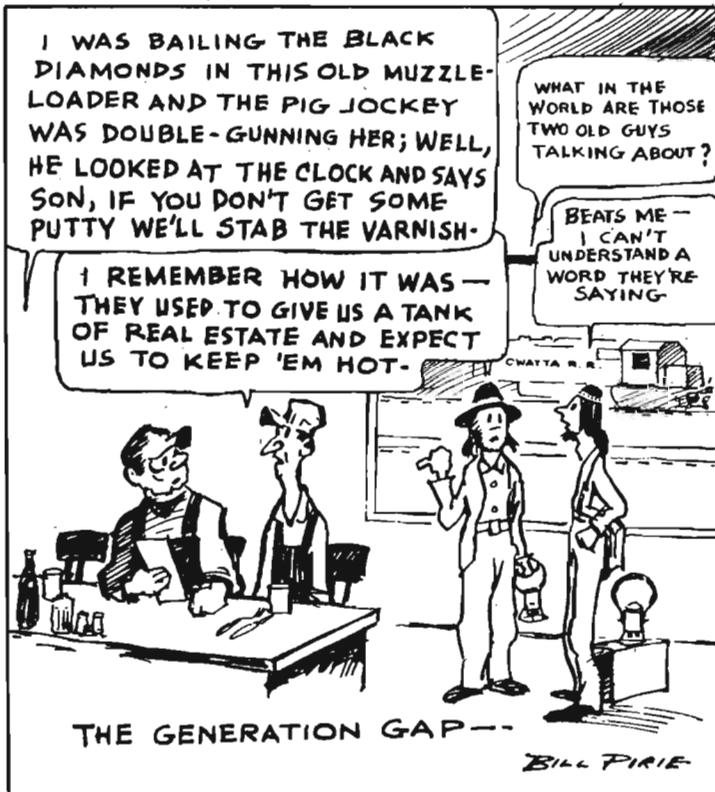


Society President Norman Holmes, left, and Board Member Hank Stiles, center, raise their glasses for a champagne toast to the memory of "The Most Talked about Train in America". Annie Worth, left, looks on while Dave McClain, right, engineer for the day has a soft drink.

# Loco Lingo



Pirie's people



Hap Manit enjoys a snack in our diner while Wayne and Lynda Monger, in background, carry on a conversation with two of our guests.

**Feather River Rail Society**  
Preserving "The Feather River Route"



Ex WP 710 and 703 pose at Great Western Railway's Loveland shops. 703 was painted in GWR's scheme in August 1988 after being restored to operating condition while 710 is slowly being cannabalized. 703 is being frequently used in the Loveland area, even pulling passenger trains. Unfortunately, 710 is being used as a parts source, with little remaining except the traction motors. The prime mover was installed in GWR 1589, an ex-BN GP-7 which incidently was leased to the UP in spring of 1988!

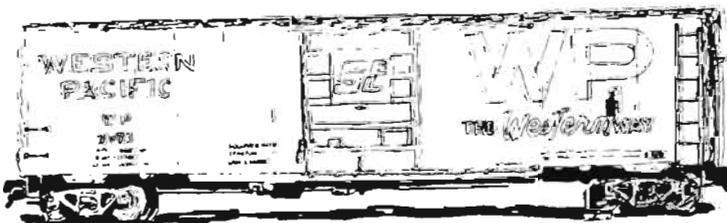
Photo by Bill Kepner

**THE TRAIN SHEET**

FEATHER RIVER RAIL SOCIETY  
POST OFFICE BOX EIGHT  
PORTOLA, CALIFORNIA 96122

Non-Profit Org.  
U.S. POSTAGE  
**PAID**  
Portola, CA  
Permit No. 32

Address correction requested.....Dated do not delay  
BALLOT INCLOSED....



FEATHER RIVER RAIL SOCIETY  
CONSOLIDATED STATEMENT AS OF DECEMBER 31, 1988

RECEIPTS AND DISBURSEMENTS

	GIFT SHOP	OPERATIONS	TOTAL
<b>RECEIPTS</b>			
OPERATIONS		4,956	4,956
DUES		14,065	14,065
DONATIONS		11,174	11,174
GIFT SHOP SALES	41,618		41,618
MISCELLANEOUS		2,749	2,749
TOTAL RECEIPTS	41,618	32,944	74,562
<b>DISBURSEMENTS</b>			
COST OF GOODS SOLD	24,030		24,030
CONTRACT SERVICES	7,994		7,994
ADMINISTRATIVE EXPENSE		6,479	6,479
OPERATING EXPENSE	3,496	1,746	5,242
EQUIPMENT MAINTENANCE		9,000	9,000
BUILDINGS & GROUNDS		5,519	5,519
UTILITIES AND TELEPHONE	187	2,844	3,031
PUBLICATIONS		2,602	2,602
ADVERTISING AND PROMOTION	1,583	1,927	3,510
TOTAL DISBURSEMENTS	37,290	30,117	67,407
NET RETAINED CASH	4,328	2,827	7,155

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BALANCE SHEETS

<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
OPERATING CASH	1,629	9,366	10,995
LIFE MEMBERSHIP INVESTMENTS		10,336	10,336
GIFT SHOP INVENTORY	26,982		26,982
TOTAL CURRENT ASSETS	28,611	19,702	48,313
<b>FIXED ASSETS</b>			
TOOLS & EQUIPMENT	212	11,340	11,552
MOTIVE POWER		621,500	621,500
ROLLING STOCK		320,000	320,000
TOTAL FIXED ASSETS	212	952,840	953,052
TOTAL ASSETS	28,823	972,542	1,001,365
<b>LIABILITIES</b>			
SALES TAX PAYABLE	195		195
LOAN		4,271	4,271
TOTAL LIABILITIES	195	4,271	4,466
<b>MEMBERS EQUITY</b>			
LIFE MEMBERS RESERVE		10,012	10,012
MEMBERS EQUITY	28,628	958,259	986,887
TOTAL MEMBERS EQUITY	28,628	968,271	996,899
TOTAL EQUITY AND LIABILITIES	28,823	972,542	1,001,365

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1989 Gift Shop Catalog Supplement No. 2

New Items at the Gift Shop

BOOKS:

MOUNTAIN MAINLINES WEST by Ronald C. Hill. 64 pages. A contemporary look at the west's major railroads. Soft cover	\$12.95
PASSENGER TRAIN ANNUAL - 1988. By the editors of PTJ, includes full illustrated Amtrak roster and much more. Soft cover	\$17.95
SANTA FE PICTORIAL - 1987 by Shine. 128 pages, soft cover	\$25.95
SHORT LINE DOODLEBUG by Ed Keilty. Third book on the rail motor car. A 152 page book with 210 photos of America's short lines answer to highway competition in the days before freeways. Hard cover.	\$32.95
SOUTHERN PACIFIC PICTORIAL by Shine. Current roster book. Soft cover.	\$25.95
SURFLINERS. 50 year chronicle of Santa Fe's LA to San Diego trains. 112 pages - 150 b&w and 50 color illustrations. Soft cover.	\$19.50
WESTERN STEAM by Guy & Donald Dunscomb. 116 pages, horizontal foremat. Beautiful printing - all steam. Hard cover.	\$26.00

NOTES:

California Zephyr tail car drawing on folded note paper with envelope. Nice. 10 for \$4.95

MAGAZINES:

Locomotive & Railway Preservation - Nov-Dec 88 issue has a 14 page story on Sacramento Northern Railway by Harre Demoro.	\$3.00
Passenger Train Journal - March 89 issue has 17 page article on California Zephyr.	\$2.75

POST CARDS:

Post cards in stock include: WP 771, WP 913, UP 6934, WP F7 & SN F3, aerial view of Portola showing museum, UP tracks east of Portola, Delta Bulk Terminal @ Stockton Alco C636, Long Island FA's 601/602. 20¢ ea 6 for \$1

SWEAT SHIRTS:

New orange sweat shirts with WP herald on front. Sizes L & XL only \$17.95  
 We also have sweat shirts in Navy with FRRS/WP herald on front. sizes S, M, L, XL \$17.95. XXL \$19.00

CALENDARS:

All color - Passing Trains by Nils Huxtable -	1988	\$4.00
	1989	\$5.95
April has great photo of WP train in Nevada.	1990	\$7.95

MODELS on hand - all HO

MDC #1075 40' WP box car - orange w/small feather	\$4.98
MDC #1220 50' WP box car - orange w/large feather	\$4.98
MDC #1221 50' WP box car - brown - rides like a feather	\$4.98
MDC #1271 50' WP box car - brown w/small feather	\$4.98
MDC #3463 40' WP OB caboose in silver & orange	\$6.25

Shipping - \$1.50 for orders up to \$50. Over \$50 free. Post cards or very small items 50¢. Californians must add 6% sales tax.

FEATHER RIVER RAILROAD DAYS WILL BE CELEBRATED IN PORTOLA AUGUST 26-27, 1989

*Thank You for Your Order!*