



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

VOLUME No. 4

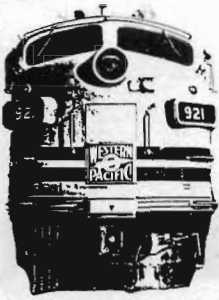
No. 1

JANUARY FEBRUARY 1986

ISSUE No. 17



WESTERN PACIFIC'S GP-40, 1976, (ex 3541) helped celebrate America's Bicentennial 10 years ago.



Feather River Rail Society

Preserving "The Feather River Route"

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

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

Single membership dues are \$15.00 per Calendar Year. Our mailing address is FRRS, POST OFFICE BOX #8, PORTOLA, CALIF. 96122

"THE TRAIN SHEET" is Edited and laid out by John Ryczkowski, anyone wishing to send in articles/info please write; THE TRAIN SHEET Post Office Box 1663, Sparks, Nevada 89432



BOARD OF DIRECTORS

President and Founder	Norman Holmes
1st Vice President	Jim Boynton
2nd Vice President	John Ryczkowski
3rd Vice President	Chris Skow
Secretary	John Marvin

DEPARTMENT DIRECTORS

Treasurer	Bill Magazin
Membership	Charlene Marvin
Sales	Chris Skow
Grounds	Hap Manitt
Facilities	Jim Ley
Curator	Steve Milward
Track	Norm Holmes
Diesel	Dave McClain
Steam	Jim Boynton
Cars	John Ryczkowski
Signal	Jim Atkins
Training	John Ryczkowski

FROM the PRESIDENT'S DESK

The response to our member survey has been gratifying. Nearly all respondents agreed with our direction. Many of you took the time to enclose remarks and suggestions for improvements, equipment acquisitions, and to express your appreciation for the job we are doing to preserve the Western Pacific. Your kind words help make us feel our work is worthwhile.

The most requested item was for California Zephyr cars. We too would like to have a few cars to represent the Zephyr that ran through Portola for 21 years. But alas, any available CZ equipment is scarce and well beyond our financial ability at this time. If we learn of any CZ cars or similar type that are affordable, we will try to acquire them. The CZ Silver Horizon was recently offered for sale for \$42,000. We bought the Santa Fe diner for \$5280. It's not CZ, it's not even Budd built, but it is stainless steel, looks good and it was affordable. The next most requested item was WP FP7A 805A. This unit is owned by L&NW and is out of service on that line. We would very much like to acquire it, but our finances are not able to even consider it at this time. (\$40,000+) A request for pledges toward its purchase netted less than \$2,000, way short of need. If we could raise \$10,000 we might be able to talk to L&NW.

We will continue to be on the lookout for WP and other western railroad equipment suitable for preservation in our museum and will continue to make improvements in our property and equipment. Your continued support is appreciated.....

NEXT MEETING, FEB 15th

The next social meeting will be held on Sat. Feb 15th, at 7:30 PM. at the Portola City Hall. After a short business meeting a program will follow. This is the third anniversary of our formation.....

LAST MEETING

A good crowd showed up for our annual membership meeting. Chris Skow showed some great action movies of 4-8-4's in South Africa called "Raceway of the Northerns". Refreshments were furnished by Barbara Holmes.....

WESTERN PACIFIC FAN DAY

July 12th will be a day in Portola for everyone that has an interest in the Wobbly to share that interest with others. Special trains set up for photos, slide shows, WP movies, and other activities..... Set this day aside with the over flow going on into Sunday.....

CALENDAR 1986

- Feb 15-16th Meeting and work weekend
- Feb 22nd Winterails, Stockton, FRRS booth
- March 15-16th work weekend
- April 19-20th Meeting and work weekend
- April 26-27 Special operating weekend
- May 17-18th work weekend
- May 23 Steam spectacular-Vancouver, BC
- May 24-25-26 Operating weekend
- June 21-22nd Meeting and work weekend
- June 28-29th Operating weekend
- July 12th Western Pacific Fan day

INCOME

Membership dues	8058.00
Train fares	4463.00
Donations-cash	4059.29
Special funds	108.00
Gift shop	47976.34
	<u>64664.63</u>

EXPENSES Overhead

Insurance	2582.50
Postage	1289.28
Sales tax	545.44
Show fees	498.46
Charge card fees	404.05
Merchandise	41758.12
Train Sheet	2361.77
Advertising	800.35
	<u>50239.97</u>

EXPENSES Operation

Locomotive maint.	1882.68
Car restoration	1950.00
Building improvement	4990.97
Glass & putty	1054.02
Power	201.90
	<u>10079.57</u>

EXPENSES Capitol

Locomotives	889.35
Passenger cars	5527.00
Machinery	550.00
	<u>6966.35</u>
Totals	67285.89

Cash on hand 1-1-85 3546.15

Cash on hand 1-1-86 924.89

Gift shop Inv 1-1-85 5000.00

Gift shop Inv 1-1-86 13500.00

MEMBERSHIP

As we start our third year, we are happy to report 1985 closed with 582 paid members. This is remarkable considering the short time our Society has been in existence and our somewhat isolated location.

We appreciate your interest and support. Just for information, the membership in the four other operating groups in California, which have been in existence from 25 to 40 years are: Approx.

Pacific Locomotive Association, 275

Bay Area Electric Railway Assoc., 700+

Orange Empire Railway Museum, 987

Pacific Southwest Railway Museum, 1500+

The newly started Union Pacific Historical Society is over 800 members.

We have members from 7 countries and 30 states.

The Western Pacific Lives in the hearts of our membership, Thank you all.....

If you haven't sent in your 1986 dues, please do so, it's only \$15 a year to keep the WP alive.....

LIFE MEMBERSHIP DUES REDUCED

By action of the Board of Directors, Life Membership dues were reduced to \$300. We hope this will encourage more members to become life members.

We have two members so far who have chosen to become life members: R.G. Flannery and Robert Dobbins. Money received under this category will be placed in a savings account, with the interest being income and the capital becoming a good financial base.....

CABOOSE MODELS

Overland is working on the WP 426 class cabooses (WP's 1st steel bay window) 100 each version new & rebuilt. No completion date as yet but we are taking reservations on WP wood cupola cabooses like our #779. This model will follow the steel ones and made from WP plans will be correct for series 601-604, 722-779, 780-800.

I will advise when to send in any money as delivery is still in the future. If you are interested please drop a note to reserve one as they are going fast...



New Items and Book Sale from the Gift Shop

CONTRIBUTIONS.....

Renewals are coming in at a rapid rate and many are enclosing a "little extra" to help our acquisition and restoration efforts. The amounts range from \$2 to \$700. ALL are appreciated. Without funding we cannot go forward.

61 individuals gave \$1884-as a little extra with their membership. Note-the \$15 annual dues are now due, if you have not sent them in don't forget, and if you can add a little extra, our restoration and collection efforts will appreciate it.

It will be tax time soon and the Society can be used as a Charitable donation on your income tax, our ID # is 68-0002774.....

We Are In Need of....

We are in need of a 600 amp, three-phase entrance panel and meter socket. Our diesel shop building was wired for three-phase power but the electric panel is obsolete to our needs and we are in need of a new unit. The exhaust fans and heaters are three-phase. We have a three-phase welder and may acquire additional three-phase motor driven tools.

If any member knows of such an item that we can obtain at reasonable or no cost please let us know.....

MofW Equipment

Our 1936 Burro crane is now fully operational thanks to the efforts of Jim Ley and Steve Milward. Norm Holmes donated about 400 feet of 5/8 cable and with a government surplus block and hook, the main lifting line was placed in service. The crane is old, but with careful operation this machine will see lots of service. Its first use was to unload the axle and traction motor from KCC 908 that arrived on a UP flat car. The crane's capacity is about five tons and this is about what the axle and motor weighed. It was necessary to clamp the burro to the rails to prevent it from tipping. It's next service was to remove the dynamic brake grids from 6912. The grids are only 200 pounds each, but are located near the top of the engine and the use of a crane was a big help. Jim Ley has mastered the operation of the Burro and believe he could crack an egg without breaking the yolk. The Burro has a coupler on one end and will move a car. Burro Crane, Inc. sent us a complete parts book and operation manual.

Mel Graham, Passes Away

Mel Graham, former WP trainmaster, FRRS member died Jan 2, 1986 after a long illness. Mel was born Sept 12, 1916, in Grand Junction, CO. and graduated from Portola High School in 1934. He began his railroad career with WP as a call boy at the age of 13, became a clerk in 1936, and transferred to Oroville where he married Laverne in 1941. WWII found Mel in charge of troop movements between Oroville and Camp Beale, near Marysville, Calif. After the War, he transferred to Sacramento as a Freight Agent. During the Korean War, Mel served in the Army as a transportation Captain and was stationed at Camp Dessert Rock, NV. He returned to Railroad service as a trainmaster at Oakland, Sacramento and back to Portola in 1969. Mel retired in 1977 as manager of rules and safety.

Mel was a close friend of Hap Manitt, who worked under Mel from 1969 to 1976. Mel was instrumental in helping Norm Holmes obtain track and equipment for his back yard railroad in Portola. He will be missed.....

The 1986 sales catalog is now being made up and will be ready about March 1st. We will expand the railroad items offered this year and I think you will be surprised when you see some of the 800 items offered. Remember, when you buy from us you help out YOUR museum. All profits go to the Society. Also all of our items are on discount.

BOOKS ON SALE,

STEINBECK COUNTRY NARROW GAUGE by Fabing and Hamman
This new book is about the Pajaro Valley Consolidated Railroad, a Calif. narrow gauge operating around Salinas and Monterey Bay.

List \$29.95 Sale \$23.95 +6% Calif sales tax \$1.00 shipping

RED RIVER by Hanft

The full history of the Red River Lumber Co. rail operations based in the Westwood, Calif area.

List \$34.95 Sale \$27.95 +6% Calif sales tax \$1.00 shipping

MUGS

Mug #4 from the Society collection is now ready. This custom mug is of the solid orange WP NW2 608. The complete collection is Mug #1 WP F7A, 921, Mug #2 is UP Centennial 6946 and Mug #3 is the WP Steel Caboose 428.....Mugs are \$5.00 each, 6 for \$28.00 or 12 for \$55.00. Calif residents add 6% sales tax and shipping for one mug is .75¢ or each one up to \$2.25 per order.

WESTERN PACIFIC SLIDE SETS

We are having custom slide sets made up of action over the system. These custom sets (just for us) will be ready in late Feb. and each five slide set will cost \$2.25. Another 5 sets will follow in March. The 1st five are.....

- 1 Diesel action on the 1st Sub
- 2 Diesel action on the 3rd Sub Oro/Keddie
- 3 Diesel action on the 3rd Sub Keddie/Port
- 4 Diesel action on the 4th Sub
- 5 Diesel action on the 5th Sub

Calif residents add 6% sales tax and 75¢ per item up to \$2.25 per order.....

We will have two tables set up for sales of our merchandise at Winterails 86 in Stockton, Calif on Feb 22nd. *Chris Skow*

And Around The Museum.....

Norm Holmes

At the City of Portola's direction and for our own protection, we have bought and installed fire extinguishers near all doors in the diesel shop building. All of our old fire extinguishers have been checked and are installed in all operating locomotives and cabooses.

General work around the museum property is slow during these cold winter months, however Jim Ley and others have been picking up ties and doing other clean up work. Our county workfare workers are now under the direction of Jim Ley we hope to continue on the window glass replacement and other work.

The DAP Corporation has donated nine gallons of metal sash putty for our glass work. This will save us about \$150.

Jim Ley and Mat Parker changed the switch stand at the tail of the Balloon Track, now in place is a "rubber switch stand". This will enable our passenger operation to run more smoothly without someone needed to throw the switch after each run. Thanks to Jim Ley for getting the switch stand for us.....

WP is Willing People

Diesel Update..at the FRRS, Portola Railroad Museum.....

Dave McClain

Eventhough the weather has changed work is still progressing on the diesels. Back in December, Saturday of the work weekend was set aside to work on the Alcos, Jim Ley, our new full time caretaker, had been recharging all the batteries on our new donations. #3 started immediately since we have had it running before, luck was not with us for the RS-3 #2. The batteries were just too low and the unit cranked too slowly. These units have not been run in over three years at Kennecott so this was expected.

#908 was a different story, the engine started right up, but soon ran out of fuel. We had it running for a little over five minutes. All the Alco's seen to be in good shape mechanically. 908 has a traction motor missing, because the old axle had to be changed out by UP to get the unit into Portola. An idler axle is in place now with plans to change it out as soon as possible.

There were about three hours of switching to do, so we all got a hand on #3 to finish out the job.

Sunday, was devoted to 921. It at that time still had a problem with the air compressor unloader. By manually operating the switch, the compressor would unload. A new switch was donated from Howard Wise and 918 for 921 that has since been installed, and working....

A dynamic brake check was done on 921 with power supplied by pulling the unit with the Alco #3. A thorough test was completed with #3 pulling at 600 amps and 921 braking at 550 amps. The fan was wound up tight in 921, a sound that all of us haven't heard in many years.

January work party was devoted to the 921's problem with the air compressor. A new switch was installed, but the high pressure relief was blowing off again after working for a time. Incidentally, Howard Wise has donated

a complete electrical and mechanical manuals for the 921-since he is so involved with 918, 921's sister engine.... It's nice to depend on someone who seems to know all the answers to our locomotive problems here in Portola.

Parts are slowly being stripped from 6912, we also have permission to remove the engines on board.

Looks like we are going to get WP GP-7, 707 in the near future. This unit worked the Reno/Portola area for many years and is the last WP high hood to still have a barrel headlight.

Anyone interested in working on any of our diesels, feel free. We have plenty of projects for those so inclined.

Update On Engine #8

Betty Boynton

The icy Sierra winds rattle the big doors of the Portola Railroad Museum, but work continues on Project Sequoia restoration of Feather River Shortline R.R. 8. With Jim Boynton as project manager, John Marvin as project carpenter and Hap Manitt as chief "Go-Fer", dismantling an engine that spent its last 22 years in the open spaces presented many problems. Built in Nov. 1907 for the Sierra Nevada Wood & Lumber Co. at Hobart Mills, the little Prairie type engine is one of few of this type to be fully restored in the US. Many people have visited No. 8 and offered their labor, advice and donations.

The boiler is now stripped of the old jacket, lagging and all piping and appurtenances. Kenneth Boynton of Antioch secured a donation of new lagging which Jim picked up in Nevada during a Sierra thunderstorm. Kenneth is now working on a donation of new jacketing material from US Steel in Pittsburg.

Many parts require technical repair that cannot be done here. This work is being done through the cooperation of the California Railroad Museum at Sacramento. Jim Ley and his dog Maisha "security residents" at Portola deliver the parts to Sacramento. Norman Holmes was able to locate hard to find firebrick needed to re-brick the firebox. He arranged the donation of 500 bricks from Mr & Mrs Norman Roberts. Jim & John trucked them up from Oroville where they were unload at our

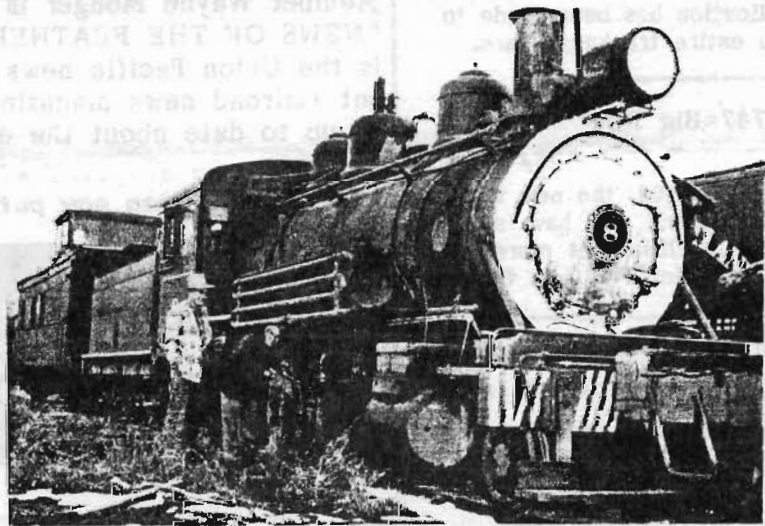


Exhibit for Plumas County Fair

Trainmaster George Lorenz watches Road Foreman Bill Cope add a final touch of oil to Number 8 prior to her departure from Loyalton on March 14. The locomotive, two logging cars and one caboose were donated by The Feather River

Lumber Co. to be installed as a permanent exhibit at Quincy Fair Grounds. Western Pacific cooperated by moving the equipment on the Loyalton-Portola local, then to Quincy on another connection.

April, 1958, MILEPOSTS

museum by Steve Jackson & Cal Hill. Newly retired boilermaker (Navy) Dave Lubliner of Clio will do the re-bricking job which may take at least 12 hours or more.

Through the efforts of Tom Mongovan, the services of Dave Sell and Al Shelton were obtained to do work on #8's boiler. They made two trips from Sonora to Portola to complete the work. They are now employed as engineers on the Sierra Railroad and were impressed by the good condition of No 8. Tom worked hard to obtain a donation of two carted fire extinguishers from Del Monte Corp.

Work on the caboose 779 progresses with John handling the carpenter work and Charlene Marvin removing many layers of old paint. Thanks to Sierra Pacific Industries, lumber has been donated to aid in the museum's restoration efforts. John has also completed new steps into No 8's cab and has restored one end of the caboose.

Thanks to Society members and the Clover Logging Co. used oil fills No 8's tank. Part two of the examination for steam qualification will soon be ready for designated Sequoia Project members.

over

Paint has been removed from many parts to reveal gleaming brass surfaces. These parts, paint donated by Plumas Motor Supply, new brass air gauges from Jim Holmes of San Jose are helping to restore the engine to its former beauty. Tho she looks like a plucked chicken instead of the little engine that starred in a movie and excursions at Quincy, efforts of many devoted people will restore her former glory.....

Trackmobile to S.F.

Norm Holmes

On Nov. 18, 1985, the Yakima Valley Transportation Co. made its last run. Owned by UP, the YVT operated in Washington with the only electric loco motives on the system. Several years ago a Whiting trackmobile was bought with the idea of repacing the electrics. With the discontinuance of the operation the trackmobile has been transferred to exWP trackage in San Francisco to replace a switch engine stationed there. Freight traffic continues to decline in SF and application has been made to abandon the entire trackage there.

747=Big Boy

Ski

Boeings new 747-400, the new version of the 747 airliner, will have a ramp weight of 850,000lbs. That more than the weight of Union Pacific's BIG BOY.

In Search of WP Steam.....

Norm Holmes

Of the 208 steam locomotives rostered on the WP, only five escaped the scrappers torch. The following is a listing.....

- 26 2-8-0 located in Travel Town, L.A. along with caboose 754. On permanent display.
- 94 4-6-0 located in Western Railway Museum, Rio Vista, Jct, Cal. Sees occasional operation.
- 164 0-6-0 located in Hewett Park, Oroville, Cal. On permanent display.
- 165 0-6-0 located in Alameda County Fairgrounds, Plesanton, Cal. On permanent display.
- 334 2-8-2 located in Western Railway Museum, Rio Vista, Jct, Cal. On permanent display.

There is very little chance that we would be able to obtain any of the above locomotives for our museum. We are just 30 years too late.....

FROM YOUR EDITOR, *John J "SKI" Ryczkowski*

Survey Results.....

I would like to thank the over 150 members that have sent in their surveys. We are going to wait until the next issue to run a full report. This will let many more members get their surveys in and be counted in the final tally. Many members added their comments, thanks for the compliments, appreciate all suggestions and looking forward to the TRAIN SHEET filling all the needs of the membership. One comment stands out about the Western Pacific, which the membership is keenly interested in....."It's good to see you keep the "WESTERN PACIFIC" alive . It was and is a good railroad, providing jobs for people like me, to give us a opportunity to raise our families"..... And one said, "Less Boxcars, Less Editor" but most said, "Keep up the good work".....

On 1st Class Mailing.....

40% of the surveyed membership would like to have 1st class mailing and would pay extra for the service over bulk mailing. To address this, for the members that would like the 1st class mailing please submit \$5.00 per year to cover the extra cost. This will put you on a 1st class mailing list for all mail.....

WESTERN PACIFIC Info Past and Present.....

Starting this issue I'll be going back thru the old back issues of the "MILEPOSTS" WP's employee info magazine. It's a wealth of WP history and will live again in the TRAIN SHEET. Member Wayne Monger is coming to the SHEET to do a current "NEWS OF THE FEATHER RIVER ROUTE" column. Wayne is the Union Pacific news editor for the CTC BOARD, a excellent railroad news magazine, his expert news coverage will keep us up to date about the exWP line and operations/equipment..

I put room starting with this issue on the sides so that we can now put the SHEET in a 3 ring binder....



Vol. I

AUGUST, 1949

No. 1

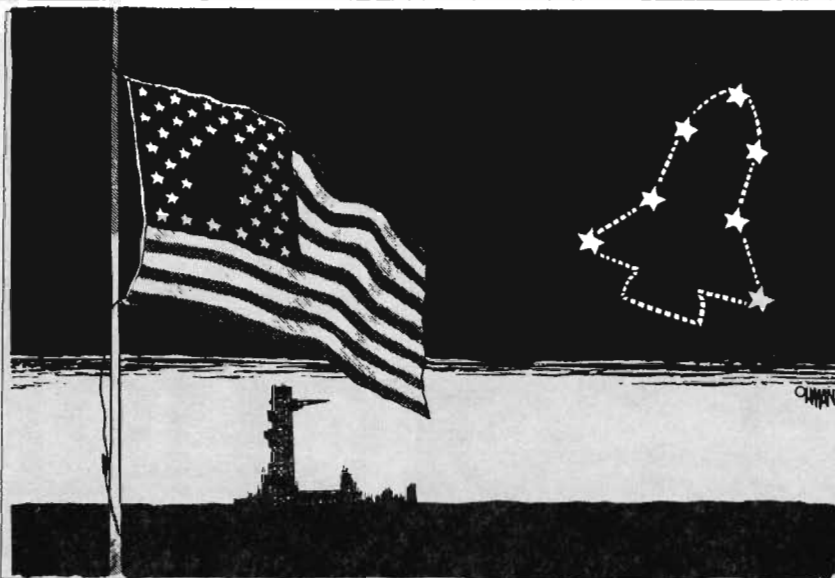
To Western Pacific Railroaders:

The little magazine you are reading is the first issue of Western Pacific MILEPOSTS. It is your magazine, and we hope you will like its contents and its size. Every effort will be made to cover the entire Western Pacific System, and we earnestly solicit your assistance in gathering news of our road and its employees. The editors will welcome your suggestions and constructive criticisms.

Western Pacific's MILEPOSTS, STARTED IN AUG 1949, JUST AFTER THE CALIFORNIA ZEPHYR STARTED SERVICE.

THE CHERRY SPECIALS, Each year from May through June shipper packers arrange with Western Pacific to ship tons of tree-ripened cherries from the valleys of San Jose-Santa Clara, and Lodi, Stockton. These cherries of all varieties travel to Salt Lake City in special pre-iced Express Refrigerator cars and from there move into most of the large Eastern Cities.

Unlike ordinary freight cargo carried by freight trains cherries are handled by refrigerator express specials on passenger train schedules..... **MILEPOSTS, Aug, 1949**



© 1985 OHMAN—OREGONIAN

With Silent Lifting Mind I've Trod.
 The High, Untrespasped Sanctity Of Space.
 Put Out My Hand, And Touched The Face Of God.....
 John Gillespie Magee Jr., WWII Fighter Pilot

News of the "FEATHER RIVER ROUTE"



Wayne Monger
 Union Pacific News Editor
 CTC BOARD Magazine

ALUMNI of the FEATHER RIVER ROUTE

This is the first of what will become a standard feature of each issue of the Feather River Rail Society's "TRAIN SHEET" from this point in time onward. This column is the direct result of an overwhelming response by you, the members, to certain questions included in the first membership survey sent out in December 1985. The object of this column is to continually report upon railroad news that involves the lines of the former Western Pacific/Tidewater Southern/Sacramento Northern railroads. We will bring to you over time the on going physical and operational changes the Union Pacific is making on the old WP, and especially in the Feather River Canyon. We will also bring you a "where are they now" look of the "alumni" of the Feather River Route. In other words, we will present the location and/or final disposition of the locomotives, cabooses, freight cars, and passenger cars that was the Western Pacific.

In this first column, we will take a look at what has happened to some of the 147 members that made up the loco motive fleet for the WP at the time of the merger with the UP in Nov, 1982. As of this writing in January 1986, only 54 are operating in one form or another on the lines of the vast Union Pacific System. 11 more have been sold by the

UP as operating locomotives to other railroads mostly shortlines. The remaining 82 diesel locomotives have been scrapped, are in long term storage awaiting scrap, in long term storage awaiting leases to run out so they can be returned to the banks, or have left the UP for museums by way of donations.

Today on the UP system, which includes the Missouri Pacific, five types of former WP locomotives still turn a productive wheel for their new owner. Surprisingly enough, two of these, the 17 3001-class GP-35's and the three 1501 class SW-1500's, can still be found daily on home rails of the former WP. The other two types of locomotives, the fifteen 3501-class GP-40's that were rebuilt by the Morrison-Knudsen shops in Boise, Idaho in 1980, and the fifteen 3545-class GP-40-2's, are in daily road freight service on the Missouri Pacific. The last type of locomotive, the 601-class SW-9's, have four remaining in service, but in a highly altered state after going through the UP's SW10 switcher rebuild program. As of the last week in December 1985, all of the above locomotives have been painted into UP yellow, and have, except for three, had new numbers applied.

In the San Francisco Bay Area, the 3 SW-1500's still hold down the switching assignments for which they were bought for in the early 1970's. Painted

UP yellow and grey in April and May 1984, these three units, the 1501, 1502, and 1503, are the only ones to have retained their former identities into the UP era. But just this month, the switcher job in San Francisco has seen the change from the normal 1500, to the use of UP's smallest "locomotive", former YVT Co. 30 Ton Trackmobile 296. The 1500's continue to see use in their other normal service of switch engines in Oakland, plus occasional use in Stockton Yard and Oroville Yard.

The 3001-class GP-35's, which were rebuilt by Morrison-Knudsen in 1979 and 1980, have become the primary power for local and switching assignments from one end to the other of the UP's Feather River Division. Many of the runs that had GP-35's as standard motive power before the merger, such as the Reno Local and the SN detour to Pittsburgh, still see GP-35's. Other runs that the WP previously used smaller older power on, such as the GP-7's, GP-9's, GP-20's and F-7's, now often see the GP-35's also. There are currently sixteen of the 17 GP-35's at the time of the merger now operating. All except two of the 17 were painted into UP yellow, and given new numbers, at the North Platte, Nebraska paint shop between Dec 83 and April 84. The other two in question are the 3014 & 3020, both of which were involved in the "Great Reno Runaway" of July 29, 1982. The 3014 was finally repaired by the massive Salt Lake City shops in June 1985, where after making a quick trip to North Platte, also returned to the former home rails in new yellow paint and numbers. As of this writing, the 3020 is still inside the SLC shops, and it is unknown when it will be finally repaired. The new UP numbers for the 17 GP-35's are as follows.....

WP 3001=	UP 782		
3002=	783		
3003=	784		
3004			
WP 3001=	UP 782	WP 3012=	UP 791
3002=	783	3013=	792
3003=	784	3014=	793
3004=	785	3015=	794
3005=	786	3017=	795
3006=	787	3019=	797
3008=	788	3020=	798
3009=	789	3022=	799
3010=	790		

It is expected that by the end of 1986 this set of GP-35's will be the last locomotives on the entire UP System still operating with EMD 567-series prime movers. In the Midwest, 30 former WP locomotives can be found operating on various parts of the Missouri Pacific. As of the first week of January 1986, all thirty had finally been painted into the standard UP yellow. The 30, which are split equally between GP-40's and GP-40-2's, are former WP 3501 through

3516, and former WP 3545 through 3559.

The GP-40's, which were the 1st ones bought by the WP in the 1960s, and which were rebuilt in 1980 by M-K, are currently based out of North Little Rock, Arkansas. They are in general freight service on the MoPac mainlines north out of Little Rock, and are seen as often on local trains as they are on hot pig trains to St. Louis and Chicago. Except for three, they were all painted, renumbered and lettered Union Pacific by the North Platte shops between Dec 83 and July 84. The three not repainted at this time were WP 3506, 3512 and 3516. In late 1984, all of these units were transferred to the MoPac, and were relettered "Missouri Pacific", but retained their new UP numbers.

The three unrepainted GP-40's also went to the MoPac, where they ran until Dec 85 still dressed in their WP green and orange. In Nov 85, the UP decided to reletter and repaint all of the MoPac's equipment (except freight cars) into

Union Pacific, so once again, the former WP GP-40's are lettered for the UP. The new UP numbers for these 15 GP's are as follows.....

WP 3501=UP 651	WP 3509=MP 658
3502=MP 652	3510=UP 659
3503= 653	3511= 660
3504= 654	3512= 661
3506= 655	3513= 662
3507= 656	3514= 663
3508= 657	3515= 664
	3516= 665

The GP-40-2's, which were the very last locomotives bought new by the Western Pacific before the merger, have found a new home deep within Texas on the many MoPac lines there. They are based out of Fort Worth and Austin, Texas. Only six of the fifteen had been painted, renumbered, and relettered into UP by UP between Dec 83 and May 84, before being transferred to the care of the MoPac. These six, which were WP 3546, 3547, 3548, 3550, 3551, and 3553 were relettered Missouri Pacific in May 85. The rest remained in their WP green and orange until Nov & Dec 85, when the push came to get everything into UP yellow, and lettered UP. The very last locomotives to operate anywhere on the Union Pacific System in WP green and orange were the 3556 and 3557, which went into the paint shop at North Little Rock on the final days of 1985. The new UP numbers for these 15 GP-40-2's are as follows.....

WP 3545= UP/MP/UP 900
3546= 901
3547 902
3548 903
3549 904
3550 905
3551 906
3552= 907
3553= 908



3554=UP/MP/UP 909
3555= 910
3556= 911
3557= 912
3558= 913
3559= 914

switchers for the UP.....

WP 601=UP 1271
603= 1272
605= 1273
606= 1274

I'm sure that some of our members will find it rather ironic that WP's last new locomotives occupy the same series that WP's first road diesel locomotives, the FT's, occupied.

The last type of locomotives that we will look at this month are the former 601-class SW-9's. In early 1984, five of the six members of this class were pulled from dead storage at Salt Lake City, moved to Omaha for inclusion into the then active switcher rebuild program.

These switchers are formally known as SW-10's, but have been nicknamed "hammerheads" and "switchers with a headache", due to the unusual configuration of the radiators at the front end. The locomotives were WP 601, 603, 604, 605, and 606. During November and Dec. 84, four became the following rebuilt

As the WP 604 was being stripped of parts for the preparation to be transformed into UP 1275 in Dec 84, the UP's Mechanical Department suddenly decided to stop the entire program. It was decided that in order to fill the need for switchers on the UP System, the UP would turn to the used locomotive market, instead of rebuilding older switchers of their own. As it turned out, the UP bought 15 MP-15's from the Pittsburgh and Lake Erie RR in Feb 85. To this day, the stripped poor old hulk of the WP 604 remains behind the Omaha Shops, awaiting a rebuilding that will never come.....

NILES TOWER

In news from around the former WP in Dec and Jan, Niles Tower near Fremont, Calif. which has protected the

GP-35, 3007 & SW-9, 604 early in their careers...Bob Larson





Niles Tower

crossing of the SP and WP mainlines since 1909, finally closed at 9:01 AM January 8th. Its functions were taken over by the Dispatcher's Office in Sac. To help coordinate movements of trains of the two railroads past this point now known as "Niles Crossing", a "hot line" has been set up between the SP dispatcher's office in Roseville and the UP

dispatcher's office in Sacramento. There had been talk of saving and moving Niles Tower somewhere for use by the PLA once they find a new home, but due to the fragile condition of the building, there is no way this can be done. A local group is planning to save the building as a historical project to the area.

WESTERN PACIFIC'S PULLMAN 40' PS-1 BOX CARS, Part Two

up to the 19000 series for equipped cars. General service plain cars were equipped with Evans "DF" (Damage Free) Loaders, (Crossmember devices that lock on side belt rails to hold lading secure so that it does not move during shipping.) Cushioned underframes, special cargo loaders, built by several companys. "Tranco", "Cargo-Control", and "Sparton" which are differant brands and styles of the DF type loader. These equipped cars ran in special service for a particular shipper, equipment pool or set up just for a certain cargo, i.e. car parts, glass etc. WP FIRST TO USE COMPARTMENTIZER CARS (MILEPOSTS, Jan 1952) SERIES 20801-20820=19501-19541

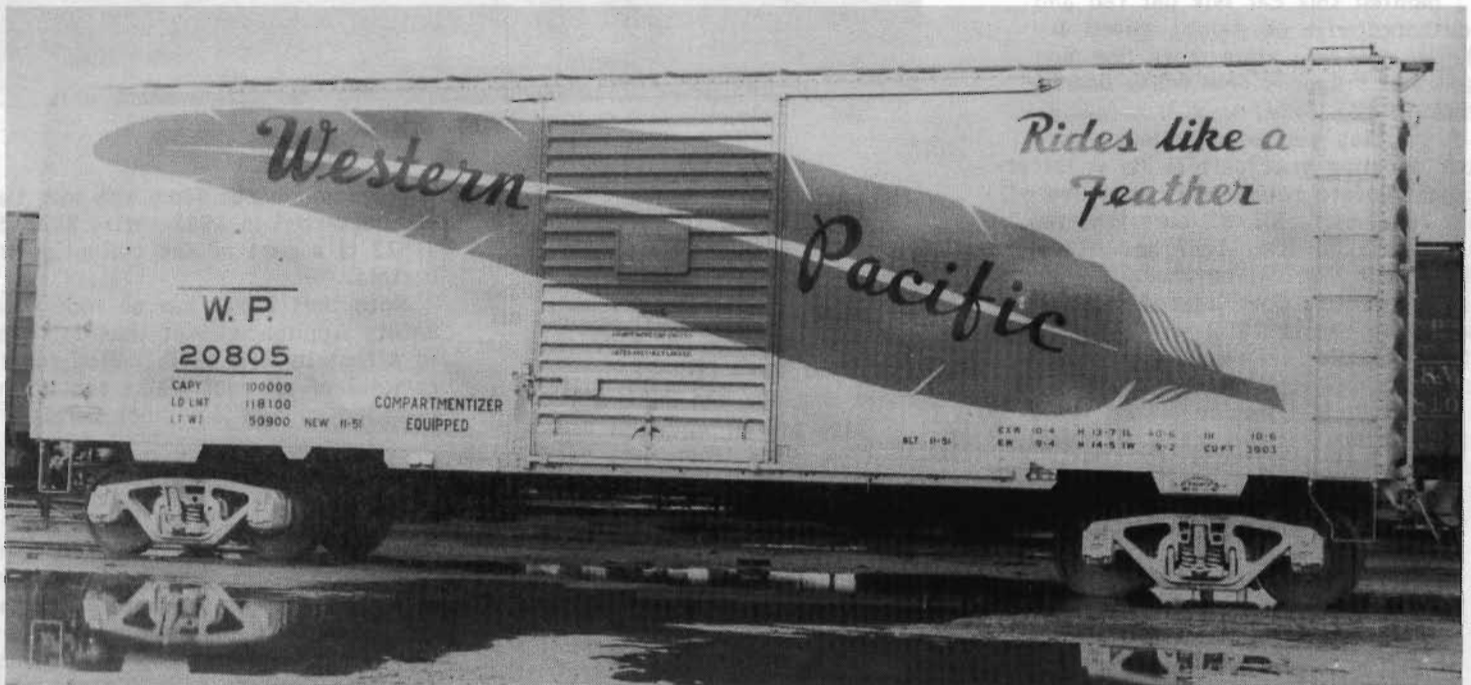
which came West in the new cars arrived in perfect condition, and shippers who have since viewed them are most enthusiastic.

The Compartmentizer consists of a regular steel boxcar equipped with adjustable steel gates, two pairs to a car. Each gate is suspended from a trolley mechanism running the full length of the car and the gates are simply moved against the loaded cargo and locked, effectively preventing any shifting in transit. Serving as bulkheads, the gates are secured to the ceiling, walls and floor, but can be fastened in any location at three-inch intervals to divide the car into three compartments."

"Again, Western Pacific has come up with something new. This time it's a new-type boxcar. referred to as the Compartmentizer Car. A development of the Pullman-Standard Car Co. and WP, the idea was first developed by Mr Angel, of Stokley-Van Camp, food packers, who built an experimental unit four years ago and transferred to Pullman the exclusive manufacturing rights. WP, with an initial order for 20 of the cars, is the first railroad to put them into actual service and played a large part in the final design of the construction. All cargos

After renumbering into the 19501-19541 series so that 20 more cars could be equipped with the gates and added to the fleet. They were renumbered and repainted into box car red with orange feather and Western Pacific with all other lettering in yellow. Several of the original compartmentizer cars came with a new type of truck, the Chrysler truck has a balanced suspension having self-contained friction snubber and long travel standard AAR coil spring groups for better

In the last issue I talked about the unequipped XM class box cars built by Pullman-Standard. Out of the 1951 order of 600 cars, 20 were delivered equipped, with others being renumbered later into equipped number series from the original 580 cars. WP, like most railroads, renumbered their special service or equipped box cars. WP used the 3400 series



controlled lateral and vertical motion to absorb shocks.

In Portola, we have 2 compartment-izer cars, 20806 & 20807. 20806 is now being repainted into the silver paint scheme with 20807 (MW 0246) will stay in the box car red, orange/yellow scheme.

Modeling is eased a lot as McKean has released a 6' door PS-1 kit. Add to the door rails and you are in the pink.

20806, is painted Floquil old silver and decaled with MicroScales new set #87-438 WP Feather River box cars #3. One note 2 of the feathers are wrong. The feather runs from the lower right to the left. 2 of the feathers run left to right Wrong... The reporting marks are oversize and they can be replaced by using Microscales set 87-70 RR Gothic in black. Get set 87-70 #1 in white as it's good for renumbers into MofW service.

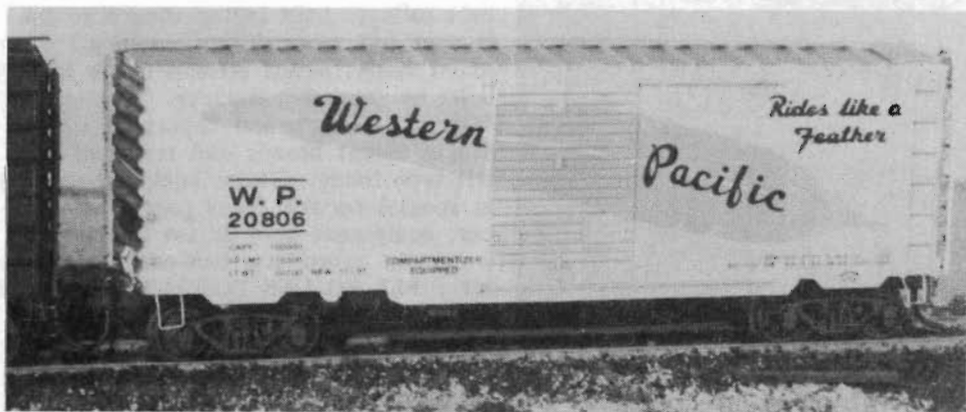
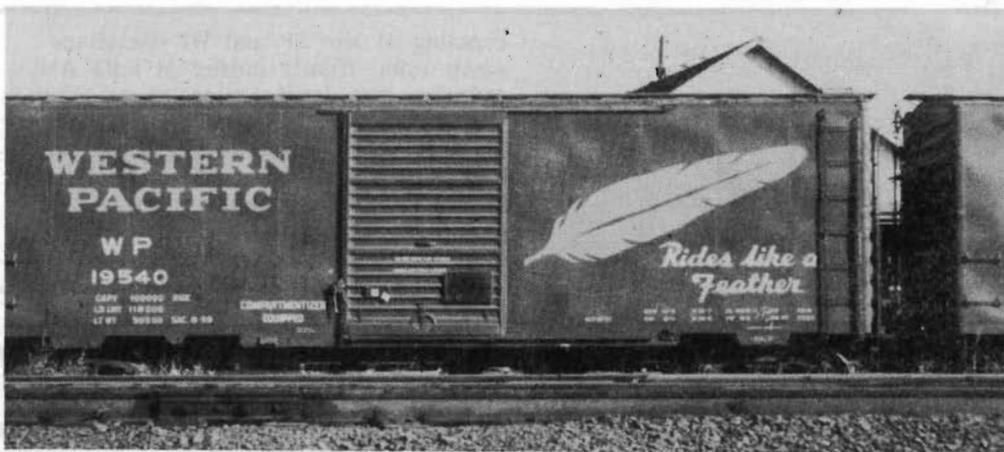
For the trucks I used Detail Assoc. part TK 2803 "GE shock snubber". Cut off the journal and bracket and glue with ACC in place between the springs and you end up with a Chrysler Truck. **MW 0246**, is painted a mix of $\frac{1}{2}$ box car red & $\frac{1}{2}$ rust, decaled with Champ set #HB-327, Detail Assoc set 9004 for CAPY, & dimensions. Use Micro's set 87-70#1 white for the MW reporting marks and numbers, the "M" is 15" white, the ACI plate is from Micro's set 87-1. Note paint a black block for the car numbers under the WPMW.

3451-3458, converted in 1959 with DF loaders, using the box car red/orange yellow scheme (Champ HB-327) but with a orange DF-2 on the door.....

3459-3464, converted in 1959 & 1960 and lettered in WP's new scheme of a large yellow "WP" and yellow lettering. This series used SCRIPT-THE WESTERN WAY. Detail Assoc. set 9006 is correct for this series and has the correct "return to block".

I painted this car box car red and weathered with oil paints, added a Floquil concrete stain down one side used Front Ranges new roller bearing truck.

A decision you need to make when your decaling your cars is "is it lettered just before retirement, as delivered, mid 70's etc.". All WP cars that ran in interchange after 1967 had ACI plates, (Automatic Car ID) on them, the black white boarded "Consolidated stencils" came into use in 1975, with the U-1 wheel stencils (yellow dots on black squares) appeared on cars in 1978. MW cars in MW service before these dates did not receive many of these markings but many have the ACI plates. (A full explanation of WP car markings will be in the next issue of the SHEET)



3465-3470, converted in 1960 with DF-2 loaders with **3467-3470** receiving cushion underframes. I added a Walters cushion underframe coupler pockets part 1030, Detail Assoc. long & short ladders all around, decaled with set 9007 with parts from 9006 or 9004 (DF-2).

I painted this car and **3601** a $\frac{1}{2}$ and $\frac{1}{2}$ mix of Zinc primer and Rail brown, yellow dots came from Mico set 87-193, some data & ACI set 87-01.....

3601-3602, class XML was converted in 1962 as test cars with a Aeroquip Cargo Control 10 buckle belts and 10 plain belts as loaders.

I decaled 3601 using DA's set 9007 with parts from set 9004. Used Micro's set 87-228 for placards and graffiti.

21513 renumbered from the last two PS-1's converted in 1962 series **3471-3472**. 21513 is a part of the collection in Portola.

Note that 21513 has no roof walk. The Safety Appliance Act that 1st came in to affect in Aug 1966, called for the removal of all roof walks and no more installed on new equipment. This was

due to the fact that cars were getting taller and larger and people on the roofs was getting too unsafe. Brake wheels were moved to the lower position. All equipment in interchange was given a set time limit to remove the roofwalks,



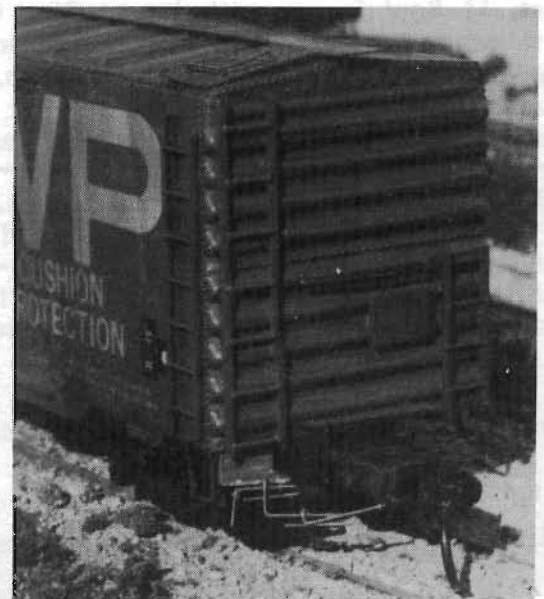
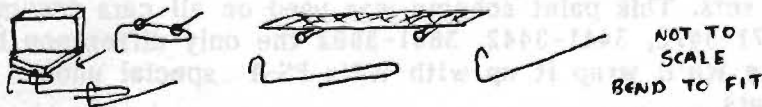
but one set of high ladders could remain at the brake wheel end as the wheel was allowed to remain in the high position. A yellow "No roof walk, keep off the roof" sign was placed only by the high ladders, as a warning. Today many cars can still be seen with their roof walks in place as the time limit was always extended, then dropped all together.

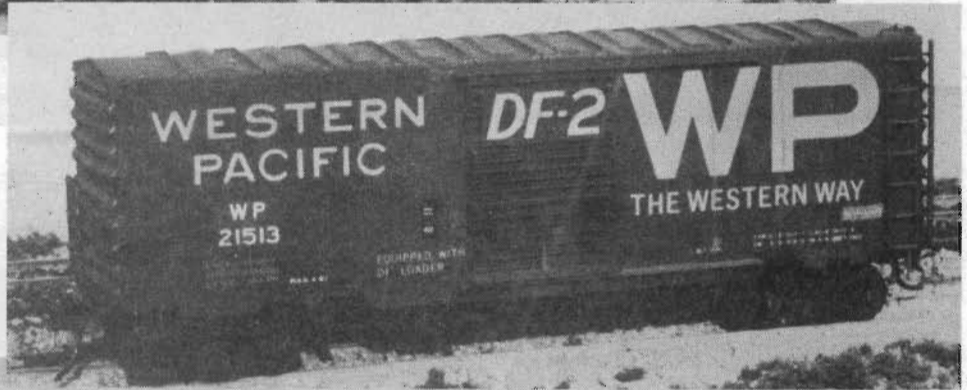
- 20801=19501
- 20802=19502
- 20803=19503
- 20504=19504
- 20806=19506
- 20807=19507
- 20808=19508
- 20809=19509
- 20810=19510
- 20811=19511
- 20812=19512
- 20813=19513
- 20814=19514
- 20815=19515
- 20816=19516
- 20817=19517
- 20818=19518
- 20819=19519
- 20820=19520
- 20826=19536
- 20855=19538
- 20913=19523
- 20916=19535
- 20952=19537
- 20970=19521
- 20973=19540
- 21006=19522
- 21034=19529
- 21095=19542
- 21096=19533
- 21097=19541
- 21099=19531
- 21119=19524
- 21164=19530
- 21168=19534
- 21204=19532
- 21265=19526
- 21300=19528
- 21332=19525
- 21379=19539
- 21394=19527
- 20870=3454
- 20898=3455
- 21040=3456
- 21242=3451
- 21301=3452
- 21370=3453
- 20878=3457
- 21177=3458
- 21081=3459
- 21382=3460
- 21203=3461
- 21219=3462
- 20841=3463
- 20982=3464
- 20845=3465
- 21022=3466
- 21187=3468
- 21240=3470
- 21303=3467
- 21314=3469
- 20919=3471
- 20944=3472
- 20963=3441
- 21114=3442
- 20923=3602
- 21322=3601

In order of conversion



WP 3467 since it has a cushion underframe the end details are as follows, use 1" scale brass wire bent as per diagram, for the cut levers, and the end walk way which all cushion cars have is a set size of 8"X 5'. I made it with Scale Scenics brass Micro-Mesh cut to scale size. Mounted with two 1" brass wires drilled in the end as supports, mesh ACCed in place.





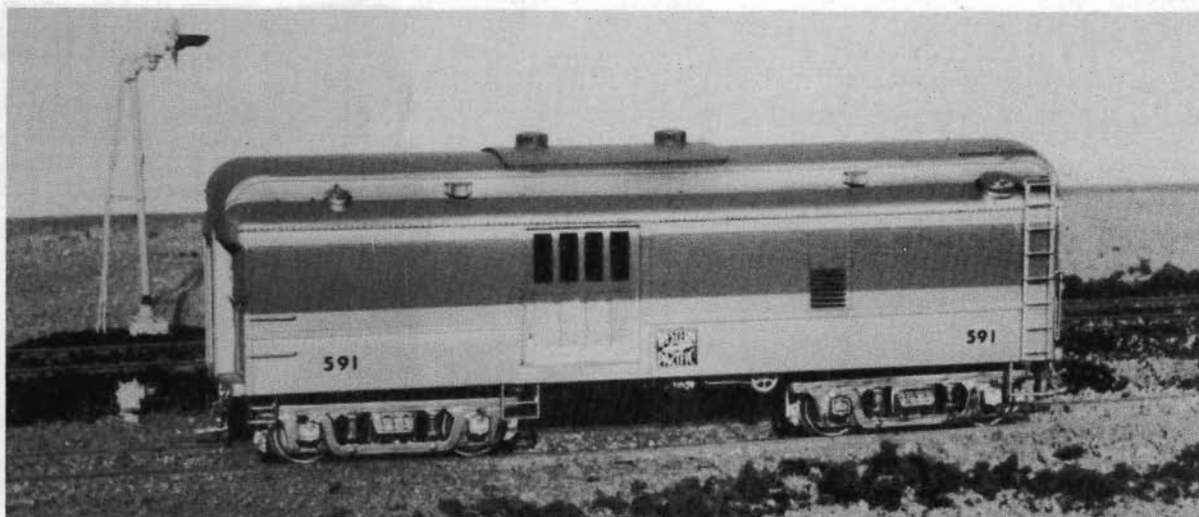
The model of WP 21523, ex3472, is painted with a mix I call "WP OLD BOXCAR" it's 2 parts Rust, 1 1/4 Roof Brown with 1/2 part Zinc Chromate Primer (all Floquil). Decaled with DA set 9004 with renumbers and data from Micro-scale sets. This paint scheme was used on all cars renumbered and painted starting with 3465-up, 3471-3472, 3441-3442, 3601-3602 the only difference being loader or equipment markings.....next issue We'll wrap it up with WP's PS-1 special under-frame cars and the colorful Pullman test cars.....

THE TRAIN SHEET NEEDS PHOTOS.....

Can any of the members please send in photos of any exWP GP that got into MoPac lettering, the same with the GP-40's and GP-40-2's that are in Union Pacific colors and lettering. Looking for the exWP SW-10's, UP-1271-74. Will pay for B&W's or slides.....SKI
Also photos of WP GP's sold to Shortlines and on the MKT.

Western Pacific License of the month club....
Nevada WP RR
is member John Ryczkowski of Reno.....
Calif. WP U30B, Steve Habeck, Los Osos





WESTERN PACIFIC exGN STEAM GENERATORS

As the equipment of the California Zephyr was getting along in years and not running up to full capacity a need for supplemental steam for heating was needed in the winter months. In Nov, 1968, 3 Great Northern steam generator cars were purchased. 591, 592 & 593 were painted orange and silver to match the CZ power and ran behind the last motive power unit in the CZ train.

Oriental Limited has made a GN heater car,

Car No 0468, numbers 1 & 2 which can be made into WP 591 steam generator car. 592 can be made by adding a ladder next to the siding door and 593 by adding grab irons by the same door. The model is missing a couple of details but makes into a good looking WP model..... I used Micro-scale WP diesel loco decals..... Next issue of the SHEET Norm Holmes will go into Western Pacific Heavyweight equipment, where is it today.....



Train Order No. 3 4 2 Dispatcher's Office DECEMBER 13 19 82

To C. & E. WESTWARD TRAINS

At PORTOLA X Opr.; M
STATION INITIALS TIME

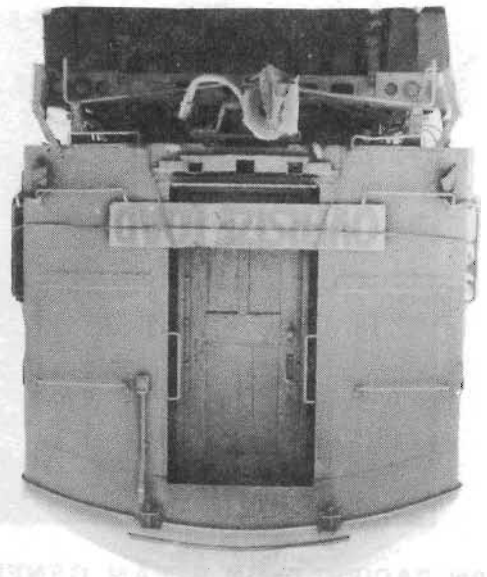
Another grand tradition goes down in the name of progress. Effective Dec 14th 85, all train orders complete with a clearance card comes off the computer printer. The dispatcher writes the orders on a machine in Sacramento, presses a button and the machine at the appropriate terminal prints the order. The operator or clerk gives them to the conductor. The "Flimsy" gave way to the copy machine, now the copy machine gives way to the printer.....Norm Holmes

FORM : : FORM
19X : UNION PACIFIC SYSTEM : 19X
..... : :

TRAIN ORDER NO 40523 DEC 14 1985

TO C&E ALL WESTWARD TRAINS ORIG

AT WINNEMUCCA



please do not delay

Dated Material,

Address Correction Requested.....

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

THE TRAIN SHEET
FEATHER RIVER RAIL SOCIETY
P.O. BOX 8
PORTOLA, CALIFORNIA 96122

A "TRUE TALE OF THE RAILS" from Joe Way

Your "Tale of the Rails" reminded me of another incident which occurred on the same Santa Fe tracks in San Francisco when I was working the S.F.

Switchman's Extra Board in 1973 or '74. Many of the switches in the streets were of a weird single-point design, and were nearly worn out. We were making our customary 4 or 5 mph down the street and over one of these switches. The front truck of our nearly new 1500 series switcher went down the straight rail, but the rear truck picked the switch point and started to turn out. We ended up with the front and rear trucks on different tracks and the switch engine nearly 90 degrees to the rail. The first car and the front truck of the second car were out in the street, but we were still together and the air still in the trainline. The power cables and independent brake lines were pulled loose, though, so the engine was completely disabled.

The Las Plumas ferry was dispatched across the bay to Oakland for another switch engine. When it arrived several hours later we ran up to the rear end of our train, coupled on, and slowly pulled everything right back onto the rail in one pull and with the trainline still made. We didn't turn anything over, but the incident still made the TV and print news.....

