



# The Train Sheet

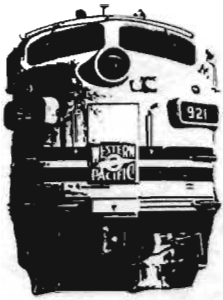
Preserving "The Feather River Route"

JULY AUGUST 1987

ISSUE No. 26

\$1.50





# 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. With 22 locomotives, 7 cabooses and over 45 different types of equipment at the Portola Museum the FRRS is a outstanding society. Steam service is provided by the Feather River Short Line Railroad.

The WP LIVES in Portola.....

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Single membership dues are \$15.00 per calendar year, and Life memberships are \$300.00

\*\*\*\*\*

Our Mailing address is.....

FRRS POST OFFICE BOX 8 PORTOLA CALIF 96122

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Our information phone number is.....

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

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

Articles/Info please write, The TRAIN SHEET

Post Office Box 1663, Sparks, Nevada 89432

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

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FRRS tax ID number is 68-0002774



member



Tourist Railway Association Inc.

THE BOARD OF DIRECTORS  
AS JUST ELECTED.....

- Norman Holmes
- John Marvin
- Wayne Monger
- John J Ryczkowski
- John Walker
- Dave McClain
- Jim Ley

THE TRAIN SHEET  
Volume No. 5 No. 4 Issue No. 26  
900 issues printed

### FRRS CALENDAR FOR 1987

Sept	5-6-7	Operating Weekend
Sept	19-20	Work Weedend
Sept	26-27	Operating Weekend
Oct	17-18	Social Meeting, Work Weekend
Nov	21-22	Work Weekend
Dec	12	Social Meeting

### From the PRESIDENT'S DESK Norman Holmes

Some of our workers are not picking up after themselves. Whenever you work on a project and are through for the day clean up your work area and put away any tools or equipment used on the project. All of our time is valuable--if you don't clean up, someone else will have to do your work. If tools are not returned to their proper place, time is wasted searching for them. Everyone can help by establishing good work habits. Thanks.

### SAFETY TIP of the MONTH

We all know we shouldn't step on the top of a rail, but did you know why? It is because if you slip, a 4' 8½" distance between the

rails is just right for you to hit your head on the other rail. Seriously, the top of the rail is slippery, so get into the habit of stepping over the rail.

Also, don't sit on a rail unless you want to get branded. Overheard recently from a roadmaster; with the air temperature of 98°, the temperature of the rails was 128°.

### CONTRIBUTIONS

Contributions to our general fund through the mail has slowed somewhat during the last two months however, with the tourist season in full swing, our museum donation

box has been frequented by visitors who like what we are doing. Our fixed expenses continue on and our restoration and acquisition program depend on cash and members volunteering their time.

The following have sent contributions along with their membership renewals or just because they wanted to . . .

- |               |                 |
|---------------|-----------------|
| C.F. Bach     | Allan Ratliff   |
| George Comer  | D.W. Shand      |
| John Flower   | Daniel Stoleson |
| Steve Habeck  | Gael Troughton  |
| Jeff Jamason  | Larry Trumbull  |
| Roger Kemis   | David Unger     |
| Robert Mlakar | J.W. Williams   |

## DONATIONS

The Portola Rotary Club's Memorial Day weekend Sunday breakfast was a great success. The profits from the event amounted to \$1422.66, which was donated to our Rail Society with the recommendation that we use the money to repair the roll-up doors on the east end of our diesel shop building. Skip Englert, President of the Rotary Club and FRRS charter member, initiated the event. We have invited them to return next year.

Other donations received during the last two months were: Doug Peterson who donated four railroad car jacks and Owen Acuff who donated a complete set of Trains magazines along with Railroad magazines, Official Guides, and other printed matter.

An overdue thanks goes out to Minuteman Printing in Reno for printing our Train Sheet and other material at a very reasonable cost. Member Harry Jamason also prints extra spiral bound copies at no cost for distribution to hobby shops.

We also need to express our appreciation to Joe Way for supplying our mailing labels. Norm Holmes picks up the mail and sends the new and renewed members names to Charlene Marvin who records them on file cards. Charlene then sends the changes to Joe who enters them in his computer and when we need labels he prints them for us.

Photo by Vic Neves

FEATHER RIVER  
RAIL FESTIVAL 87

By John Walker

Our 2nd Annual Feather River Rail Festival (Railfan's Day or WP Day depending on who you talk to) was held July 11th at the museum, and proved again to be a great success!!!

The all day photo session, slide show, railfan extravaganza brought 190 visitors to the museum for a fun filled day of railroading. Some traveled as far as New York and LA to take part in the festivities.

Although there were the normal hitches, glitches and bitches, things went extremely well, and most everyone had a great time.

Featured activities for the day included several M of W trains powered by UP, WP, KCC and ARR motive power. An afternoon passenger special with one of the KCC Alco's and WP and Alaska passenger trains concluded the day's operations.

Meanwhile, there were no less than three slide/movie programs playing consecutively inside the museum. Chris Skow showed movies in the theater and a slide program in the display room while those taking a break or eating lunch in the meeting room enjoyed McCloud River and Milwaukee Road slide presentations.

The Short Line was on hand to answer questions on the restoration of the #8 while Hap Manitt and Kent Stevens guided visitors through the museum.

The evening entertainment was provided by Vic Neves, Wayne Monger and Dale Sanders who presented

excellent D&RGW Narrow Gauge, Oliver Bro's and Alaska Railroad slide programs. There was nice WP coverage (of course) and a tribute to F-Units. On the subject of "F-Units" Dale Sanders and Mark Hemphill directed the night photo session which consisted of the ARR F's, our FA and the 921 side by side in front of the engine house.

The evening entertainment was briefly interrupted by a special anniversary cake for Steve and Mary Habeck, Wayne and Linda Monger, and Steve and Luann Milward who all celebrated wedding anniversaries this week.

The day's events were largely successful with an over 150% increase in attendance and revenue's over last year. \$1,276.00 was taken in at the gate while Chris reported \$3,100.00 in gift shop sales for the day, and the snack bar/food concession brought in another \$500.00, for just under \$5,000.00 gross for the day!!!!

A successful undertaking such as this does not happen all by itself. My sincerest thanks to all of you who came out and helped with the planning, preparation and operation of this years Rail Festival. Again you have proven that W.P. also stands for "Willing People". Special thanks to Steve Habeck and Vic Neves and to all of the people who helped out on train crew's (you did a first class job), thanks to Ken Roller for getting our rip track (Rip Two) completed in time, thanks to



Linda and Wayne Monger and Pam Hodgson for their help on the ticket booth, Barbara Holmes-snack bar, Chris Skow and Vickie Krois-gift shop, Bill Frasier for loaning us his movie screen, and a big THANK YOU to Rick Merrill from Idaho, who spent a two week vacation at Portola working on the shower car (it now works!!) and other assorted projects in preparation for this event. I wish I could list everyone who participated but, the turnout this year was so great that I couldn't begin to remember everyone involved. Thanks again for a job well done.

Myself and the FRRS are looking to next year to be even better.....

### DIESEL DOINGS

As part of the diesel training class Brian Challendar is conducting this summer, a complete oil change was done on WP GP-7 No. 707. Additional work in the form of window replacement, headlight change out, battery door repair, and installation of a pre-lube oil pump along with a scrub down is needed before this unit is ready for regular service.

On June 20 Richard Canino, Steve Habeck, Norm Holmes, Jim Ley, Steve Milward, Dave McClain, Odie Lorimer, Hank Stiles, and Kent Thompson accomplished a great deal on the UP GP-30 no. 849. The turbo was replaced,

a new set of batteries installed and some miscellaneous air work completed. The engine was test run on Sunday and even though a few minor problems remain to be solved, we have an operable GP-30. On June 29th Jim Ley and Brian Challendar changed the crankcase oil, and fuel filters.

### AND AROUND THE MUSEUM

Rick Merle from Blackfoot, Idaho returned to the PRM in July along with his daughter Melissa to spend a two week vacation working on our equipment. (Rick and Melissa spent two weeks with us in 1985 also.) Rick accomplished much during his stay, completing the step renewal on SN 1632, finishing the shower-lounge car and doing many other small jobs around the museum, which seem to have no end. Both Rick and Melissa said they enjoyed their stay. We enjoyed them and wish them a speedy return.

Steve Habeck also spent some vacation time with us in July doing some of the many odd jobs around the museum and switching equipment for operations and rail festival day. Steve lives in Los Osos which is quite a drive (10 hours) to come to help our museum, and he does this once a month during the summer.

### TRACK WORK

Our one-man track laying machine, Ken Roller, working ten hours a day July 6-10 completed the Rip#2 track in time to allow it to be used to store some of our equipment prior to the Rail Festival event. Rip#3 remains to be laid: the ties are in place, but need to be spaced, then rail moved onto the ties, etc. However, due to an unfortunate automobile accident on July 11th, Ken will not be building track for at least a month. We all wish Ken a speedy recovery.

Ken is an accomplished artist, so during his recuperation, he will be painting a number of canvases depicting WP steam engines for display in our museum. If anyone would like to commission Ken to do a painting, he would be glad to oblige.....

### THIS MONTHS COVER PHOTO

Shows the July 4th operating crew on the nose of the 921 in our new operating dept T-shirts.

Last issues cover photo--how many know where it was--East of Winnemucca, Nevada on the old WP main line just before you get to Weso, milepost 536.

*With a blast of smoke GP-30 849 roars back to life on June 21st after turbo replacement*





**THE SILVER LADY RETURNS**

by Norm Holmes

The long awaited return of the last WP California Zephyr unit was realized July 18th. The former WP 805A left Louisiana on June 26 only to spend a week in Gregton, Texas because of a mix up in reporting marks on the bill of lading. Once this problem was solved (a phone call to the UP agent in Shreveport) the unit was once again started on its homeward journey. It came via North Little Rock and North Platte to Salt Lake City. From SLC west it graced rails not traversed in 17 years. It arrived in Portola safe and sound--Home Again.....

The acquisition of the FP7-A ends a three year effort to obtain this important piece of WP history. When the California Zephyr was discontinued on March 20th, 1970, 805-A, along with its sisters were placed in freight service out of Stockton. In Sept, 1972 805-A was traded in to GE for credit towards the purchase of GE U23Bs. A subsequent sale by GE found the unit on the Wellsville, Addison & Galetton, a short line in Pennsylvania. WAG was abandoned in 1977 and the unit, along with several SP F7's were transferred to another short line in Louisiana, owned by the same people. 805-A, now Louisiana & North West No. 49, was operated on that line until a few years ago when GP-9 locomotives were purchased.

We first wrote to LG&N in Oct 83 in an attempt to obtain the locomotive as a donation. Next, Dale Sanders struck a deal whereby if we could obtain a GP 7 or 9 from the UP we could trade it for the 805-A. Uncle Pete has been very generous towards our museum, but wanted no part of this "deal". About this time, LG&N was receiving inquiries about its F units and set a price of \$50,000 for any unit. This put a stop to the less than serious contenders. \$50,000 was a very high price at the time, but just to see how interested rail fans were in preserving the unit, Dale placed a full page ad on the back cover of his CTC BOARD for several months soliciting pledges for the purchase of 805-A. Nearly \$4,000 was pledged, but that was a long way from \$50,000. Through a series of negotiations by Dale and Mark Hemphill of MDT, the price was reduced to \$40,000. The Society could not come up with that amount and could not obligate itself with a loan and it looked like the 805-A would be lost. Finally four Society members, decided to put up the money as partners in the purchase of the unit. When LG&N was told of a firm purchase by the group they dropped the price to \$35,000. a deposit was quickly sent..... One member had to drop out after the deposit was made and the Society's Board of Directors voted

to have the Society be the fourth partner.....

Steve Habeck, Larry Hanlon and John Ryczkowski along with the FRRS paid the \$35,000.00 to Mountain Diesel Transportation who handled the purchase of the unit for the group. The California Zephyr and WP LIVES in Portola.....

Now that the 805 is home, the Society still has a loan to be repaid. Response to our letters to people who pledged money for its purchase has been great, but there is still alot to be repaid Your contribution to this cause would be appreciated..

The following have made contributions to the 805 fund.....

- |                   |                   |
|-------------------|-------------------|
| Richard Rowe      | Harold E Meeker   |
| Bill Williamson   | Dave Mitchell     |
| Richard Severance | Tim J Low         |
| Pat Feesl         | Richard Wilson    |
| John Scheibe      | Kenneth Eckley    |
| Peter Parrish     | Lavonne Valentine |
| John McCorrick    | Dave McClain      |
| K.M. Coe          | Richard Holmes    |
| Ken Conner        | William Holmes    |
| Robert Johnson    | Carter Cram       |
| Mary Myers        | Kyle Brehm        |
| Ronald Edgar      |                   |
| Mickey McGrady    |                   |
| David Rhodus      |                   |
| George Comer      |                   |
| Jeannie Meyers    |                   |
| Carol Devincenzi  |                   |
| Ward B McCartney  |                   |



## OPERATIONS

Regular "around the balloon" operations ran June 27 & 28 using WP NW2 #608 and WP GP-20 #2001. The operating crew included Norm Holmes, Doug Jensen, Jim Ley, Dave McClain, George Oels, Matt Parker, Hank Stiles and John Walker. Non operating people were Barbara Holmes, Vickie Krois, Hap Mani and Pam Hodson. Emery Godard fired hamburgers and hot dogs. Business was slow over the weekend, but we covered expenses.

July 4 & 5 was a very good operating session, particularly July 4th when we sold tickets in the amount of \$233. John Ryczkowski had his "Operating Dept" T-shirts for sale for the working members and the royal blue shirts set off the crew nicely. The gift shop, hamburger stand and Barbara's snack bar all did well. 2001 and the 849 were MU'd together for the first time on Saturday with 608 doing the honors on Sunday. The Santa Fe Boys were in town working on the caboose and along with them we

had a full crew..Steve Habeck, Larry Hanlon, Jim Ley, Vickie Krois, Rick Merle, R. Miller, Steve Milward, Matt Parker, Ski and Ken Thompson were all involved in operations. Hap Mani and Vickie worked the gift shop, Barbara was at the snack bar and Emery cooking them onions and hamburgers.....  
Special Trains;

Several special runs were made recently. School groups visiting the museum were treated to a "twice around the balloon track" ride. On July 19, the Plumas County Historical Society held their summer meeting in our meeting room. Jim Boynton spoke on the Feather River Short Line's restoration of steam engine No.8. Hap Mani told the group about our Society's history and plans for the future. After the meeting the members were given a train ride.

A trailer caravan group visited the museum on July 21. They too got a train ride and all enjoyed their visit.

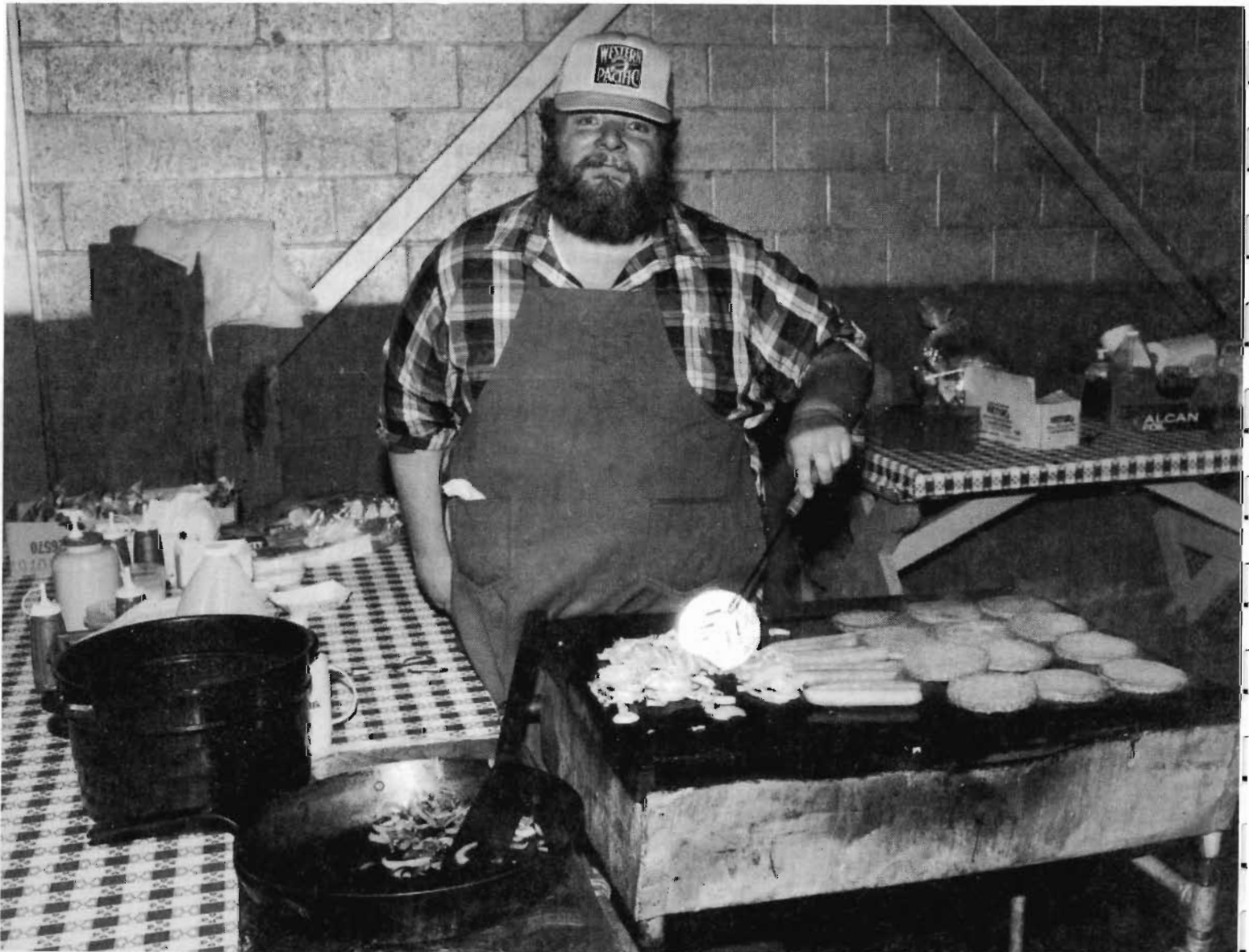
Dean Hill, Norm Holmes, Hap Mani, Ken Roller and Hank Stiles helped on the special runs.

## OPERATING DEPT NEWS

We are soliciting members to become involved with the operations of our trains. Interested members need to order a copy of "Basic Training Manual for Brake-men and Switchmen" from the society at \$9.95 plus 50¢ postage. The FRRS rule book is also available from the society at no charge and should be part of all operating dept libraries.

## GIFT SHOP NEWS

Thanks to a very generous donation, we now have a good supply of WP stock certificates dating from 1959-1961. They are available at the museum gift shop or by mail order for \$5.95. Please include 50¢ postage if ordered by mail. We also have a special on 4449 posters. These 24X36 inch posters show SP



4449 in Oregon with a Daylight train in a high look down view. Very nice poster, they are \$1.49 in the gift shop or \$2.49 by mail order in a sturdy mailing tube. California residents please add the 6% sales tax to your orders.....

### NEW STYLE T-SHIRTS AVAILABLE

The cover of this issue shows museum members wearing the official FRRS Operating Dept. T-shirts. The shirts are dark blue with the FRRS logo in white and bronze on the front and OPERATING DEPT on the back. These T-shirts will be sold exclusively to operating dept. personnel. Also available, for everyone, are silver T-shirts with the logo in red and black on the front with a plain back. These high-quality shirts currently come in sizes M, L, XL, and XXL for \$10 each. The proceeds will be used for paint and other supplies needed to restore equipment. Please find an order blank enclosed for your use.

### WP MODELS

The HO WP bay window caboose models produced by Overland are now in stock, and have been shipped to those members that have paid in full. As they are almost sold out, interested members please notify us as soon as possible, if you want one..... The models are very accurate and I'll have a painting and prototype article out in the TS soon.. I would like to thank everyone that ordered these models, you have all helped make this a successful project.

Next is the wooden cupola caboose like WP 779 in Portola. Overland has this project underway and I'll have a notification in the TS on when to order.....

After the success of the caboose run I have looked into the feasibility of doing WP's tank cars. Pecos River Brass is manufacturing a SP 12500 gal. tank car which is very similar to the WP tanks in series 1201-1250, a 12500 gal single dome car. We can add WP tanks to this SP run of cars if there is enough interest..... It will be run in two styles; "as delivered" with K brakes and "a late model" with AB brakes. I am also looking into doing the WP 10,000 gal tank car that we have at the museum, if again there is the interest....so please advise.....

Have had contact with Key on the big 2-8-8-2 WP mallets also on WP passenger cars.....

### HELP NEEDED.....PHOTOS.....

Photo's and information of early Pullman Co. owned wooden passenger cars leased by WP, 1910-1922 are being sought by John Walker. Examples of these cars would have been the "Blairsdan", "Oroville", "Marysville", and "Wendover".

These were six-sleeper compartment observation lounge cars built by Pullman. If you have a photo or know of a published photograph or description of these cars please contact John at 1130 Galaxy Dr Yuba City, California 95991.....

Thanks.....

The TRAIN SHEET is still looking for B/W or Slides of the exWP GP's that have been sold off or leased to other railroads.....

### DEPOT PLANS

Society member and retired architect John Fisher is preparing a set of plans for our proposed replica WP depot and visitor center. A 24X90 foot building is proposed with space on the main floor for a display room, gift shop, ticket office and rest rooms. A 24X24 second story will house our office, library and dark room. A portion of the profits from the gift shop, donations from members and grant money will be used to finance its construction.



## Caboose

### Saga of the 999197

-or-

"Have I got a deal for you..."

Errol Spangler

#### Part II

Our plan called for leaving San Jose at 6:30 pm and sure enough we managed to get out of town by 9 pm. By the time we got to the Bakersfield turnoff from I-5 I was so sleepy, I asked Bob to take over and get us into Bakersfield for the night. Now usually in a car I can only cat-nap at best. That evening, however, I seemed to have gone out completely for the next thing I know it's 4 am in the morning and we are pulling into Barstow. Of course by this time Bob is ready to sleep on his feet so we pull into a motel where we both crash till 9 am Friday morning.

My friend Bob and I have been on railfanning trips before, and seem to have an uncanny ability for winding up in the right spot. True to form, in the daylight the next morning, we could see the tops of a couple rows of cabooses directly across the yard from the motel, and we were within a block of Mr. Martin's office.

After a quick mid-morning breakfast, we headed for the office and ran into our first big disappointment. We were directed to walk through the engine house, out the other side and turn right to the Stores Department. In case you are wondering, our disappointment was that we had left our cameras in the car. Did you ever notice how long it takes to simply walk through an engine house?

Everyone we had met or talked to on the Santa Fe was very friendly and helpful, and Mr. Martin was no exception. "So you are the fellows here to look over the cabooses? Well just call me Cal Worthington and me and my dog Spot will take you out to the yard to have a look at our beautiful collection of Santa Fe waycars" (on the Santa Fe they are not cabooses but waycars, sometimes abbreviated W.C.).

After a short and dusty trip out to the end of the yard, we drove down between three long rows of deserted, sorrowful-looking waycars. At a rough count there were somewhere between 85 to 90 cars in the yard. All of them had been set aside for one reason or another, many had busted windows with window shades flapping in the breeze. Without exception, one or both doors were open to the elements. And, as to be expected, they were the favorite home of Bos passing through and all were filled with trash and dirt from the hobos and the desert winds.

Mr. Martin had a list in his hand of the 35 cars which had just been declared excess and he offered us the opportunity to inspect each one, "or I can take you to the best one of the lot. I have been through them all and this one I would rate an 18 on a scale of 20, the rest of them go on down the scale from there". We decided to take a look at his top of the line car first which turned out to be the ninth car from the end of the longest row.

There she sat, every railfan's dream, a bright red caboose complete with cupolas on one end and roof walks in place, Santa Fe caboose number 999197. Okay, so it wasn't a speeder, she grabbed



*The Santa Fe Boy's wasted no time in cleaning up their prize.....*

my heart anyway. With a tear in my eye, I told Mr. Martin that, yes indeed we would rescue this poor damsel of the rails from the mean old scrappers torch. With a gleam in his eye, Mr. Martin took us back to his office where he wrote out the bill of sale, and I wrote out my check.

Since both Bob and I had left our cameras in the car we didn't have any picture to take back to San Jose with us. Mr. Martin kindly gave us directions on how to drive around the end of the yard to the other side of the main line where we could park and walk across to the cabooses. Our status would only be semi-official after all I had a bill of sale in my hand, but he did warn us that he himself had been stopped by the Santa Fe police just the week before.

Now a true blue railfan is nothing if not resourceful, and both Bob and I had brought along our official looking (at least at a distance) white hard hats which we donned before heading out across the rails. With cameras in hand we spent an hour going over 999-197. It was then that we began to notice the little things which seem to escape the eye when the salesman has his arm around your shoulder. One of the door latches was broken, the conductors desk lamp was busted, the idler pulley and belts were missing from the alternator, etc., etc.

Reading the contract again, we

noted that it said "caboose 999-197 complete". Bob looked at me and said, "why don't we go back into town, pick up a few tools and help the Santa Fe make this car complete"? Once again the idea man came through. By the time we were done, the only thing we didn't have for the 999197 was a radio (never did find one of them) and a refrigerator (found one of them, but it was 15 cars away). Now our only problem was getting all those parts back, my little Datsun was filled with camping equipment. Then I remembered seeing an odd little door below the radio compartment that was held in with three screws. Upon removing the screws we found an ideal space about two foot wide and two foot high by about three feet deep which we proceeded to fill and then seal back up.

By the time we finally got out of Barstow that Friday, we were both too pooped from running between cabooses to even think about pitching tents on Tehachapi. So, Friday evening was spent in a hotel in the town of Tehachapi. The next morning we enjoyed a few hours of watching both the Santa Fe and SP lift tonnage over the famous loop before heading home.

Back in the Bay area I contacted Mrs. Holmes (Norman is never home) to let her know that we had purchased the caboose and would get in touch with Norman when we heard from the Santa Fe that it was moving.

Two long weeks later (coincidentally two days after my check cleared the bank) I received a call from Mr. Martin on Friday afternoon that the 999-197 was moving and should be in Stockton at the UP interchange by the following Monday. Again I was on the horn to let Norman know it was moving (also again he was not there), so he could make arrangements for Uncle Pete to move it to Portola. We figured she should reach Portola by Wednesday so on Thursday I called Barbara (Norman who?) and was surprised to find the 999197 had actually arrived at the UP yard in Portola on Sunday, a day ahead of its supposed arrival in Stockton.

Now railfans, you know the saga of caboose 999197 and how it came to be at the Feather River Rail Society museum in Portola. So stop by whenever you see one of the Santa Fe boys working on the caboose and swap a lie or two.

Now if we just could figure out how to get that Fairmont motor hooked onto the first axle???

The Santa Fe Boys:  
 Errol Spangler  
 Bob Lindley  
 Tom Brann  
 Fred Seyferth  
 Tim Seyferth  
 George Lilley  
 Ed Del Prete





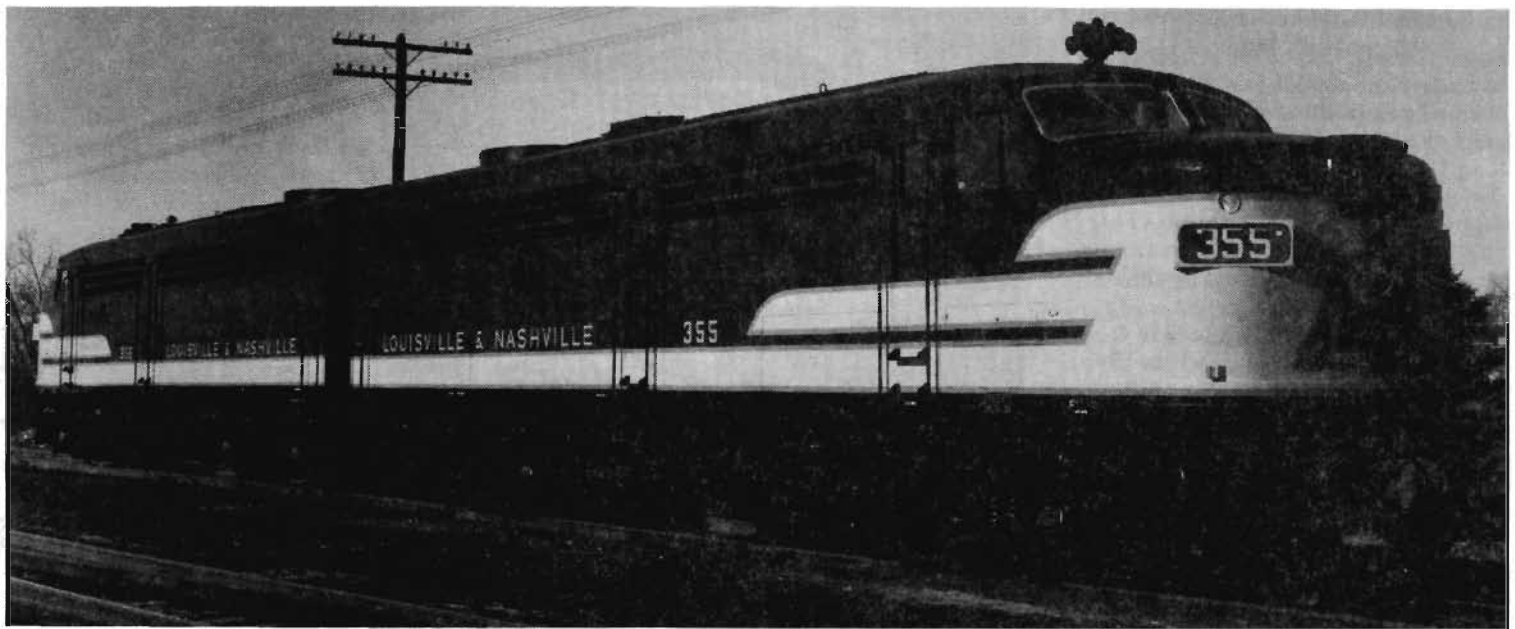
### LONG ISLAND FA-2

During WW II the nations's railroads realized the operational advantage of diesel locomotives. General Motors was the only manufacturer allowed to build diesel road power by order of the War Production Board. Alco and Baldwin built only diesel switchers. (Alco, Baldwin, and Lima built steam locomotives also during this period.) With the hostilities over both Also and Baldwin embarked on development of road power. Alco introduced the PA and FA passenger and freight units in 1946. The railroads were eager to replace steam power and were buying diesels as fast as the manu-

facturers could build them. As was inevitable, the PA's and FA's served their time and were replaced by newer, more reliable, higher horsepower units. The PA's and FA's were traded in or scrapped. Three PA's escaped the scrappers torch and are now in Mexico, wrecked and awaiting their fate. Eighteen FA's were bought by the Long Island RR to be used as power control cars. (Power control cars were placed on the opposite end of push-pull passenger trains from the powering unit to provide a control position for the engineer and to provide a power plant for train heating and air conditioning.) Long Island is now starting to retire the FA units. Four former

L&N units were put up for sale to be sold to the highest bidder.

When the Western Pacific and BN started pooling power between Stockton and the Pacific Northwest a number of former Spokane, Portland, and Seattle FA's found their way over the high line and through the Canyon. Several of the FA's purchased by Long Island are former SP&S units. They are still in service, although retirement is not too far away. Since the FA's are so rare and there would be no guarantee that we could obtain a former SP&S unit when they are retired it was decided to place a low bid on the first four--just in case. All four were bid on, with the intention of purchasing only one. We



were high bid on three of the four and were awarded #604 at a cost of \$2480.

The unit was shipped from Long Island to East St. Louis, Ill. on Conrail without a charge. It was then transferred to UP for movement to Portola, again at no charge. It arrived on July 5th. The transportation costs, if charged to us, would have been many times the cost of the unit. It is indeed fortunate both Conrail and UP are willing to help in the preservation of railroad equipment. Even though

the unit was moved through some high vandalism areas no damage occurred enroute.

Our Alco FA has the original diesel prime mover appearing to be in usable condition, but the generator has been changed, the traction motors removed, and some electrical equipment is missing. It would be possible to restore the unit to operation, but it would be an expensive, time consuming job. Incidentally our Alco RS-3's possess identical mechanical and electrical components.

It has not been decided how to paint the exterior of the unit. SP&S units in tan and dark green operated over the WP which would look nice. Another good paint scheme would be Great Northern's empire builder orange and green. UP also operated FA's however none ventured onto the WP. It might look great in Armor yellow with the blue wings . . . The 604 will remain in its blue and white Long Island paint for awhile. At least we have an FA!

# Mileposts

WESTERN PACIFIC

AUGUST, 1957

A ROYAL welcome was accorded Western Pacific's new train ferry, *Las Plumas*, when she officially arrived in San Francisco Bay at noon on July 11.

Believed to be the first train ferry to operate on the Pacific Ocean, she came down from Portland, Oregon, under her own power with officers and crew living in sleeping and dining cars aboard. Actually, she arrived in San Francisco Bay about twelve hours

ahead of schedule, having maintained faster speeds than anticipated. She passed under the Golden Gate Bridge about 11 p. m. on July 10 and dropped anchor off the Marina shore. The following morning she weighed anchor and maneuvered into position just inside the Golden Gate to await her official welcome. The huge streamlined ferry was soon greeted by geyserspraying fireboats, the "great golden fleet" of Bay pleasure boats, whistle blasts from the various ships in the harbor, Belt Railroad locomotives, and

other fanfare. Right on schedule for her noontime docking at Pier 18, she acknowledged the "12-o'clock" siren atop the Ferry Building with three long blasts from her whistle. Among the craft going out to meet the self-propelled diesel ferry was the venerable Western Pacific tug *Humaconna*, whose job will be absorbed by the new arrival.

The *Las Plumas* differs widely from other ferries that have plied the Bay, being of streamlined design and embodying many new features, perhaps the outstanding one being a bow propeller operable at any angle to the keel for easy maneuverability. She was designed by L. C. Norgaard, San Francisco naval architect, and built by the Albina Engine and Machinery Works at Portland.

The control bridge and crew's quarters are located in a single-span bridge amidship. The ship is fully equipped with radio and radar. A novel feature is the method of taking on fuel, which will be accomplished by rolling tank cars aboard the vessel and filling by gravity from the cars through manholes in the deck.

The 2,255-gross ton ferry, which cost about \$1,300,000 to build, is powered



## "Las Plumas" Makes Her Debut

by direct diesel propulsion of three main screws at the stern—her three 700-h.p. Enterprise diesel engines and one 225-h.p. Murray & Tregurtha engine will provide a speed of 12 knots. Over-all length is 375 feet. Her beam is 59 feet, and depth from deck to keel is 16 feet. The all-steel vessel will carry 28 loaded freight cars and has a displacement of 3,500 tons.

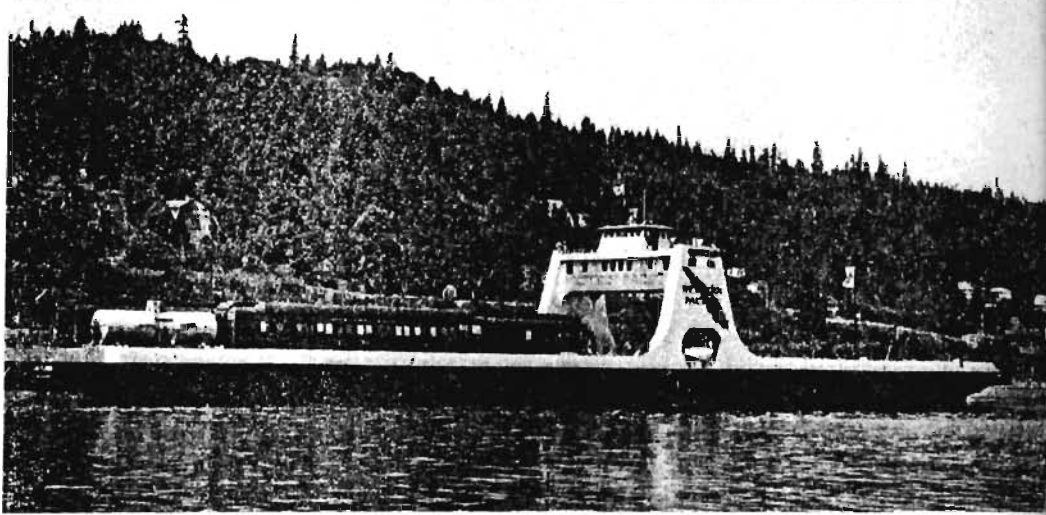


From her deck the vessel's single-span bridge amidship makes an impressive sight. She can handle 28 freight cars on her 375-foot deck.

Mrs. F. B. Whitman, wife of Western Pacific's president, christened the new vessel at Portland on June 25. President Whitman and other officers, officials from the Albina Engine and Machinery Works, members of the press, and invited guests witnessed the shattering of a traditional bottle of California champagne against her bow.

WP's marine department plays an important part in the railroad's operations, carrying freight cars between Oakland and San Francisco over what might be called the railroad's "main line" on San Francisco Bay. With the

*Las Plumas*, service will be much improved over that formerly provided by three barges and two tugboats—the *Humaconna* and the *Hercules*.



The new ship went into service last month following a series of test runs made on San Francisco Bay.

It was originally planned to name the new ferry "Feather River." Because another craft is now registered under that name, it was changed to *Las Plumas*—which means "The Feathers."



## WESTERN PACIFIC *Mileposts*

JULY-AUGUST, 1967

# Diesel locomotive maintenance building planned for Stockton

WESTERN PACIFIC's directors on June 7 approved an expenditure of about \$2,200,000 for a new, modern diesel locomotive maintenance building to be completed about January 1, 1970 at Stockton, including relocation of car repair facilities at that point. The railroad's main general shops will remain at Sacramento. The new structure will be manned by employees now working for the railroad on maintenance of locomotives at Oroville, Sacramento, and Stockton. Prior to any announcement to the public, employees in the locomotive department presently working at these points were informed of the plans by a group of Company officers led by Chief Mechanical Officer E. T. Cuyler.

The necessity for the transfer of operations was explained this way by President M. M. Christy following the action taken by the directors:

"Western Pacific must maintain and improve its competitive position and meet present and future increased service requirements, and to do this requires a modern diesel locomotive maintenance building properly located to assure maximum efficiency of operations. The two principal existing locomotive maintenance points—Oro-

ville and Sacramento—are separated geographically, and neither is well located to minimize locomotive movements to and from the shops. This separation of operations results in an inefficient allocation of men and material, as well as preventing maximum locomotive utilization. In addition, the structure at Oroville was designed for repair and maintenance of steam locomotives and is old and completely outmoded.

"The problem associated with the present arrangements will be solved by transferring the locomotive work now being done at Oroville and Sacramento to a new, modern diesel locomotive maintenance building at Stockton. This is the location of Western Pacific's principal classification yard. It is the point of origin or termination of the runs of most scheduled trains, which will provide more time to work on locomotives while they lay over between runs. This will reduce delays now occurring at Oroville when units now must be cut in or out of through trains."

MILEPOSTS will keep employees informed of further developments as they occur during the next two and one-half years.

ACCORDING to plans designed by the railroad's engineering department, the proposed new building will cover about 42,500 gross square feet. It will be used for service and maintenance of diesel road engines. The building will be erected immediately east of and adjacent to the present diesel house at Stockton in the area of the present rip tracks.

The present rip tracks will be relocated and completely modernized.

The present diesel house, after a general rehabilitation and a few minor changes, will be used for servicing and maintaining diesel switch engines.

The ventilated and heated diesel shop will have a structural steel frame, sidewalls of protected metal, and a concrete floor.

The building will have two bays. Each bay will be equipped with an overhead crane. The service bay, 75' x 288', will have three tracks running through the building. The repair bay (foreground in the drawing above) will have a single track entering one end of the 60' x 242' building.

A spray-type engine washer will be erected outside the engine servicing area.

Construction schedule calls for the completion of the new Rip Track facilities, Westerly of the Yard Office, in the Fall of 1967.

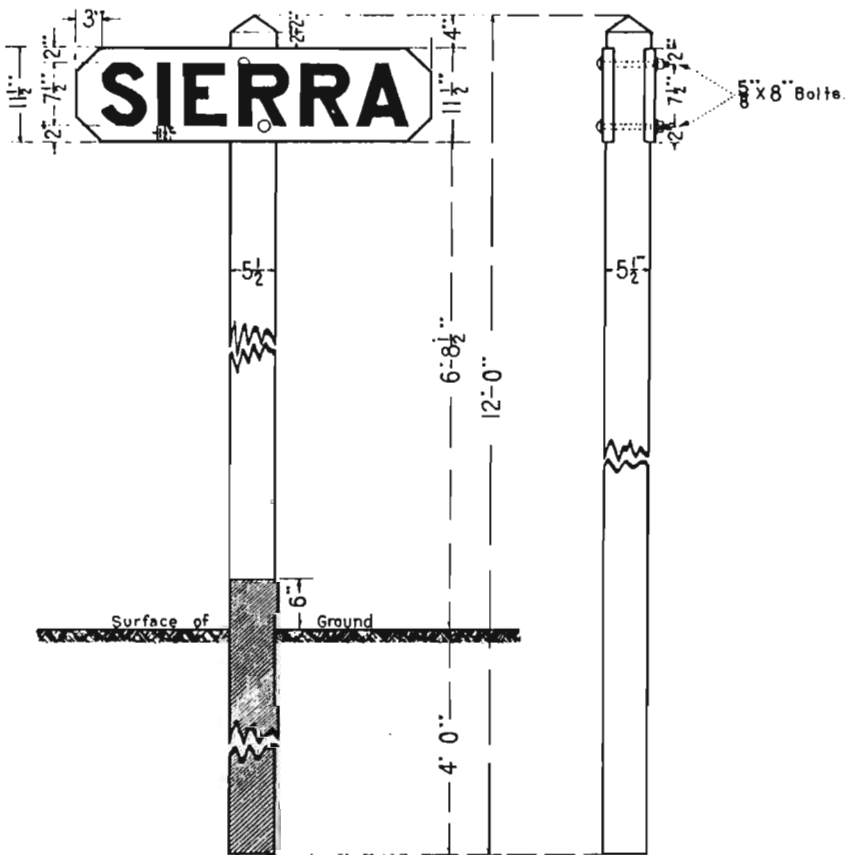


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POST: 6" x 6" x 12'-0" S.4S Redwood Extra Merch.  
BOARDS: Redwood Clear.  
BOLTS: 5/8" Diameter with washers.  
PAINTING: Face of board white, Letters black, Post to have a coat of coal tar applied hot to 6" above ground, balance of post and back of boards painted with metallic and lamp black making a very dark brown.  
STYLE OF LETTERS: Egyptian 7 1/2" high with 1 1/2" stroke as indicated.  
LOCATION: Place at right angles about center of spur or siding on main track side and about 15 feet from center of track.  
PAINTING OF BOARD: Face of board to be given one coat of white lead and oil paint thinned with turpentine and two coats of white lead and oil paint.

APPROVED: *J. M. Williams* CHIEF ENGINEER  
APPROVED: *E. W. Mason* VICE-PRESIDENT AND GENERAL MANAGER

THE WESTERN PACIFIC RAILROAD CO.  
STANDARD  
NON-AGENCY SIGN  
SCALE: 3/4" = 1'-0" ADOPTED JUNE 30-1924  
REV. JUNE 1, 1936