

Railroad Days

It seemed like we just got through our "Circle the Wagons" celebration when the Feather River Railroad Days event was upon us. Having everything ready in July made it easier to be prepared for the August 20-21, 1994 event. Each year we run two trains on Railroad Days. This year it was decided to use one of our VIA coaches and two cabooses on one train and four cabooses on the other. Switching was completed Friday and motive power was selected. Our bright orange NW-2u WP 608 was to power one train and an A-B-A F7 set would power the other. WP 921D, WP 925C and WP 805A were coupled together to make a beautiful three unit set. Norm Holmes had the honor of running the first train with 805A on its first "revenue" use since we acquired it in 1987. For subsequent trips there was no shortage of engineers who wanted to run this attractive consist.

Meanwhile inside the shop building, four model railroad layouts and a musical group entertained our visitors. Allen Wiebe again donated use of his Yogurt and slush machines (the peach cocktail was delicious!). Attendance this year was down 20-25% from last year partly because of the Cottonwood fire. Although the fire was 25 miles away, there was some smoke and some people didn't come for that reason.

On the "Thank You People" page elsewhere in this issue, we have listed all of those who helped with the Railroad Days event.

Steam At Portola

Through the cooperation of Nevada State Railroad Museum, we had an operating steam engine in Portola for 32 days. NSRM's 1888 former Dardanelle & Russellville (Arkansas) 4-4-0 was trucked to Portola on June 27, 1994 and operated during our 10th Anniversary celebration July 2-3-4. On the Fourth it carried American flags and operated our caboose passenger train. It occupied a place of honor in the shop until July 23 and 24 when it again pulled our caboose train in revenue service. After the train schedule, we used it for switching, but its 45 tons were a little light to move four 120 ton diesel units. We really appreciate the opportunity to have a steamer here for our event and thank the volunteer crew from Nevada State Railroad Museum who worked so hard to have everything working.



...with Hap Maniit

Giving thanks to people for volunteering at the museum.

- Clyde Lippincott and Norm Holmes traveled to Niles Canyon Railway to pick up a traction motor for GE No. 80 using Clyde's pickup and trailer.
- Jim Ley checked out the electrical system on VIA passenger cars.
- Rick Santini and Brian Challender worked on headlights on 2873.
- Gordon Wollesen installed new electric circuit for Yogurt machine and welder.
- Dave Anderson and Hank Stiles worked on new battery house building.
- Peter Langdon replaced turbo drain plugs on ONW 4.
- John Walker and friends painted porches on north side of shop building.

New Equipment

Our latest locomotive acquisitions are a pair of ALCo FP locomotives purchased from Canac in Montreal, Canada. After the concept of selling the Long Island FA-2 to the Illinois Railway Museum and purchasing an FPA-4 from Canada was approved by the Board, Norm Holmes was directed to go to Montreal, select a unit and if the price was reasonable to also acquire a B unit.

On May 16, 1994, Norm flew to Boston (he got a special low cost senior citizen rate which was only good in USA), rented a car and drove to Montreal. After meeting with Canac officials at their office they went to the yard to inspect the six A units and four B units that were for sale. Since they had been out of service for some time and no records were available, selection was made on the basis of wheels and body condition. All units were said to be serviceable. A unit 6776 and B unit 6860 appeared to be best. After returning to Portola, a proposal was made to Canac to purchase the two units at a price we were willing to pay for one unit. Our proposal was accepted.

It was hoped the units could be prepared and shipped in time to reach Portola for our "Circle the Wagons" event, however it was June 22 before they left Montreal. They were then delayed at the border even though we had all the customs papers in order prior to their arrival. They arrived in Chicago on July 3, and were "lost" until July 12. On July 14 they were in North Platte; on July 16 they were interchanged to the BN at Kansas City. A quick call to UP Customer Service brought them back and they arrived in Portola on July 21, 1994. We paid transportation costs to CN and GTW for Montreal to Chicago; CNW moved them from Chicago to Fremont; and Union Pacific graciously gave us a free move from Fremont to Portola. Again UP has been very generous in helping us obtain equipment for our museum.

Since their arrival in the museum, both units have been washed by Ken Roller, a set of batteries has been installed in both units and at this writing date, are awaiting time for inspection and prelube prior to starting. For a detailed history on these units, see a related article elsewhere in this issue of the Train Sheet.

Material Donations

Thanks to many generous people, we have received recent donations including:

- A complete lower quadrant semaphore signal from SP's Siskiyou line donated and delivered by David Mihevc and Keith Johnson.
- Four track drills and a rail saw donated by David Dewey.
- A computer printer and printer buffer from Roger Kemis.
- \$150 worth of wrenches from David Bergman.
- Repair to the two headlights for our Ingersoll-Rand by Jerry Todd.
- Four operator's manuals and air brake books from Robert Topham.
- A large supply of duplicate slides donated by Stan Kistler.
- An O Scale model kit for a WP GP-9 donated by Bill McClung, Red Caboose, Longmont, CO.

Mark Norstad of Corte Madera, CA had built a six seat rail bicycle that competed in the 1992 and 1993 NTMC. This year he donated the machine to our museum collection. It's a big hit with the kids.