

FRRS, provided us with a new and shiny SD70M locomotive for display. This was a popular attraction with our many visitors who were allowed to see the modern 4000 horsepower locomotive alongside many of our first generation diesels. Our Thanks go out once again to the UP for their continued support of Railroad Days and the FRRS.

We also unveiled our latest restoration project at Railroad Days this year. The former UP CA-5 cupola caboose known to most of us as the "Silver Palace" has been repainted into it's last UP yellow scheme before being placed into MofW service and painted silver. It looks fantastic inside and out, and fulfills a wish expressed by the UP Western Regional Vice President of Operations during a visit to our facility. Special Thanks go to Wayne and Linda Monger for their donation towards this project as well as to all who worked so hard in making it happen. Next time you are in Portola, make sure you check it out.

The model railroads were once again a big hit displayed in the shop along with the "G" scale live steam operation outside. The Society extends its Thanks to these groups and their hard working volunteers who participated in our success that day!

Once again, our Operating Department worked hard to provide constant train service for the event and provided safe and reliable operations for the entire event. They graciously allowed themselves to be the "victims" of regular train robberies this year by the Truckee Railroad Regulators. If you have never seen their show, you are missing a great reenactment of history. Thanks to all who volunteered!!!

Details on this year's Truckee Railroad Days trip as well as this Railfan Photographer's Day will appear in the next issue.

In other news, the WP705 has been purchased by a group of our members for donation to the FRRS and is on its way to Portola. It is in Cheyenne today and should be in Portola very shortly. I am sure we will have some pictures of it in the next Train Sheet and an update on getting it fired up. At this point with our pending trade and the purchase of the 705, we will have all of the existing WP GP7s except the 711 which is safe and sound in the hands of PLA and the 706 which is reported to be somewhere in the deep south. It is exciting to think that the FRRS will soon have one of the most complete collections of one railroad's equipment in the country. This is something we can be very proud of. Hopefully by next issue, I will be able to report that the WP 504 will be on property from Quincy along with some other exciting news.

Winter is just about here and it is time to start draining water and removing batteries from our locomotives along with winterizing the shop and shower car. We can always use help with these required, critical year end chores so if you are able to help let us know!!! And don't forget our Annual Santa Trains are quickly approaching — we will need plenty of help again this year to decorate the train and our facilities, as well as provide for operations and refreshments for the public. If you can help in any way, please let us know!!!!

I want to thank all of you who came up this summer to help out and look forward to seeing all of you again soon.

Remember, if you have any concerns or questions, please call or e-mail your officers or Directors any time — contact information appears in the front of *The Train Sheet*.

Equipment Trade Announced

In an announcement made public on July 24, 2003 the Feather River Rail Society and the Western Railway Museum acknowledged a trade of equipment that will enhance both museums equipment rosters and allow both organizations to more closely follow their respective Mission Statements.

Equipment going to the Western Railway Museum from the Feather River Rail Society includes; Sacramento Northern 44 tonner 146, Sacramento Northern wood cupola caboose 1632, Salt Lake, Garfield and Western 44 tonner DS-2, Western Pacific maintenance of way flat car 8522, Fairmont Speeder Crane, Wood push car, Ballast car for later delivery.

Also included will be extra parts for the 44 tonners and one 85 lb. spring frog.

General Electric built Sacramento Northern 146 in November 1946. After being retired by the Sacramento Northern it was sold to Chrome Crankshaft who sold it to the NW Oklahoma Railroad as their number 1 in April 1974. The Feather River Rail Society purchased the locomotive with the intent to restore it.

Sacramento Northern caboose 1632 was built by Western Pacific in the company shops at Sacramento in 1938. It was removed from train service in the 1970's and was assigned to maintenance of way service with wreck train 37 based in Oroville, CA.

Equipment coming to the Feather River Rail Society from the Western Railway Museum includes; Western Pacific F7a 917, Sacramento Northern GP7 712, TTX trailer flat 475127 with two hitches, Amtrak steam generator 662 converted from an F3b, UP steel caboose 25732, WP steel caboose 483, USN MRS-1's 612 and 614 Maintenance building from the New Melones Dam project.

This trade will bring F7A 917D together again with sister 921D at Portola, CA. This gives the FRRS the distinction of having two of the remaining "Fabulous Four" F7's.

Released by EMD on January 26, 1950 F7A 917D, serial number 8971, was received by the Western Pacific on February 4, 1950. She was renumbered to 917 on July 1, 1975. The 917 was repainted back to WP's original orange and silver scheme by the Union Pacific at North Platte, Nebraska in July 1983 and donated to the Bay Area Electric Railway Association. It had been displayed at the Western Railway Museum at Rio Vista Junction, California being delivered to them on October 15, 1983 after track repairs were completed to allow movement over the unused branch that connects to the museum's own trackage.

Once on the property the 917 will receive an initial inspection and any repairs necessary to place the unit in service. The 921D will then be removed from service for needed maintenance, restoration and painting. The 712 will also receive an initial inspection and repairs necessary to put that unit into service. Meanwhile the search is on for two twenty-foot trailers to place on the TTX flat car for a display of early TOFC loadings. Long-range plans are being formulated for the cosmetic restoration of Amtrak 662 back to its F3b appearance. With the addition of WP caboose 483 we now have the sister to 484 and a fairly complete representation of the WP's caboose fleet.

Bill Kløver, speaking on behalf of BAERA, said, "We're really pleased to have joined with FRRS in this historic trade agreement that allows both ourselves and our colleagues in Portola to better fulfill our respective mission statements. The agreement also reflects our mutual commitment to ARM's "Recommended Practices for Railway Museums."

Rod McClure, speaking on behalf of FRRS, said, "This historic trade agreement allows both of our organizations to refine our core collections respective to each organizations goals. This follows our memberships directives to hone our collection and refocus on preserving the Western Pacific's empire."

Driver's Ed for Trains?

By Kerry Cochran

This was the Headline from the Portola Reporter (Newspaper) on Wednesday, December 6, 1989.

The below article described the Rent-A-Locomotive Program at the Portola Railroad Museum. In past years the RAL program has had sufficient engineers to make this dream come true for many of our museum visitors. However today, we are struggling with low turn out rate for qualified engineers to support the RAL program.

Yes it does take some investment in your time to become a qualified RAL engineer, but think of the rewards it brings, not only to the FRRS, but to self improvement and learning. This investment you make in learning to be an engineer benefits the museum greatly.

With more qualified engineers to handle the RAL program, the less each person has to commit to coming to the museum to handle each RAL.

The RAL program needs more engineers to help us out. We need the membership's help, Please think about becoming a member of the Operating Department and training for a RAL position. You do not need to come to the museum to work RAL every day or week, just now and then. If we had everyone who was qualified work just one day a week or even one day, every other week we should be able to keep the RAL program up and running, and funds coming into the museum for all of our projects.

Should you have an interest in the RAL program, Please contact Kerry Cochran, Superintendent of Operations, (home) (650) 952-7127, email KC6KNT@Compuserve.com or call the museum at (530) 832-4131 and let John Walker know, and he will pass the information on to me.

Driver's Ed for Trains

by Sandra Gubel
Portola Editor

Have you always dreamed of being a railroad engineer? At the Portola Railroad Museum, your chance at the throttle lever can actually come true.

They call it "Rent-a-Locomotive." For \$60 an adult or an entire family can receive an hour's worth of instruction and actual practice in the art of locomotive engineering.

Qualified operating personnel from the Feather River

Rail Society supervise your inaugural runs around the museum's scenic 2mile balloon track.

"To my knowledge, this is the only place you'll ever do this. This is the only museum around that can have something like this," said Rail Society Director Bruce Cooper. Cooper came sun with the idea which has provee itself not only a moneymaker for museum restoration efforts, but a service to the rail fan.

The unique promotional activity is starting as "a phenomenal success," said Cooper. In Rent-A-Locomotive's first five weeks, about 25 hour long sessions revere offered. People flocked to Portola from the Bay Area and even Southern California to take advantage of the gimmick.

Bay Area residents caught wind of the idea on the recently broadcasted 15 minute segment of "Bay Area Backroads," filmed at the museum this fall.

Novice engineers come from all walks of life and they're of all ages, said Cooper. "We've had kids as young as 6 years old driving on their mothers' laps," he said. As many as four people fire allowed in the cab at a time.

Engineers for the hour are not responsible for switching tracks or any other complicated procedures. A supervisor is on hand, as is the instructor, who can perform emergency measures, if needed, to stop the train.

The one hour run does not qualify people as operating, personnel of the Feather River Rail Society, who, after extensive training, have been credentialed to drive the excursion passenger trains at the museum during the summer.

Engineers of the day usually end up venturing about four times around the balloon track during the hour's time, said Rail Society President Norman Holmes. Each receives a certificate of completion at the end of the run.

Hours for the unique opportunity are scheduled in advance, according to visitor and operating personnel availability. Weather permitting and as long as snow doesn't cover the tracks. "we can do it just about any time," said Holmes.

All proceeds go toward continued volunteer efforts of the rail society to restore used and donated railroad equipment.

For more information or reservations for Rent-A-Locomotive, call the Portola Railroad Museum at 832-4131.

(Editors Note: The program has since been renamed Run-A-Locomotive.)

Comments from the Election

Below are some of the comments received with the second return of election ballots and answers to some of them.

How about providing an easy way (i.e., email) for hapless members to communicate to the board? (These will be listed along with the directors names on Page 2)

How about providing a "Letter to the editor" section in the newsletter? You guys are to insulated from the membership. (Look for this to begin in the next few issues)

More history (people) and less big toys for little boys and stick to the WP.

Am I missing something? 3 appear to be qualified candidates for 3 positions. Who ever demanded this re-run (of the election) for nothing should be asked nicely to pay for the paper, printing and postage. Terrible waste of money and resources. Think trains, not nit pick.