



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA CALIFORNIA

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MAY JUNE 1985

ISSUE No. 13



MUSEUM IS NOW OPEN

Daily from 10am to 5pm-Free admission. With operating days the last weekend of each month.

CALENDAR OF COMING EVENTS

June 8 Great Pacific Coast Railroadiana Show
Sacramento FRRS Booth

June 15 work weekend and meeting

June 29-30 Operating weekend (30th UPOT Picnic)

July 20 work weekend

July 27-28 Operating weekend with Railroadiana
show and sale

Aug 17 work weekend and meeting

Aug 24-25 Operating weekend-Feather River Rail-
road Days (**THE BIG EVENT**)

The **FEATHER RIVER RAIL SOCIETY**, a tax exempt public benefit California Corporation, operates the **PORTOLA RAILROAD MUSEUM** in Portola, Calif. Formed in February, 1983, with the purpose of preserving local railroad history in general and Western Pacific Railroad history in particular. As a Society we are involved with restoration and collection of railroad equipment, photos, artifacts, historical information and data specifically Western Pacific. In doing so the **FRRS** has become the **HISTORICAL SOCIETY of the WESTERN PACIFIC RAILROAD.....** The **WP LIVES** in Portola for the benefit of the friends of the **FEATHER RIVER ROUTE.....**

Single membership dues are \$15.00 per Calendar year. Our mailing address is;
Post Office Box #8, Portola, Calif. 96122

BOARD OF DIRECTORS

President and Founder	Norman Holmes
1st Vice President	Jim Boynton
2nd Vice President	Hap Maniit
Treasurer	Chris Skow
Secretary, comptroller	Mel Moore

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Steam	Jim Boynton
Cars	John Ryczkowski
Track & Grounds	Norm Holmes
Mechanical Shop	Al Thomsen
Signal	Jim Atkins
Sales	Chris Skow
Membership	Beverly Moore
PR	Hap Maniit

"**THE TRAIN SHEET**" is edited and layed out by John J Ryczkowski, anyone wishing to send articles/info please write; **THE SHEET**
Post Office Box 1663, Sparks, Nevada 89432
Issues printed 500

From the PRESIDENT'S DESK

Our first public showing and operations came off without a hitch. Some 40 members pitched in to prove "we can handle it" All of us can be proud of our accomplishments. Let's continue to work together to make our museum even better. Recently club members have been using the name of the Society for unauthorized purposes. While we certainly appreciate any assistance members can give our organization in acquiring donations or any thing else to help our cause, please check with the Board of Directors before committing the Society to anything.

LAST MEETING

35 attended our April meeting, a good showing. After a review of the last two month's activities and a break to enjoy Barbara Holmes's cake and coffee, we were treated to a very interesting film on South Africa's steam by Chris Skow. Mat Parkers movie showing the 921 plowing the balloon last March followed.

NEXT MEETING

Our next membership social meeting will be Sat, June 15th. It will be held in our meeting room at the Diesel shop building. A pot luck dinner will start at 6:30 PM please bring food and your own table service. Coffee will be available. There will be a short business meeting at 7:30 followed by a slide presentation by George Fiene from Sacramento. George has put on shows for other groups and this promises to be an interesting show. Also this is our regular work weekend and all members are encouraged to participate.

MEMBERSHIP

As of the end of May we now have over 400 members for 1985. 36 had not paid their dues so will be dropped. However, we picked up quite a few new members from the Grand Opening and the info in several railfan magazines.

JUNE 29-30th OPERATING DAY

We have granted permission to the Union Pacific Old Timers Club to hold a picnic at the museum on Sunday June 30th. Since the Western Pacific's annual picnics are history and UP does not hold it's Family Days on a regular basis, the UPOT decided it would have a railroaders picnic. All retired and active WP/UP employees are invited to attend. See you there.....

APRIL WORK WEEKEND

A cold April 20-21st made work efforts less than ideal, however, eight members and the Wollesen family accomplished a number of work items at the museum. We were glad to see the Wollesen's back again and guess what, they were back on the plumbing. Track seven was completed enough to allow UP's weed burner to be moved onto the track and out of the way now. Chris Skow worked on the 1632 caboose windows, Norm Holmes installed seats in the 428, while Dave McClain worked on 921 & 608. Doug Jensen cleaned the windows and cab on 608. Ski and Odie Lorimer worked on two box cars. Others assisting on various projects were Hank Stiles, Mat Parker, Ken Roller, Jim Boynton and Hap Maniit. John Walker and others removed the wood deck from flat car 8514 in prep to rebluid the car into a passenger carrying car.

STEAM GAUGE

On April 27th water was put in the boiler of #8 the first time in 22 years! Trouble with the hydro pump prevented a test on this day, but later pressure was placed against the water only to reveal a badly leaking throttle packing gland. Jim Boynton Hap and others are working on the engine Wednesdays and Saturdays to try to get the old girl ready to have a fire by Railroad Days in Aug.

From the EDITOR'S WORKSHOP

Things have settled down a little from the Grand Opening and I'll use that excuse in being a little late with this issue. The **FRRS** has demonstrated very graphically that, due to the fact that we have a growing group of hard working, dedicated, financially contributory volunteers, that "**WE CAN HANDLE IT**" and we **DID.....** This group has now opened to the public what many be the best collection of diesel locomotives and freight equipment in the United States. We all can look to two people that have made all this possible and both should get all the credit and gratitude from everyone..

Norman Holmes who had the idea and has been the force and guiding light to this Society, and Mr. Flannery of Union Pacific Railroad. I skipped any WP info this issue but next issue I am doing an article on WP feather cars and data and photos of WP 20806 the silver/orange feather car I am just now repainting. As the Western Pacific Historical Society we need WP articles on a multitude of subjects, please feel free to send them in, A member send in a outline of WP's history and a new member has written about doing a WP gon article.

WP LIVES.....

LET'S GET WP 805-A

The last WP California Zephyr Diesel Unit, 805A, is presently owned by Louisiana & North West Railway at Homer, Louisiana. They have recently placed the unit on the market for \$50,000. This unit would make for a great addition to the museum, but we are a little short in the funds department. As an inquiry?????? how many members would want to donate to a fund to purchase the unit? If 50 members gave \$1,000 each or if 100 members gave \$500 or if etc. etc. We do not want your donation at this time but please take the time to write and voice your support. The money need not be paid all at once either, but over a one year period. This may be the last opportunity to purchase and save this historic engine. Thanks.....

OPERATIONS SIGN UP & TRAINING

Now that we have a scheduled operating museum we need qualified trainman and enginemen who we can count on to show up when needed. Please write and let us know if you will be available for any of our operations. Let us know by mail or phone and you will also be put on the training & operating departments mailing list. There is going to be another training class so people who have helped in the past and new help can learn to work together so that all operations were as successful as last week end. Operations need 2 engineers, 2 fireman, 1 conductor, 2 or more trainman, ticket agents, gift shop personnel and

a kitchen crew to sell soft drinks and coffee. Our May 19th training class was a success. 14 prospective trainman showed up at Norm Holmes house to watch a UP video on safety, read over a equipment manual put together by John Ryczkowski and a review of our operating rules. A 20 question test followed. A hands on class was conducted by Hank Stiles doing some switching in the museum yard. All trainees got a chance to get some experience. This experience showed up during operations at opening day. After a review of happenings on opening day a set of rules and operating procedures is in the works and will be sent out to all members on the operating mailing list. The next training class will go over the rules and the operating procedures that we think will work best for us here.

DIESEL INJECTOR

On April 9th, Norm Holmes and John (Ski) Ryczkowski departed on a 1200 mile four day trip to Salt Lake City in John's heavy duty 3/4 ton pick up to pick up eight reconditioned batteries for 608. Union Pacific agreed to sell us a set for a reasonable price if we would pick them up. While in SLC we looked over the 2001 and inspected the three Alcos that Kennecott has given us! Info under **ALCO'S**. On Sunday, April 14th, we doubled our operating locomotives. With the new batteries WP NW-2 608 started after over two years of rest and is in first rate shape. Changing the batteries was some job. They weight in at 300 pounds each and there are eight of them. Dave and Norm used the air hoist for the first time and with a belt sling from Hap the dead batteries were exchanged for the new set.

On May 11, Dave McClain drained the oil from 608 and cleaned the filters, as an oil analysis done by Ski showed the engine needed an oil change. Dave bought and donated a barrel of RPM Delo 6000 oil and the society bought the other two barrels of oil to complete the change. The old oil headed for the tender of #8 and an oil analysis on 921 revealed it was in good condition. 608 and 921 performed flawlessly for our three-day event. Bells were installed on both units, but removed afterward to prevent their loss. 608 is now in WP orange paint scheme returning it to its bright orange scheme placed on it when first in WP service. It's worth a trip up to Portola just to see it, the unit looks good!!!!!!!

THE WHEEL REPORT

John Hachey and Peter Solyom came up from Southern Cal and volunteered to make new window frames for SN 1632. In March Chris Skow repainted and completed the interior of the cab and the bad windows were evident. The new frames complete with plastic glass were soon fabricated. Chris drove south to show a movie to the Pacific Railroad Society and other groups and

picked up the completed windows. The SN cab is now complete even the seat cushions have been reupholstered thanks to a good deal from BJ Upholstering and Glass of Portola in which Chris paid the bill himself as a donation.

With borrowed sand blasting equipment and a professional to do the work, we cleaned all the loose paint and rust from flat 8514 and box cars 20806 & TS520. Hap assisted and 50 sacks of sand later and also doing some parts from #8 we were done. This depletes our sand supply, and sand is \$4.50 a sack! The three cars were then primed by Ski. Odie Lorimer has started painting the Tidewater Southern "Horn of Plenty" on TS 520, this colorful emblem will be very attractive when done. Ski has got the Orange Feather on 20806 and the car is ready for its body color of Sliver, and when this colorful car is done it will be a good display along side 3032. Arriving Portola May 18th were two 50ft steel UP bunk cars, UP 905884 & 907344. The cars were heading for the scrap yard and UP honored our request for two outfit cars. Our cars will need interior work as well as new windows and doors. We plan to use the cars for accommodations for museum members who come up for work parties and wish to stay overnight. We are looking for volunteers who would like to take on this rehab. project.

Southern Pacific showed that after all it is friendly. We asked for a SP caboose to represent that road at our museum and they granted our request with a steel bay window cab NO. 1345, blt by SP in 1951. But unfortunately the interior has suffered heavy fire damage by vandals after being delivered by SP to the UP transfer at Haggin yard in Sacramento. It will need to have the complete interior redone.

DONATIONS

Norm Holmes gave a little talk before the United Methodist Church Women and hearing of our need for a perimeter fence gave us a cash donation to help out. Other cash donations during the last two months have totaled \$145. We appreciate all the help we can get as many supplies have to be purchased. John Marvin constructed a nice donation box which is placed on our hospitality table in the diesel shop. This makes it convenient for visitors to leave a little "Green". Jim Boynton has been hauling 55 gallon barrels of used oil from Clover logging in Quincy to establish a supply of oil for No.8. This oil has been transferred to the tender and as soon as it is filled the excess will go into one of our tank cars. If you drain your cars oil and wish to dispose of it, #8 will welcome the addition. Just leave it in a plastic jug by the tender, or outside.

We received a beautiful hand made clock from Tom Lersa. His father contracted the clock using a WP herald and a wood frame.

The UP signal dept. presented us with a set of flashing red road crossing signals, complete. They will be installed at the museum when an

appropriate location is decided upon. We also received a wig-wag signal, but need the mast and bracket.

Dale Sanders donated the rope used to set up his spectacular night photo shot on WP's North Fork bridge April 27. The 3,000 ft of rope will be used to rope off area where public access is not desired. Barbara Paul and Chris Skow purchased a much needed cash register for the gift shop. Chris donated this item to the Society. Dick Hussey donated two display cases and about fifty feet of metal store shelving, along with a refrigerator, steel cabinet and a wheeled dolly. Sarah Wheaton learned of our need for a refrigerator and sink and donated same for our kitchen. Howard Wise and others from the Pacific Locomotive Assoc. gave us a missing elect. cabinet door for 3051. Howard also gave us several items for the F7 921 and best of all electrical schematics that will help in any trouble shooting.

This is an example how friendly railfan groups can help each other. Also a donation that needs to be counted is the time and labor many of the members put into the museum to make everything happen.....

B & B

Even though grant funding to fence the property was not granted we have been moving forward. April 6th, local surveyor/engineer John Hamby surveyed our leased property setting corner stakes so that when we obtain fencing we will know where to place it. Hamby did the ground work and prepared the maps we submitted to the UP for approval. Union Pacific then contracted with a local fence contractor to install 2000 feet of 6 foot cyclone type fence to separate the museum site from the railroad yard. A week before opening the fence was in place and looks great it should discourage the bums from entering the museum and keep museum visitors from the railroad yard. Diesel shop window glass replacement is at a standstill but a large supply of glass is on the way and that will get under way again. Mike Attama, aided by parts from Frank Santucci traced enough of the electrical wiring to provide us with lights and plugs in all the diesel shop buildings rooms. A row of lights are now operational in the main shop bay, and a mercury vapor night light was relocated to the west end of the building. Electric service now comes into the building on the north side, the temporary pole on the south side will be removed. Plugs are going to be installed outside the building which will help work done outside there.



**Western Pacific
Railroad Company**
"THE FEATHER RIVER ROUTE"



921 coming off the balloon after the first operating passenger trip May 25th 1985

GRAND OPENING MAY 25-26-27th 1985

The big news in this issue is the Grand Opening. Here is a complete recap of the days before and during the opening.....

As the count down to Grand Opening day drew nearer, the frenzie of activity at the museum increased. No sooner did one item get crossed off the list of things to do two others appeared. So many did so much that it was hard keeping track of who did what. Briefly, Chris Skow took a week off to paint the meeting room, kitchen, office and women's rest room as well as spending all Friday night setting up merchandise at the gift shop. Steve Habeck spent a weeks vacation building the deck, sides and seats on flat car 8514. Odie Lorimer worked all week painting 608 and making museum signs as well as other activities. Gordon Wollesen and family again tackled the plumbing and got the women's rest room working, the only problem was the room is without a door! Diane Wollesen and Vickie Krois painted the cab interior of 608. Hiedi Wollesen washed our new refrigerator and stove, the rest of the Wollesens also helped on various jobs. John Ryczkowski sanded and prepared for painting, primed and then after Odie painted the orange on stenciled the 608. Peter Solyon and his wife painted all the silver on the 608 as a finishing touch. Dave and Doug Jensen washed 921 and Doug took the instrument gauge covers from 608 and cleaned and primed them. Joe Way did a rush job on getting all the inside door locks working. Ken Shipton, Ken

Roller, John Walker, Mel Moore, Marty Banks, Glen Mosley, Jeff Jamison, John and Charlene Ma Marvin, Jim Boynton, Jack Palmer and I am sure others helped get things ready. Hap and Myself were the go-fers and spent time keeping everything in some type of order????

Steve Habeck finished the flat car and John Ryczkowski painted it yellow and Vickie did the tirm, all done at the end of the day Friday.

Matt Parker with John Ryczkowski put together and printed tickets and a handout flyer for visitor information. Which a copy is in with this issue. Odie stenciled the Western Pacific emblem on the cab of 608 Sat morning as it moved into position for it's first run!

Saturday dawned a beautiful day. Some 200 people were on hand for the opening ceremonies. As Society President I gave the audience a brief history of the museum, introduced Mike Chapman, General Superintendent Union Pacific Western Div. who acknowledged UP's part in the development of the museum. Others recognized were Portola Mayor Sandi Waterhouse, County Supervisor Leonard Ross, Trainmaster Jack Rich, Road Foreman Mark Chenchar and Eastern Plumas Chamber of Commerce VP Bev Moore. Bev then intorduced a number of young ladies who are competing for "MISS RAILROAD DAYS".

The ceremonies over--Society VP Jim Boynton brought 921 out of the engine house and through the Grand Opening banner to the cheers

of the crowd. Everybody then boarded the train, which consisted of 921, caboose 428, flat 8514 and caboose SN1632, for a first ride around the museum balloon track. Operation continued all day with 921 and 608 alternating on the train. Most of the trains operated with a full load of passengers.....

Our parking lot which was cleared Friday and our new entrance road got a lot of use. (Members and visitors should now use our new entrance off of County Road A-15 instead of the UP yard) Sunday was our biggest day with the parking lot full most of the day. Bev Moore did a super job on the ticket booth selling tickets and giving general information.

Barbara Holmes, Diane Wollesen and Charlene Marvin tried out our new kitchen serving coffee, drinks and ice tea. The American Legion set up a booth to sell Hamburgers all three days and 540 were sold.

Our well stocked gift shop contained wall to wall people much of the time, many people helped make the shop, run by Chris, ring up a record sales weekend.

B&B Deli from Quincy served a BBQ dinner Saturday night which was great and Sunday a impromptu pot luck dinner was held. Museum members and a few friends enjoyed the food and hospitality both days. A WP freight train was assembled and spotted on the balloon for Photographers. Dave McClain and John Ryczkowski positioned the display engines, 921 and 608 for

Photographers and let many museum visitors record horn sound much to the enjoyment of all. At one time a passing UP freight and everything that had air to blow a horn was sounding off!!!!

608 backing up to it's train at the loading area

All in all we had a very successful Grand Opening. Over 2000 people attended, gross receipts from ticket sales, gift shop sales, drinks and donations totaled over \$10,000. Of course this is not all profit, we had to pay insurance, merchandise and all the supplies used getting ready. Over 40 members helped make the event a success-who can not say we don't have enthusiastic supporters?

At least 25 members helped run the trains; listed here are engine crews, Dave McClain, Jim Boynton, Norm Holmes, Bob Larson, Mel Moore, John Ryczkowski, Al Thomsen, Graham Snyder, George Oels Trainmen; Dennis Clemens, Larry Clewell, Jim Folsom, Steve Habeck, Jeff Jamason, Doug Jensen, Vic Neves, Steve Milward, Wayne Monger, Jack Palmer, Matt Parker, John Ruchle, Hank Stiles, Peter Solyom, John Walker, and Gordon Wollesen along with Eric and Ian Wollesen.....

GREAT LATE BREAKING NEWS.....

As I was putting this issue together Norm called the fire station where I was setting up the SHEET, and told me that the UP is looking over the Alco's to move and that they are going to "dig out the 2001 for movement to PORTOLA." And that the SN 712 and 6917 is going to Sacramento..... How about that.....

The logo for "WP LIVES" features a stylized graphic of a pen nib or quill on the left, with the words "WP LIVES" in a bold, sans-serif font to its right. The entire logo is set against a dark, horizontal rectangular background.



ROSTER of EQUIPMENT at the PORTOLA RAILROAD MUSEUM, PORTOLA, CALIFORNIA
 as of May 1985
LOCOMOTIVES

Plymouth ML-8	FR&W 1 ex WCTR 1
Baldwin 2-6-2	CVL 8
EMD NW-2	WP 608 ex UP 1001, ex ST&E 1001
EMD GP-7	WP 708
EMD F7-A	WP 921-D
GE U-30B	WP 3051 ex WP 751
EMD DDA-40X	UP 6946

OUTFIT

Bunk car	UP 905884
	UP 907344

39' Steel Box	ODKX 2 ex CVL 1
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FLAT CARS

40'	WPMW 0318
	WPMW 0319

	WPMW 8514
	WPMW 8522

Comb Gon	WPMW 8545
50'	WP 2350 ex 37-2

	WP 617, ex WPMW 37-9
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TENDER

GS-6, 23,000 Gal	WP 481 ex WPMW 27-2
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CABOOSES

Steel Bay Window	WP 428
Wood Bay Window	WP 645
Wood Cupola	WP 779 ex CVL 99
Steel Bay Window	SP 1345
Wood Cupola	SN 1632 ex WP 617, ex WPMW 37-9

	WP 617, ex WPMW 37-9
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REFRIGERATOR

40' Steel	PFE 11454 SP-UP
40' Wood	PFE 52138 WP
40' Steel	FGEX 55932

BOX CARS

40' Wood	WP 27198 rebt from 17087
40' Steel Single Door	WP 3472 ex 21513 orig 20944
	WP 20094 ex MW 0207
	WP 20599 ex MW 0212
	WP 20868 ex MW 0247
	WP 21255 ex MW 0239
	WP 22009 orig 20977
	WP 22023 ex MW 0242 orig 21337
40' Wide Door	WP 3417 ex MW 0209 orig MILW RR
40' Compartmentizer	WP 19507 ex MW 0246 orig 20807
	WP 20806 ex 19506 ex MW 0220
40' Double Door	WP 18503 ex MW 0813T orig 20462
50' Single Door	TS 520 ex WP 36045
	WP 3032 ex 36102
	WP 36011
50' Double Door	WP 3796 orig 35386
	WP 19901 ex MW 8129 Transco
50' Plug Door	WP 37007

TANK CARS

Steel 10,000 Gal	WP 1074 ex MW 1583
	WP 1132

HOPPERS

Air Dump	WP 11012
Covered	SN 5005 ex WP 11530
	WP 11509

GONDOLAS

40' Wood	WPMW 6116 rebt from 16510
50' Steel	WP 6550

ALCO'S COMING TO PORTOLA

Back in May of 1984 John Ryczkowski while in SLC contacted a local group there that had received several engines from Kennecott. After a lot of ground work and in December of 84 John meet with Kennecott and looked over and picked out a Electric Engine #778 for donation. At that time all diesels had been donated but John found that three old alcos were over at the smelter. After several phone calls to SLC by John and working with the officials there it ended with a request to fill certain requirements which Norm Holmes quickly answered by phone and letters. A letter came saying come over and look over the engines, which was done on the April trip.

We were shown an Alco RS-2 and two RS-3's and they were the last ones and we might as well take all three! Their appearance is a little rough, but inside they appear complete. Union Pacific has said that they will move all four engines free of charge. They may show up in Portola anyday!!! They are;

Alco RS-2 908 former Nevada Mines at Ely 104

Alco RS-3 2

Alco RS-3 3

GE Electric No 778 former Chino Mines 104

We really appreciate Kennecott Copper Corporation's donation to our western railroad collection and a special thanks for the time and efforts to lay the ground work that ended in three engines that John Ryczkowski did.

