

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 62

July/August 1993

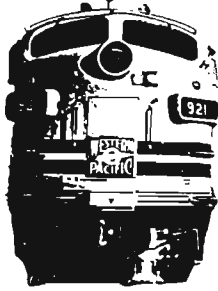
Aggressive Restoration Work Going on at the Museum!



Restoration work is now going on at the FRRS at a steady pace with results now being seen. Top photo: NW-2u WP 608 is shown working in the FRRS yard after being fully painted. It looks like a brand-new locomotive. Left photo: Already starting prep work on the next item, (l. to r.) Justin Brewer and David Dewey are shown hard at work preparing the B unit for a complete washing and a thorough paint job. Details are inside this issue of the extent of restoration work that is now actively underway. Both photos by Norm Holmes.

Inside this Issue:

- Complete reports of active restoration work at the museum.
- Advanced notice of the 1994 FRRS' 10th Anniversary activities.
- Tentative schedule of Pacific Limited Excursion trains for next year.



Feather River Rail Society ***** Portola Railroad Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad or the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of Tourist Railway Association Inc.

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Membership

Associate----- \$15.00
Active----- \$30.00
Family-----\$35.00
Sustaining-----\$75.00
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

From the Desk of the President



Another summer is almost gone. We have gotten more work done this year thanks to the Plumas Youth Job Training Program, the hiring of a painter and a lot of effort from a few of our members. We have a very large collection and a large facility to maintain. Past experience shows that the few of us who live here and devote most of our daily lives to museum activities cannot keep up with all the work that should be done. The successful restoration fund drive, locomotive rental program, gift shop profit and donations have given us enough funds to hire some of the work needed. Your continued financial support is necessary for us to maintain our museum.

-- Norman W. Holmes

Notice: The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

ALL mailing of back issues is done from Portola. If you feel you have missed a publication, contact the museum.

Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages, \$4.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.

Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.



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Clutter and Confusion

By David Dewey

In the past we've discussed improving the public's perception of our museum by organizing our "spare parts" supplies. The main purpose of this organizing is to remove visual clutter, providing what the average person's eye interprets as a purposeful landscape. Few people will look at the "landscape" in a detailed manner, on average. Unless something catches the viewer's eye, they will spend less than 12 seconds looking at it.

Remember this 12 seconds--it applies to many areas of museum design and presentation. But back to our "landscape."

One advantage this short viewing time gives us is the opportunity to "clean up" an area without moving every item in the area. Usually just straightening up a pile of pipe, for instance, will give the illusion of an organized supply.

On the other hand, however, such a quick view makes it difficult to make some stuff look neat or organized (like a pile of spikes). The best solution here, of course, is to hide the stuff--put it in a barrel, or hide it in an enclosure (fenced area, shed, whatever).

So much for making stuff so its NOT noticed; what about the stuff we WANT noticed--like "don't climb on the loco roofs" signs? Twelve seconds does not give you much time to get a message across, let alone messages. Signs, whether directional, introductory, or interpretive should be simple, with as few words as possible. Also, as much as possible, the immediate area around the sign should be uncluttered too. In simple terms, don't pile a bunch of signs together, or write long texts on them (KISS--Keep It Simple & Singular).

Many studies have been made on what makes for a readable, noticed sign. They all boil down two four things: Location (like selling real estate), size of letters (so those of us who forgot our glasses can still read it), contrast (black letters on a black background don't work well) and length of text (don't write a whole book on the wall).

That's enough theory for this time. Take a look around your everyday haunts and notice how these ideas are used on the road, in stores... Hey, how about checking out a local museum! See you in Portola?

Questions and Answers

We often receive requests from members as to locomotive colors, train consists, bridge and depot plans, etc. While we will try to answer all questions if possible, we are all volunteers and have only so much time available. Our archive material is stored in a refrigerator car and is not available for research at this time. We hope to have it all organized and in a suitable location soon, but this also takes time and money. In the meantime it has been saved and is safe. If we can not answer your request please accept our apologies.

New Lifers

Please welcome the following people who have joined the ranks of FRRS Life Members:

William Allen
from Chico, CA

John Borgsteadt
from Palo Alto, CA

Thanks people, we appreciate your support.

CASH DONATIONS

The following generous people have made cash donations to the FRRS' general fund:

- Tom Alexander
- Michael Bozzini
- Jim Folsom
- Joseph Fuhrig
- David "Dusty" Galland
- Warren Gilleran
- Phil Gosney
- Phil & JoAnn Guidera
- Webber Hall
- Ken Harlan
- Walter Harper
- Harry Jamason
- Sally, Paul & Kevin Lucia
- Greg Lugo & Maggie Griffin
- Porter Meroney
- Steve Paluso
- Stuart H. T. Robinson
- Charles Robinson
- Gilbert Rogers
- Erwin & Virginia Rosa
- Ed Slintak
- Mr. & Mrs. Eugene Walker
- Steve Habeck, through his employer, PG&E

"Few wishes come true by themselves."

"Issac Dripps invented the locomotive cow catcher."

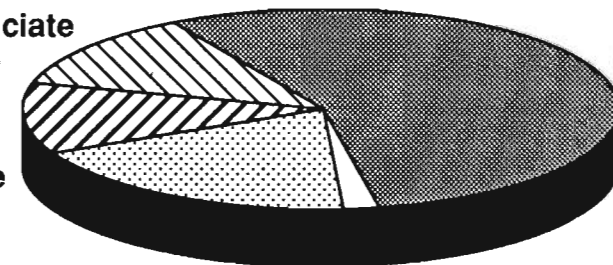
Membership Report

as of August 24, 1993

130 Associate

563 Active

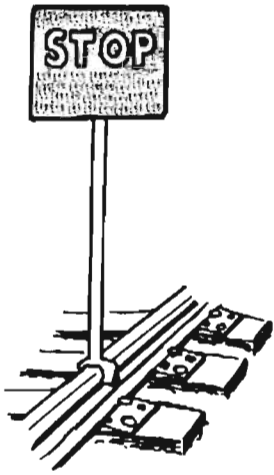
114 Life



194 Family

20 Sustaining

Total FRRS membership is 1,021.
Of these, 30 are Charter members.



Blue Flag...

FRRS car restoration notes

By John S. Walker

Our first priority for 1993 was to repair and repaint the SN 1632 caboose. This caboose was one of our first acquisitions and is the oldest car in our collection. The old roof had developed some serious cracks and moisture and dry rot had begun eating up the edges of the roof boards. Clyde Lippincott, Nick Tynan and I stripped most of the old roof off into the dump truck on May 2, 1993 and Norm and Hap delivered it to the dump just before closing.

A really nasty rain storm assaulted the museum the next day, but the caboose was safely inside. Surprisingly, the old roof boards are still in pretty good condition, except on the edges. Moisture has destroyed the ends of some of the boards and has probably leaked into the tops of the walls. On May 9, 1993, Mardi Langdon and I finished taking out the rest of the roofing nails, vents, stove pipes and other projections to facilitate the reroofing process.

Interestingly, the cupola roof is constructed out of 1x6 wall siding lumber laid lengthwise (which Norm says was called "Wains Coat" and was a siding material commonly used in home construction) while the rest of the roof is constructed of 1x4 Tongue & Groove laid widthwise. These boards were covered by a layer of canvas. On top of this we found a layer of adhesive or tar, then roll roofing paper was laid lengthwise over the top. Along the centerline, a strip of asphalt roofing was used as a cap. On top of all this, was a good half inch of tar. This is not the way the original roof was constructed. More likely, the railroad never ripped the old roofs off when they needed repair and simply kept adding on more layers.

After considering all of the good advice and considering that our objective is to simply stabilize the roof and to do a quick exterior repainting, we have replaced all of the bad roof boards and some of the top sill that the boards are nailed into along the walls. Luckily, we have a boxcar full of 1x4 Tongue & Groove boards that are almost identical to the old roof boards. We have used a commercial water sealer to prepare the roof for a new covering. Both end ladders were reattached and made secure.

The roof of the cupola was a total write off. We found a four foot square sheet of metal plate imbedded in the tar roof that must have been placed there in an attempt to stop a leak. I think all of that old fossilized tar was the only thing holding the cupola together. Almost half of the cupola has been rebuilt. Wayne Monger, Clyde Lippincott and myself have spent many hours praising and swearing at the guys who originally built this car. There's some great craftsmanship built into this car. But on the other hand, it was never built to be taken apart and put back together again either! New roof supports were made and installed using the old pieces as templates. Clyde Lippincott made new redwood

side sills for the ends of the cupola and a new roof was laid down using 1x4 Tongue & Groove. We did not have the capability of reinstalling the 1x6 siding at this time and until we have a chance to examine other cabooses like this one, we don't know if the 1x6 was original or not anyway. Nevertheless, the 1x4 looks good and does the job.

The trim boards around the edges of the roof are rather significant. Norm Holmes pointed out that the boards have smoothed corners on opposite edges so that they don't puncture the roof canvas and so that the water drips off the ends instead of clinging to the bottom of the board. The 140+ feet of trim was made for us by a cabinet shop in Carson City.

Meanwhile, Ken Roller, and our summer high school help and others have stripped off the old exterior paint and filled in the bad spots with filler. The green paint has been flaking off the last two years and it really needs a new paint job. So far we have discovered boxcar red, silver, orange, blue and green. The caboose will be repainted to the SN Green scheme that it had before. Clyde Lippincott has volunteered to refinish the interior once the car is rolled out of the shop.

When we finish fixing the caboose, I would like to set up a display inside the car something like when the caboose was in actual use. We need pictures of these cabooses in all paint schemes and paraphernalia for display inside the car.

I am preparing a much more detailed report of our work on this caboose. I fear that it will be several pages when completed so I'm just trying to touch the high points here. If you're really interested in a nuts and bolts detailed description of this car, contact me this winter for a copy of the report.

After the caboose is completed, we want to finish the SN 5005 covered hopper. All this car needs is a little more cleaning and painting on the bottom and to finish putting the rest of the lettering back on.

The Tidewater Southern box car should be next in line. We need to completely scrub this car down with soap and water, repaint the existing lettering, mask the lettering off and repaint the car boxcar red. There is also some work to be done up on the roof of this car.

Again, if you would like to help, please let me know. It's not too hard and you will see the results of your work almost immediately.

WP LIVES!

More Car Restoration Information

from FRRS Car Dept. Foreman John S. Walker

Newest Addition

The newest addition to our freight car collection is 42 feet long, stands some fourteen feet high and weighs (with trucks) 49,700 pounds. The object in question is Western Pacific outside braced wooden cupola caboose #614.

This caboose was built in 1937 from a Pullman-Standard-built 15001-16000 series WP boxcar which was built in October 1916. This boxcar is one month older than the boxcar used to construct our SN 1632 caboose. SN 1632 was built into a caboose one year after this caboose.

This was one of the first series of cabooses that the WP began constructing from former boxcars and features "Veranda" style ends with cast iron tender type steps.

This caboose saw it's last servicing in Sacramento in June 1953. It was retired sometime after that and ended up in Smartville, California. Later, the caboose was moved to a small ranch in Loma Rica (Northeast of Marysville in the foothills) where it was used as a guest house in the middle of a beautiful garden that included lots of tropical plants.

Unfortunately, the house on this property burnt down and the property was abandoned several years ago. The caboose was left mounted on concrete blocks and located in dense overgrowth.

The museum was approached to purchase the caboose and after several months of negotiations, Norman Holmes was able to secure the purchase by the museum. Previously, Norm asked me to inspect the caboose. Amazingly, this caboose is in better shape than our SN 1632! Painted in silver and orange, the caboose still has all of the old original ladders and grab irons, stove, bunks, and interior.

Once we had made arrangements to purchase the caboose, I began seeing about getting it moved. We found a company in Oroville that agreed to let us set the caboose up on their property while some of the local members in the Chico, Oroville and Paradise area worked on it during the week. When it's finished it will be brought up to our museum.

FRRS member Robert Forren of Gridley, and a couple of other railfans in the area helped us cut through the underbrush and other obstacles. Because of this dense overgrowth, there was a big fire hazard there; and there wasn't any water available nearby. Also we were all very apprehensive about the possibility of rattlesnakes in the area, but we never did see any. We worked for a couple of weeks cutting through the underbrush and cutting in a road.

On August 2, 1993, Amos Heavy Hauling Company of Gridley, came to move the caboose. The temperature was only about 107 or 110 degrees. At the last minute, despite all of the work to clear the underbrush, after the caboose was loaded, we couldn't pull it out because there were still obstacles in the way. Luckily, a nice neighbor had a backhoe that was able to clear the last obstacles so we could get under way. Half of the cost of the transportation was donated to the FRRS by Amos Heavy Hauling for which we thank them.

Work has already begun to restore the caboose in its silver and orange paint scheme. We hope to have it completed and moved to Portola by the end of the year.

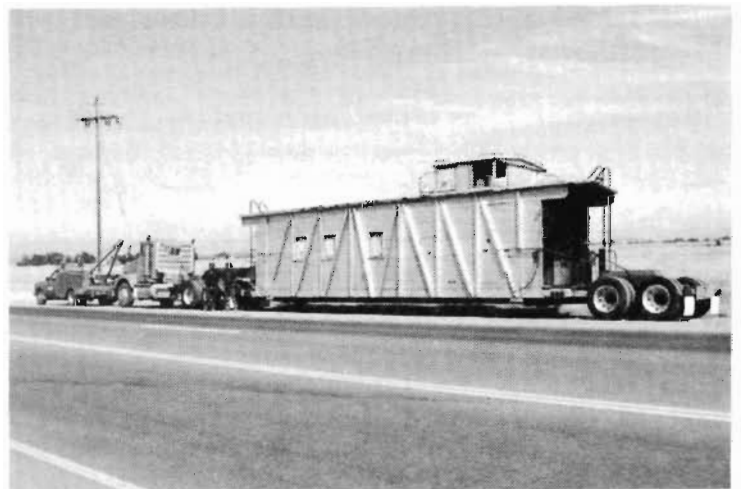
A Request

Earlier this year, I was asked to take over the freight car restoration department. Since then, I have been examining our collection with an eye toward speeding up our restoration efforts. I've discovered that a lot of our freight equipment could be put in very good shape over the course of a couple of weekends! Some will require a little more work and a few pieces will undoubtedly require some outside help. But overall, we could easily restore 6 to 10 cars this year.

But, we need your help. Many people who would like to volunteer have no idea where to start or feel that they have no skills to offer. Well folks, we don't need experts! Ideally, we need people with metalworking, auto body repair and painting experience. But there are thousands of small jobs that don't require such advanced skills. What we need right now are people to help wash cars, do a little painting by hand, trace some lettering and make a template, drive nails and cut boards, work a screw driver and scratch off some old paint. If you would like to help, give me a call at home (916-671-9584 and leave a message) or see me at the museum.

Engine 608 Rolls Out of the Shop Fully Restored

WP 608, our 1940 NW-2 recently received its finish coat of WP orange paint and it really does look good. David Dewey did the final prep and completed the paint job using Centari paint which should keep it looking good for many years. It looks just great and shows that we are serious about turning out fully restored pieces.



The newest addition to our freight car collection is WP caboose #614. Amos Heavy Hauling Company of Gridley, who donated half of the cost of the transportation, moved the caboose on August 2, 1993 from Loma Rica to Oroville where volunteers are restoring it before moving it up to Portola. Photo by John S. Walker.

*Greetings from the Special Fund Chairman,
Skip Englert...*

Thank you for the response to our Special Restoration Fund Drive. Because of your generosity, we are approaching the \$5,000 mark. Keep up the good work. The following is the up-to-the-minute list of supporters:

G. W. Rogers*	Reno, NV
John Garbel	Reno, NV
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Tom & Sam Applebaum	Orinda, CA
Leo Prescott	Hayward, CA
Philip M. Gresho*	Livermore, CA
Steven Stepanek*	Van Nuys, CA
Richard & Nell Kirker*	Midwest City, OK
John P. & Mary Cummings*	Spokane, WA
Steve & Judy Fauth	Santa Clara, CA
Dr. Peter Lyman*	Pasadena, CA
Russell C. Czuleger	Torrance, CA
Bob Dobbins	Tahoe City, CA
Erwin & Virginia Rosa	Garden Grove, CA
Tom Lerza	Sacramento, CA

** indicates a donation in excess of the suggested donation.*

In addition, former WP/UP President, Mr. Mike Flannery has made a large donation to the Restoration Fund.

The Feather River Inn Family Camp has made a large donation.

Belden Town and Resort, Belden, CA has donated half of the proceeds of a bike ride trip sponsored by them.

Restoration goes on at the museum at a fast and steady pace. The results are already being seen. We wish to thank all of those who are donating to the fund. Let's keep it going!

We have several locomotive restoration projects that we need to complete in time for the FRRS' 10th Anniversary Celebration (Circling the Wagons) in July 1994. They are ongoing projects that are in dire need of funds to be completed.

We are asking each member for a special one-time donation of \$100 to help complete these projects.

I assure you that this special donation will be used on these projects ONLY.

No exceptions.

If you cannot afford the \$100, we then urge you to give what you can.

Send these donations to:

FRRS Special Fund Account
c/o Skip Englert, Chairman
P. O. Box 608
Portola, CA 96122

All contributions to this fund will be specially acknowledged in the Train Sheet, unless you specify otherwise.

Support your museum!

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What is the Americans With Disabilities Act? How the FRRS is Complying With It By FRRS Facilities Manager Gordon Wollesen

During 1990, Congress passed a law covering people with disabilities. This law was enacted to provide convenient access and services to those with any type of disability. The State of California enacted its own disability law.

Since the enactment of both the federal and state laws, business establishments, museums, transportation, etc., have been required to make changes to provide access for handicapped people to their establishments and to also provide certain services and accommodations. The law states that these changes must be made if they do not cause undue hardship to the organization financially, or do not change the historic value of the establishment.

The Portola Railroad Museum purchased a manual showing just what had to be done (without undue hardship) to provide handicapped access, etc. I made an extensive survey of the building and grounds to determine just what was feasible to do. It was determined that the number one priority was to provide handicapped parking and one barrier-free (wheelchair accessible) drinking fountain and one regular drinking fountain. Will Wollesen, my son, was contacted and asked if he would like to do the project. Will is working for his Eagle Scout (Boy Scouts of America) rank and needed a project to complete the requirements to earn the rank. Will took on the project and did a superb job.

The drinking fountain phase consisted of removing the old wooden partition and wing wall in front of the men's restroom, constructing a new partition and wing wall (different configuration), installing the necessary plumbing and electrical for the ice water fountains, painting the new wall, mounting the drinking fountains and hooking them up to the plumbing and electrical. The handicapped parking area was set up as a temporary parking area so it could be removed for the winter to keep the area clear for snow removal.

The work was completed in time for Railroad Days. The drinking fountains performed well and the parking area looked good. Railroad Days weekend was the acid test. Cold water was available (unlimited supply) without having to keep refilling a five gallon jug every 15 minutes, and the handicapped parking worked. Spot checks were made during the weekend and every vehicle parked in the handicapped area displayed a disabled placard. Will did a great job.

The ADA Survey is still going on to determine what is next. There are a lot of ADA requirements that we cannot comply with, but we will do what we can.

Trains, Trains, and More Trains...

1993 Pacific Limited Excursions

By Steve Habeck

...we were a team, not a group of individuals...

In 1992, Four railfan-oriented groups operated various segments of the UP 3985 trip from Cheyenne, Wyoming to San Jose, California for the 1992 NRHS convention in San Jose. This trip was known as "The Pacific Limited." These same four groups, The Union Pacific Historical Society, the Central Coast Chapter of the NRHS, The Promontory Chapter of the NRHS, and the Feather River Rail Society, have now combined their resources and formed an organization known as "The Pacific Limited Group," which has been selected by the Union Pacific to be the favored group to run UP passenger excursions west of Cheyenne, Wyoming.

The first Pacific Limited Group excursion was run in late May and early June of 1993; it ran from Salt Lake City, Utah to Portland, Oregon and returned. It was known as "The Oregon Trail Special," and it was part of the activities held to commemorate the 150th anniversary of the Oregon Trail. The train consisted of UP 3985, 2 water tenders and 16 cars, of which 11 were staffed and used by Pacific Limited. Although the train was not sold to capacity on any segment except Salt Lake City to Ogden, a round trip from Portland to Bend known as "The Deschutes River Special," helped assure a profit for the Pacific Limited Group. Highlights of the westbound trip included a "meet" with an authentic wagon train near Glenns Ferry, Idaho, and a 1-day layover in Baker, Oregon, which gave passengers and crew a chance to mingle at a barbecue held in the museum across from the park which has the Oregon Trail monument. The barbecue was supposed to be in the park, but unseasonably cool weather, severe thunderstorms, and marble-sized hail forced us indoors. We also had time to visit the Oregon Trail Interpretive Center at Flagstaff Hill, and were treated to a special run of the Sumpter Valley's Narrow-gauge train, powered by their Heisler #5.

The extremely scenic trip to Bend was highlighted by a meet between Extra 3985 east and Extra 6936 west, deep in the Columbia River Gorge; and when the Oregon Trail Special left Portland eastbound on June 12, 1993, DDA40X 6936 was cut in behind the water cars as the helper, and went with us to Pocatello, Idaho.

An advantage of the Pacific Limited Group running these excursions is that manpower needs are split among the 4 groups; as a result only about a dozen FRRS members were needed to staff the train. Although FRRS president Norm Holmes wasn't on board the train, he was never more than a phone call away for logistics and support. I was on board as the FRRS representative, and capable help was provided on the westbound trip by Dave and Julie Anderson, Joe Hill, Mike Howard, Gary and Pat Cousin, Lovell Randall and Jack Hathaway. Mike Romiez, Ed LaMentia, Harold Mulder, Steve Stepanek assisted eastbound. Errol Spangler, Les Paal, Roger Aten, Gary and Pat Cousin and myself helped out on the Bend trip. Gary provided a full set of radios, too.

Despite the fact that the car host crew was made up of people from all 4 groups, virtually everyone went out of their way to help out and to assist each other, usually without having to say anything to anybody. The feeling was that we were a team, not a group of individuals.

1994 Pacific Limited Tentative Schedule

So that you may plan your calendar for next year, we are listing the following **tentative** schedule of trips that are in the planning stage by the Pacific Limited Group for 1994:

- **Omaha to Ogden leaving May 4 in conjunction with the 125th anniversary of the completion of the Transcontinental Railroad at Promontory.**
- **A round trip between Salt Lake City and Los Angeles May 13-25.**
- **A round trip between Fremont and Portola July 1-10 with Portola-Keddie trips to help celebrate the FRRS' tenth anniversary.**

Please keep in mind that this schedule is subject to change. Details of the above trips will appear in subsequent issues of the Train Sheet as they become finalized.

Circle The Wagons

Plans are going forward toward our Tenth Anniversary celebration to be held July 2-3-4, 1994. Union Pacific has agreed to provide a passenger train pulled by their three rebuilt "E" units and will run a series of trips starting with a Fremont to Portola trip on July 1, 1994. Upon its arrival in Portola, passengers will be bused to Reno for overnight accommodations. There will be shuttle buses between Reno and Portola on July 2 and 3, also on July 2 and 3, there will be two round trips each day between Portola and Keddie with the train. On July 4, passengers will be bused from Reno to Portola and the train will go from Portola back to Fremont. On July 8, the train will run from Fremont to Oroville and on July 9, from Oroville to Westwood and return. On July 10, the train will return from Oroville to Fremont.

At Portola on July 2-3-4, 1994, we will have a number of visiting "covered wagons" (hopefully) from other railroads and museum groups. There will be a pageant on all three days in addition to model railroad layouts like we have on Railroad Days. Please mark your 1994 calendar for these dates to come to Portola to help us celebrate.

The Pacific Limited Group, of which we are a partner, will be in charge of the above train trips, and in addition will be sponsoring a trip to celebrate the 125th anniversary of the driving of a gold spike marking the completion of the first transcontinental railroad. The train will run between Omaha and Ogden in early May. The train then will go from Salt Lake City to Las Vegas, then Las Vegas to the Los Angeles area for two one day trips in that area. Full details on this service will be announced at a later date.



Caboosing with Hap Manitt...

...the Museum's Diary

June 16, 1993 Vic Neves worked on headlights of engine SP 2873.

June 18, 1993 Gordon Wollesen worked on treating new wooden ladder, then he worked on locomotive batteries.

June 25, 1993 Eddie Chase worked on old paint removal of caboose SN 1632.

June 26, 1993 The committee for the 1994 "Circle the Wagons" event met on this day. Sue Cooper, Linda Lippincott, Emery Goddard and Bruce Cooper all worked hard to prepare for the FRRS Annual Meeting held this evening. Vic Neves, Leslie Wood and Bob Larson all presented top quality slide shows after the delicious dinner served by the kitchen crew.

July 2, 1993 Sue Cooper and Bruce Cooper prepared sausages for the pancake breakfast to be held the next day. Kerry Cochran mopped the Beanery floor clean.

July 3, 1993 The delicious pancake breakfast took place on this day thanks to the following enthusiastic crew: Bruce Cooper, Skip Englert, Sue Cooper, Ellen Hausen, Barbara Holmes, Norm Holmes and Linda Lippincott. Clyde Lippincott worked with his own tractor on various museum roads.

July 5, 1993 Hank Stiles changed secondary filters on engine 707 and worked on filters on engine O&NW #3. Dave Anderson worked on heavy duty saws in the wood shop area.

July 6, 1993 Ken Roller worked on new track work at crossing near Milward Switch.

July 7, 1993 Gordon Wollesen worked on troubleshooting engine 805A. Norm Holmes hauled gravel for use in the new track extension near Milward Switch.

July 8, 1993 Jack Monger worked on traction motor wire hookup on engine O&NW #4. Wayne Monger degreased engine O&NW #3.

July 10, 1993 Engine FR&W 17 (BLW S-12) was switched out to the UP yard for shipment to its new owner. Bruce Cooper and helper George Andrews repaired the forklift.

July 11, 1993 David Dewey installed outside soap dispensers for use with outside washing area at water riser.

July 14, 1993 David Dewey started prep work for final painting of engine 608. His work on this was ongoing until it was completed several days later.

July 15, 1993 Gordon Wollesen and son Will removed the

old wall work in front of the men's room in preparation for a new wall. They then proceeded to build a much wider entranceway giving wheelchair access; and they installed plumbing for new drinking fountains.

July 19, 1993 Norm Holmes was interviewed by Ron Palmer of KHSL TV 12 of Chico, CA for a 30 second ad for the museum.

July 23, 1993 Pete Burkett serviced the dump truck. Bruce Cooper did mechanical work on crane.

August 1, 1993 John Ryczkowski painted Western Pacific lettering on engine 608. Justin Brewer worked with David Dewey on restoration work.

August 3, 1993 Justin Brewer and Norm Holmes worked on engine 925C and removed parts from it for steam cleaning. Hank Stiles and Justin Brewer started engine 608 after the completion of its new paint job; then Justin worked with David Dewey on cleaning engine 805A. David Dewey then placed WP decals on engine 608.

August 5, 1993 Justin Brewer worked on engine 707. Peter Langdon prepared pipes for "Handicapped Only" parking signs.

August 7, 1993 The National Track Motorcar Championship Races took place on this day at the museum. Look for a complete report in the next Train Sheet.

August 8, 1993 Errol Spangler, Mardi Langdon and Bob Lindley continued their restoration work on the O&NW caboose on this day by painting a second coat of yellow.

August 11, 1993 Justin Brewer worked on bell and horn of engine O&NW #3 and he checked its traction motor brushes.

August 15, 1993 Jim Ley worked on electrical problems on several locomotives. Then he and Bruce Cooper, Clyde Lippincott and Mardi Langdon repaired the fan in the kitchen.

August 16, 1993 David Dewey continued the work of preparing engine 925C for repainting.

August 19, 1993 Bruce Cooper and Clyde Lippincott drove to Herlong and picked up 2 4-wheel vehicles to be used for moving material around the museum. Justin Brewer and Hank Stiles worked on engine FR&W 16 replacing the missing fuel pump and pre-lubing the engine before starting it. The engine now runs and after we find a bell and horn it will be complete.

FRRS president Norm Holmes recently celebrated his birthday. A large group of well-wishers at the museum presented him with a card and a cake. A small portion of the group on hand is shown around Norm from left to right: Jim Ley, Steve Habeck, Bruce Cooper, John Hittner, Jim Gidley, Sr., Mardi Langdon, and Norm's wife Barbara. We wish you many more, Norm! Photo by Peter Langdon.



Donations

Tom Mougovan donated a copy machine, Jack Hathaway donated a bull horn, Dave Anderson donated a Skil saw, Jerry Foote donated a "Sandy" station sign and a Rock Island seeder. The seeder, being a piece of agricultural equipment, is in our display room with a note saying, "What is this?"

We thank you all for your generous donations.

Publicity

The August issue of Sunset Magazine has a two page feature on the museum and our Rent-A-Locomotive program. The Merced Sun Star August 7, 1993 issue had a nice two page article on the same subjects. Channel 12 in Chico was at the museum recently to make a public service announcement video. It has been shown occasionally on their TV station. The number of visitors is increasing, the phone rings constantly and our Rent-A-Locomotive program reservation book is getting full.

Southern Cal. Reps

Bill and Melony Evans, from Palmdale, CA, who are well-known around the museum, have offered to represent our Society at some of the many Southern California railroadiana shows. We thank them for their offer.

Youths Working at the Museum

Plumas County has a program to provide on-the-job training for High School students. Government and private non-profit institutions are eligible to participate. We elected to try the program this year and for seven weeks we had four boys and a girl working at our museum. They all worked very hard and were a welcome addition. The boys did weed control, washed the interior of the Pioneer (WP 106), sanded and polished stainless panels on WP 805A, sanded and repaired wood on caboose SN 1632 and many smaller jobs. The girl worked in the gift shop and Beanery. The jobs provided the students with a positive work experience and gave us some much needed labor, all at no cost to our organization.

For Sale

HO Brass

Oriental FP-7A, F-7B Plated and F/P WP-CZ
Overland FT A-B-B-A WP (will sell as A-B also)
Overland Burro Crane Model 40 painted
Contact: Art Ferguson, 22 Old Dobbin La.,
Ivoryton, CT 06442 203-767-7138

Nope

The Board of Director's Reports will not appear in this issue.

Dont't Forget!

Eighth Annual

Railfan Photography Day

Saturday, September 18, 1993

10 A.M. until midnight.

1993 Theme:

**12 vintage diesel locomotives
will be operating.**

Motive power will be a selection of historic ALCO, Baldwin, Electro-Motive Division, General Electric and Fairbanks-Morse diesel-electric locomotives from our collection of over 30 locomotives. Train operation is from 10 A.M. to 5 P.M. Other daytime activities include "speeder" rides at lunch, and watching Union Pacific freight trains pass by the museum on the Feather River Canyon mainline.

Plan to partake of the museum's "spaghetti feed" for dinner. Following dinner, multi-media shows begin, and a group night photo session begins at 9 P.M. when the scheduled subjects are F-M engine 1857 and Kodachrome GP9 SP 2873.

Adult tickets: \$10 day of event, \$8 in advance;
children under 16 free.

Further information and advance tickets are available from: Wayne Monger, 1409 Tillman St., Suisun City, CA 94585. (707) 426-5510

The 4th Annual

FRRS Southern Regional Meet

Saturday, October 9, 1993

La Habra Senior Citizens Center
La Habra, CA 90631

For additional information: (310) 691-4139



Railroad Days attracted a very large crowd at the museum this year. Everyone enjoyed the activities which included train rides every 20 minutes, a band playing inside the enginehouse, numerous operating modular model railroads, swap meets, and good food in the Beanery. Shown here is one of the passenger trains leaving (on time) with a full load of passengers for the 10 minute ride around the balloon track.

Win a Free Trip to the Canadian Rockies

By Chris Skow



It is time to kick off our 6th Annual Fund Raising Drive and trip drawing. We will hold this drawing on April 24, 1994 which is five months earlier than usual in order to give the winner more time to take their free trip.

Trains Unlimited, Tours, in conjunction with Rocky Mountain Railtours and the Feather River Rail Society, is offering a free trip for two persons on board the famous "Rocky Mountaineer" passenger train which operates between Vancouver, Jasper, Banff, and Calgary, Canada. The winner of this drawing may choose any Rocky Mountaineer Railtours package as listed in the color brochure included with this issue of the Train Sheet, not to exceed \$2600 (US) in value. This also includes the popular "Great Canadian Train Getaway" with round-trip air fare on Canadian Airlines from Los Angeles or San Francisco. Free trip must be taken by October 7, 1994.

Fund Raising Tickets are \$5 each or 5 for \$20. All sales from these tickets will go to the Feather River Rail Society/Portola Railroad Museum building fund. Please do your part by purchasing all five tickets enclosed with this Train Sheet.

Trains Unlimited, Tours will also continue to donate money to the Feather River Rail Society for use at the Portola Railroad Museum for every booking they receive from Society members. If you are planning to go on any Trains Unlimited, Tours trips either in the United States, Latin America or China, be sure to mark on your reservation form "Feather River Rail Society" or "FRRS." This will insure that proper credit will be accounted for towards this donation at the end of each year.

We still have tickets available for the 5th Annual Fund Raising Drive. The winner of this drawing will receive two free spaces on Trains Unlimited, Tours' Nevada Northern Spectacular to be held on October 30-31, 1993 in Ely, Nevada which will feature several charter trains and a steam doubleheader. Drawing will be held on September 18, 1993, Railfan Day at the museum at 5 PM. Tickets are \$4 each or 5 for \$15.

Trains Unlimited, Tours is doing all it can to help raise much needed funds to keep YOUR museum operating and to help in the restoration of equipment. Please do your part and purchase these drawing tickets.

For more information about Trains Unlimited, Tours' railfan trips and to receive the new 1994 railfan brochure or to purchase more drawing tickets, please call or write to Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122 or call (916) 836-1745. FAX (916) 836-1748.

Lock Up the Handles!

Up until recently, whenever you wanted to start and to use a locomotive, you had to go to the tool room and lug out an awkward worn-out box that contained the operating handles. To remedy the problem, the museum purchased a number of surplus ammunition boxes with the idea of mounting them in the locomotive cabs and keeping the operating handles inside and locked at all times. Engines 707, 921D, 512, 1857, 4404, 2873 and 849 were switched to tracks 3 and 4 so that the boxes could be mounted; Jim Gidley, Sr. headed up the job. Painting of the boxes was done by Terry Decottignies on July 24, 1993. Other people that helped were Steve Habeck, Mark French, Jack Palmer, Kerry Cochran, Charley Lix and Gordon Wollesen.

Qualifiers

The FRRS Operating Department announces the qualification of the following people:

Mark French

Passenger Engineer

Jack Palmer

Yard Engineer

**Leigh Bradbury, Kerry Cochran,
John Hittner, Dave Bergman**

Brakeman

Let's all give our congratulations to these people who all worked hard with a stick-to-it attitude.

Maintenance Work

Non-railroad equipment needs maintenance, too. Our Krane Kar, Fork Lift and Dodge pickup received tune ups, brake work and oil changes, thanks to George Andrews, Bruce Cooper, Jim Gidley, Sr., Norm Holmes and others.

It's this kind of a "pitch-in" attitude that we at the museum like to see. It keeps the museum going and makes us all feel good about volunteering.

Rule Books

By the time you read this, new books will be available showing just what the requirements are to qualify for each operating department position, beginning with student brakeman and proceeding up to passenger engineer. Next time you are at the museum, ask for your copy.

FEATHER RIVER RAIL SOCIETY
CONSOLIDATED STATEMENT AS OF DECEMBER 31, 1992

RECEIPTS AND DISBURSEMENTS

	GIFT SHOP	OPERATIONS	TOTAL
RECEIPTS			0
OPERATIONS		83,828	83,828
DUES		26,830	26,830
DONATIONS		13,667	13,667
GIFT SHOP SALES	88,349		88,349
EQUIPMENT VALUE INCREASE		51,331	51,331
MISCELLANEOUS		3,681	3,681
TOTAL RECEIPTS	88,349	179,337	267,686
DISBURSEMENTS			0
COST OF GOODS SOLD	54,692	11,937	66,629
ADMINISTRATIVE EXPENSE	1,128	7,714	8,842
OPERATING EXPENSE	11,341	18,384	29,725
EQUIPMENT MAINTENANCE		29,983	29,983
BUILDINGS & GROUNDS	2,225	16,468	18,693
UTILITIES AND TELEPHONE	4,805	796	5,601
PUBLICATIONS	5,584	5,499	11,083
ADVERTISING AND PROMOTION	3,059	1,580	4,639
TOTAL DISBURSEMENTS	82,835	92,361	175,196
NET RETENTION	5,514	86,976	92,490

BALANCE SHEETS

ASSETS			
CURRENT ASSETS			
OPERATING CASH	5,480	96,812	102,292
GIFT SHOP INVENTORY	35,407		35,407
TOTAL CURRENT ASSETS	40,887	96,812	137,699
FIXED ASSETS			
TOOLS & EQUIPMENT	2,835	25,102	27,937
RADIO EQUIPMENT		1,507	1,507
MOTIVE POWER		1,083,884	1,083,884
ROLLING STOCK		464,359	464,359
LAND IMPROVEMENTS		5,770	5,770
TOTAL FIXED ASSETS	2,835	1,580,622	1,583,457
TOTAL ASSETS	43,722	1,677,434	1,721,156
LIABILITIES			
SALES TAX PAYABLE	898		898
LOAN		7,331	7,331
TOTAL LIABILITIES	898	7,331	8,229
MEMBERS EQUITY			
LIFE MEMBERS RESERVE		30,551	30,551
MEMBERS EQUITY	42,824	1,639,552	1,682,376
TOTAL MEMBERS EQUITY	42,824	1,670,103	1,712,927
TOTAL EQUITY AND LIABILITIES	43,722	1,677,434	1,721,156



SP doubleheader! Our SP Kodachrome GP9 and our SP SD9 are shown here pulling one of many passenger trains that were filled with throngs of eager visitors to the museum on Railroad Days. Photo by Norm Holmes.

The FRRS Gift Shop

Videos

New Video! Daylight Express, 90 mins., Another Daylight tape! This one is really good. Brief introduction of SP's 4400's, good footage Portland to Sacramento. \$39.95

WP Video, This 2-hour historic video is still available. No WP fan should be without it. \$69.95

Books

SP into the '90's by Joe Shine - Published by Four Ways West, 200 pages. \$35.95

SP Today by Pacific Rail News - black and white and color photos plus roster summary, 64 pages. \$12.95

The Swayne Lumber Co., Truckee and Oroville logging railroad. Beckstrom & Braun, hardcover, 175 pages. \$39.50

T-Shirts

We have used the Pacific Limited - UP 3985 coming out of a UP emblem, deleted the Oregon Trail Special and added "Challenger" to make a nice 5-color T-Shirt all on a Haines cotton ash-color shirt. Sizes available: Child's medium, adult large, XL for \$9.95 and XXL for \$11.95.

We are taking reservations for HO brass WP 2-8-8-2 mallets. There will be 3 styles and very limited production. Let us know if you are interested.

Send all orders to:

FRRS Gift Shop, P.O. Box 608, Portola, CA 96122