



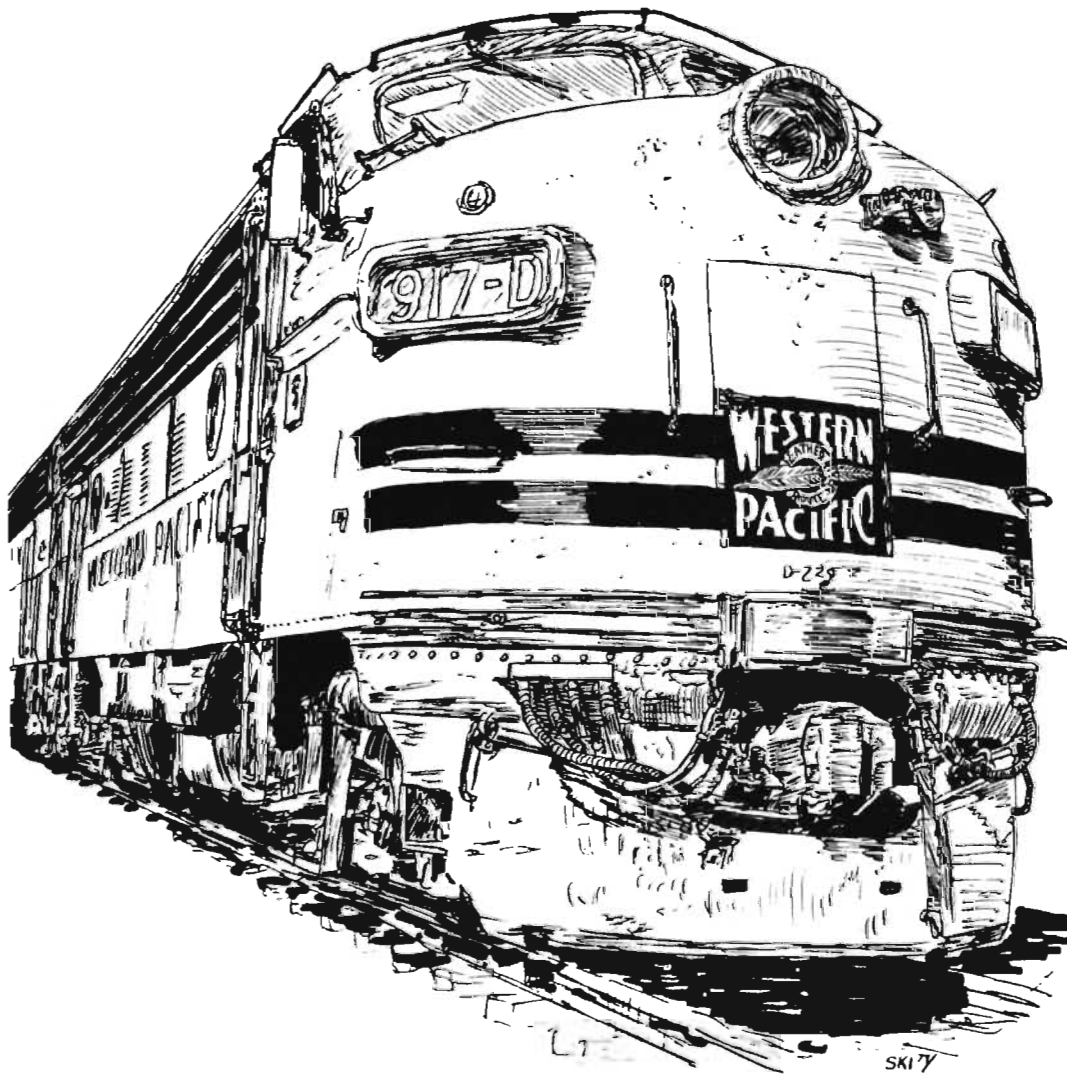
# The Train Sheet

Preserving "The Feather River Route"

MARCH APRIL

ISSUE No. 30

\$1.50



**WESTERN PACIFIC**  
**F7A**

By John J Ryczkowski



# 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.

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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 Shannon Smith and assisted by Robin Smith.

Articles/Info please write to Shannon Smith, c/o THE TRAIN SHEET, P.O. Box 8, Portola, CA 96122.

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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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### THE TRAIN SHEET

Volume No.6 No.2 Issue No.30  
900 Issues Printed

### MEMBERSHIP DUES SCHEDULE FOR 1988

Your Board of Directors has voted in a three-tier dues schedule effective January 1, 1988. Here is the description of the three membership levels:

**LEVEL #1 - ASSOCIATE MEMBERSHIP**  
\$15.00 per year. The Associate Membership includes a one-year subscription to TRAIN SHEET. This is a NON-VOTING membership. It is for individuals that want to support the FRRS/Portola Railroad Museum, and yet DON'T plan to do any work around the museum during any visits.



member

# TRAIN



Tourist Railway Association Inc.

THE BOARD OF DIRECTORS

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

\*\*\*\*\*

Associate Membership (non voting) \$15.00 yearly  
Active Membership (voting) \$25.00 yearly  
Family Membership ( 1 vote ) \$30.00 yearly  
Life Membership (voting) \$300.00  
Dues are paid for 12 months from time of receipt

**LEVEL #2 - ACTIVE MEMBERSHIP**  
\$25.00 per year. The Active Membership includes a one-year subscription to THE TRAIN SHEET and is worth ONE (1) vote in any FRRS elections. The price increase over associate membership is due to your Board of Directors deciding that ANY AND ALL MEMBERS that plan on doing ANY WORK at the museum (even one day) will be covered under the State of California's

Workman Compensation Plan/Insurance. This way, we know who to enroll in this insurance plan. This protects both you and the museum in case of injury.

**LEVEL #3 - FAMILY MEMBERSHIP**  
\$30.00 per year. The Family Membership includes a single one-year subscription to THE TRAIN SHEET, and is worth one (1) vote ONLY in any FRRS elections. ALL family members will be added to the list of "active members" for inclusion in the State of California's Workman Compensation Plan/Insurance. When enrolling as a family membership, please send along names of all family members that may be working on the museum grounds.

## PRESIDENTS'S DESK by Norman Holmes

From time to time we hear some say, "It's too bad there isn't more being done at the museum." A few of us namely Jim Ley, Hap Manit, Ken Roller, Hank Stiles and myself work 5 to 7 days a week at the museum. We are volunteers. We are not paid. We do the day to day work needed to keep our facility in some semblance of order. When other volunteers come up to work on weekends or at other times we help them on their particular projects. Usually we are "go-fers" where is this or that, how do I do something worthwhile for the community and we believe we are preserving something tangible for future generations to enjoy. The work of the museum is not only painting a locomotive to make it look pretty, it is hauling the garbage, sweeping the floors, re-arranging seemingly endless accumulation of new "things."

It may not be exciting work to put toilet paper in the rest-rooms, but it can be exciting not to find toilet paper when you need it. There are phone calls to make and answer, mail to be picked up, sorted and answered or sent to appropriate people for action. Banking to be done, bills to be paid - it goes on and on. Because of this it is difficult for us to take on major projects. We need more project people - people who will take on a job and follow it through to completion. There are small projects such as re-decking a push car or painting garbage cans to major jobs like preparing a locomotive or car for paint. If you would like to see more done at the museum, ask yourself, "What can I do to help?"

Brian Blake, 3312 View St., Fort Worth, TX 76103, has photos of WP power in Texas. He will sell photos and would like to correspond with WP modelers.

## FRRS CALENDAR

April 16 - Social Meeting  
 May 21-22 - Spring Work Party  
 May 28-30 - 3rd Anniversary of  
 Grand Opening - Operations  
 June 2-5 - NMRA-PCR Convention  
 in Santa Rosa  
 June 18 - Annual Membership  
 Meeting  
 June 25-26 - Operating Weekend  
 July 2-4 - Operating Weekend  
 July 9-10 - Rail Festival Weekend  
 July 30-31 - Operating Weekend

## CAR PARTS

Union Pacific donated a 50 foot box car to the Sierra Valley Community Hospital in Loyaltan for storage of medical records, etc. As they had no use for the trucks, couplers or air brake equipment, they were given to us. We arranged for a truck to haul them to Portola. Sierra Pacific Lumber Co. loaded them for us and our Little Giant unloaded them assisted by crane operator Jim Ley. Norm Holmes and Hank Stiles supervised the project. The roller bearing trucks are now on our wheel track awaiting a need.

## VISITORS

Valentine's Day/President's Day three day weekend brought about two dozen visitors to the museum, the most visitors we have had on any date this year. The fine, warm weather was welcome to melt the two feet of accumulated snow. During the last week of February, a number of visitors going to or from Winter Rail stopped by our facility including a group from the Revelstoke Heritage Railway Society, Revelstoke, B.C. Our visitor guest book contain 7,474 names registered in 1987 (up from 4,480 in 1986.) We try to get everyone to sign, but many do not. We estimate in excess of 10,000 people visited our museum last year.

## AROUND THE MUSEUM

During February Hap Manit was busy up on the roof of the diesel shop with a snow blower to reduce the snow load and ice build up on the north side of the building. As the sun doesn't reach this section until late afternoon in the winter, the snow melts slowly and refreezes causing water to back up and leak into the building. Hap almost singlehandedly has been trying to keep ahead of the problem. The detail of hauling garbage, cleaning restrooms etc., may not be noticed unless it's not done. Those doing this work should be appreciated.

## LA PORTOLA TAR PITS

The Union Pacific started cleaning up the tar pits in the balloon track area on March 15th. A contractor brought in equipment and started removing the old oil, some probably dating from early railroad times. Steam engines burned a heavy bunker C crude oil and in fueling or working on the engines a small amount was occasionally spilled. Over the years the oil was allowed to accumulate in a pond area near our balloon track. Being a heavy tar-like substance it wouldn't go away, so finally because of environmental reasons it had to be removed. When the job is done in a month or so we will have a nice clean area. Union Pacific is to be thanked for accepting the responsibility for the clean-up. One of our museum locomotives is being used to spot cars for the contractor and in return they agreed to grade our parking lot.

## NEXT MEETING

Our next social meeting will be held on April 16, at 7:30 pm in the Diesel Shop meeting hall.

## HOUGH LOADER

An ancient Hough bucket loader was loaned for our use last year. It ran, but not too well. The owner, Pat Noble, borrowed it back last fall and when it returned it hardly ran at all. Since we have a need for such a machine on numerous occasions, we made an agreement with Mr. Noble to pay half the overhaul costs. Hank Stiles and Brian Challandar tackled the job. The engine was removed and taken to a local machine shop where the block was bored, crank built up and turned, valves ground and reassembled. The engine was then placed back in the loader. Hank welded up all the broken welds and did some body work on the hood. Hap painted the engine compartment and chased parts. The engine was started and purrs like a kitten. It's ready for another 40 years of work.

## TRACK WORK

February and March have been very dry this year. Our one man track gang, Ken Roller, got cabin fever and as soon as the snow melted he started working on laying rail on Rip No. 3. By mid March he had 1,000 feet of track laid and was finishing the tamping. This will give us storage space for our growing collection. We really appreciate Ken's hard work and dedication.

## OIL TANK

Union Pacific donated a former steam engine oil tank to our museum. The tank was in use as a car oil storage tank at Stockton and was no longer needed. It arrived in a WP mill gon and was lifted out and onto a concrete pad with our Little Giant crane. Larry Cope, Norm Holmes and Jim Ley made it happen. It will be used as an oil storage for steam engine fuel.

## OPERATIONS NEWSLETTER

A newsletter designed to supply current information to active members who are regularly involved in operations at the museum is now available at a cost of \$4.00 per year. Send subscriptions to the FRRS address attention John Walker, editor.

## DONATIONS

George Wentworth has donated a number of photos to our archives. Cal-Gas has filled our propane bottles without charge several times. Leonards Grocery has our logo and 921's nose on their grocery bags, alerting their many customers to our organization and museum. Cash donations from members totaled \$609 during the last two months, including \$100 from the Union Pacific Oldtimers Club. Our restoration and maintenance work takes money, your "little extra" with your dues and an occasional check is really appreciated.

## OVERNIGHT STAYS

Regular volunteers needing overnight accommodations are welcome to stay in one of our cabooses providing they are left clean and in order when leaving. Check with Jim Ley for reservations. If heat is needed the oil stoves can be used. If you are not certain how to operate them, ask Jim to show you. A \$5.00 donation for fuel would be appreciated.

If you are staying overnight in a camper or trailer, especially during busy times, please park your rig on the black top circle area west of the rip tracks. PLEASE NOTE: CAMPFIRES ARE NOT PERMITTED AND DOGS SHOULD NOT BE ALLOWED TO RUN LOOSE.

## NEW GIFT SHOP MANAGER

Robin Smith has taken over the duties of Gift Shop Manager effective March 15, 1988. Chris Skow indicated he no longer had the time to devote to the Gift Shop because of his Trains Unlimited tour business. Chris started the Gift Shop shortly after our organization started and has done an excellent job building up sales and good will for our museum. He has driven thousands of miles to bring our merchandise to shows without charging any expenses to the Gift Shop. He also has donated a large part of his collection of railroad "paper" to the Gift Shop for sale through mail orders. Chris will continue to assist Robin in mail orders for items from his collection. Thanks Chris for all your past work.



## NEW TRAIN SHEET EDITOR

Shannon Smith has taken over the duties of Editor of the Train Sheet effective with this issue. John Ryczkowski resigned from the position because of demands on his time would not allow him to devote the time needed to do all the work necessary to publish the Train Sheet. John will continue to write articles on freight cars and assist Shannon on publication of historical data. John has been editor since February 1984. People who receive newsletters from groups such as ours tell us our newsletter is in the top half for quality and content. We wish to thank John for a job well done. Articles and inquiries should be addressed to Shannon Smith, c/o Train Sheet, P.O. Box 8, Portola, CA 96122.

## 501 IS PRESERVED

The jewel of our locomotive collection arrived February 13th on the STSC from Stockton. The former WP 501, WP's first diesel locomotive, a 1939 SW-1, was donated to our Rail Society by Corn Products Company who used it to switch grain cars at their Stockton plant. The 501 needed some wheel work, which Union Pacific did for us at the Stockton Diesel Shop. The unit was brought into our facility soon after it was set on our interchange track and was immediately the center of attention. As the unit was in running condition when donated, we filled the radiator with water and with a boost from 608's batteries the engine came to life and moved under its own power; the first time this engine operated in Portola in 49 years! It's almost funny to look at the V-6 engine block when you are used to seeing V-16's, but those 6 cylinders put out enough power for our needs. On Sunday some detail work was done including cleaning corn starch from the horn and bell, replacing the engineer and fireman seats and the door handle repaired. The independent brake valve was overhauled and returned to its proper function. Norm Holmes, Debbie Joyner (new member and volunteer who enjoyed her first day), Jim Ley, Dan Robirds, and Hank Stiles were doing the miscellaneous detail work. Later Ken Roller cleaned the cab and washed the exterior. Dan Robirds found a leak in an air brake cylinder and decided to go through all four cylinders and replace diaphragms, etc. We have a nice little switch engine and a very historic addition to our collection, thanks to Corn Products Co.

## BOARD OF DIRECTORS ELECTION

Our revised By-laws call for the election of three of the seven members of the Board of Directors to take office in June, 1988. John Ryczkowski, Dave McClain and Jim Ley's terms expire. Anyone wishing to run for these vacancies is asked to submit a short biographical statement with their names. To be eligible you must be an active, family or life member. Deadline for applicants is May 1, 1988. Ballots will be mailed to eligible members to be counted at the June 18, 1988 membership meeting. Applicants are expected to attend monthly Board meetings and be active in museum work.

## TICKETS FOR GUATEMALA TRIP

Enclosed are two tickets for the Guatemala Trip from Charter Tours who have donated this adventure to benefit our fundraising for the new depot. You are not obligated to buy them but if you decide to do so they are \$2.00 each or 6 for \$10.00. Refer to last TRAIN SHEET for details.

## NOTE FROM THE EDITOR

Thank you for bearing with us while we learn the ropes of putting out a newsletter. We had some unexpected help in the form of our cat, Sam, who kept rearranging the articles on the page. I hope you will be patient with us in the future while we are learning.

From Shannon and Robin Smith

### EDITOR'S CORNER

by Shannon Smith

Hi! I am the new editor of the TRAIN SHEET. As you can see by the front page I don't have a photo for this issue. I have several photos of WP equipment but I need to have them enlarged for the front page. In the mean time if you have any photos relating to WP that you would like to see in the TRAIN SHEET please send them to me at the Portola address. I will return all photos. Remember the photo needs to fit on the front page with a margin on the sides.

All articles & photos MUST be in my hands 3 days before we go to the printers. For the May, June TRAIN SHEET I MUST have the articles & photos no later than May 21st. If you have any suggestions please let me know.

### GIFT SHOP NEWS

by Robin Smith

Hi! I'm the new Sales Manager of the Gift Shop. I'm very excited about working hard to continue to make the gift shop a success for FRRS.

During this summer our Gift Shop will be open daily from 10 am to 4 pm during the week and 10 am to 5 pm on the weekend. If anyone is interested in helping out either during the week or on the weekends please let Norm Holmes know or write me c/o FRRS, P.O. Box 8, Portola, CA 96122.

From June 2-5 I will be attending the NMRA PCR Convention "Rails to the Redwoods" in Santa Rosa, CA as an exhibitor. If anyone would care to help me at the convention please let me know. I hope to see a lot of FRRS members there.

### WORK PARTY II

Work Party II is coming up Saturday and Sunday, May 21 & 22, and if it's like last year's event, much gets accomplished and everybody has a good time. Projects for this weekend include: much heavy work on our F7 Zephyr unit, 805-A is planned. Dave McClain is pulling pistons and liners and repacking them, also preliminary body work may be done. Other units in our collection need a good "hosing" including F7 921-D; Roger Hepkama has done preliminary survey work for realigning the balloon track and muscle will be needed for track work. Steve Milward and Dave Waters are coordinating the replacement of the rest of the window panes in the diesel shop. Also included in diesel shop work will be the moving of all equipment inside to the outside of the shop, taking down the paint booth for storage in the shop, followed by a general clean-up of the diesel shop area. Wayne Monger is still drawing the feather on the roof of the museum and painters will be needed to complete the logo. A general clean-up of the grounds, engines, and work on cabooses and the vista flats is planned.

The more help we have, the more we can get accomplished. The results of last years work weekend were very gratifying to all involved and much comraderie was gained from working with fellow railfans in a common goal of bettering our facilities in an organized environment.

Like last year, the museum will provide, free of charge, lunch and dinner on Saturday and breakfast on Sunday in the diner. Saturday evening we are scheduling a training session for operations which will be led by appropriate experts from our

Article continued on next page...

WORK PARTY II cont....

membership. Please take the opportunity to fill out the form below. This helps me determine how much food to prepare and what jobs we may be able to accomplish and possible job placement. You'll find me in the meeting room Saturday morning and sign-up sheets will be displayed for the jobs being undertaken. Everyone is welcome! Bring your friends and family. Bring gloves and if you have tools, bring them just in case. Accomodations may be had at the local motels or first-come-first-serve in our collection of cabooses. A hot shower is available this year (thanks to Steve Milward, John Walker, and others)! Even if the weather is bad we still can do much in the protection of the diesel shop.

by Doug Jensen

AROUND THE MUSEUM CON'T.....

Members of the Feather River Short Line have resumed work on their steam engine, No. 8. John Marvin built and installed new window frames, Jim Boynton and Mel Moore were working on the air brake system and completing the jacket bands. John pumped several hundred gallons of used motor oil into our tank car to be used for fuel. The 10,000 gallon capacity car is almost full. It is expected No. 8 will be under steam for our Memorial Day opening.



WORK PARTY II SIGN UP FORM

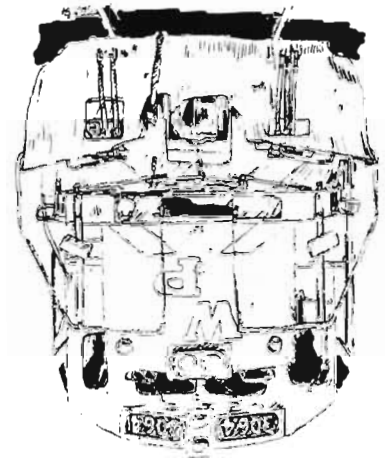
NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_ AGE \_\_\_\_\_  
NUMBER OF PEOPLE COMING \_\_\_\_\_ CHILDREN? \_\_\_\_\_  
MEALS REQUIRED [ ]SAT LUNCH [ ]SAT DINNER  
[ ]SUN BREAKFAST

We will try to accomodate everyone in the job they would like to do. Please indicate your job preferences

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SEND TO: Doug Jensen, c/o The Holiday Cabaret, 1255 E. Main St., Grass Valley, CA 95945 or call 916-272-6466  
Thanks and see you that weekend.





Address Correction Requested.....Dated Material Please do not Delay

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