

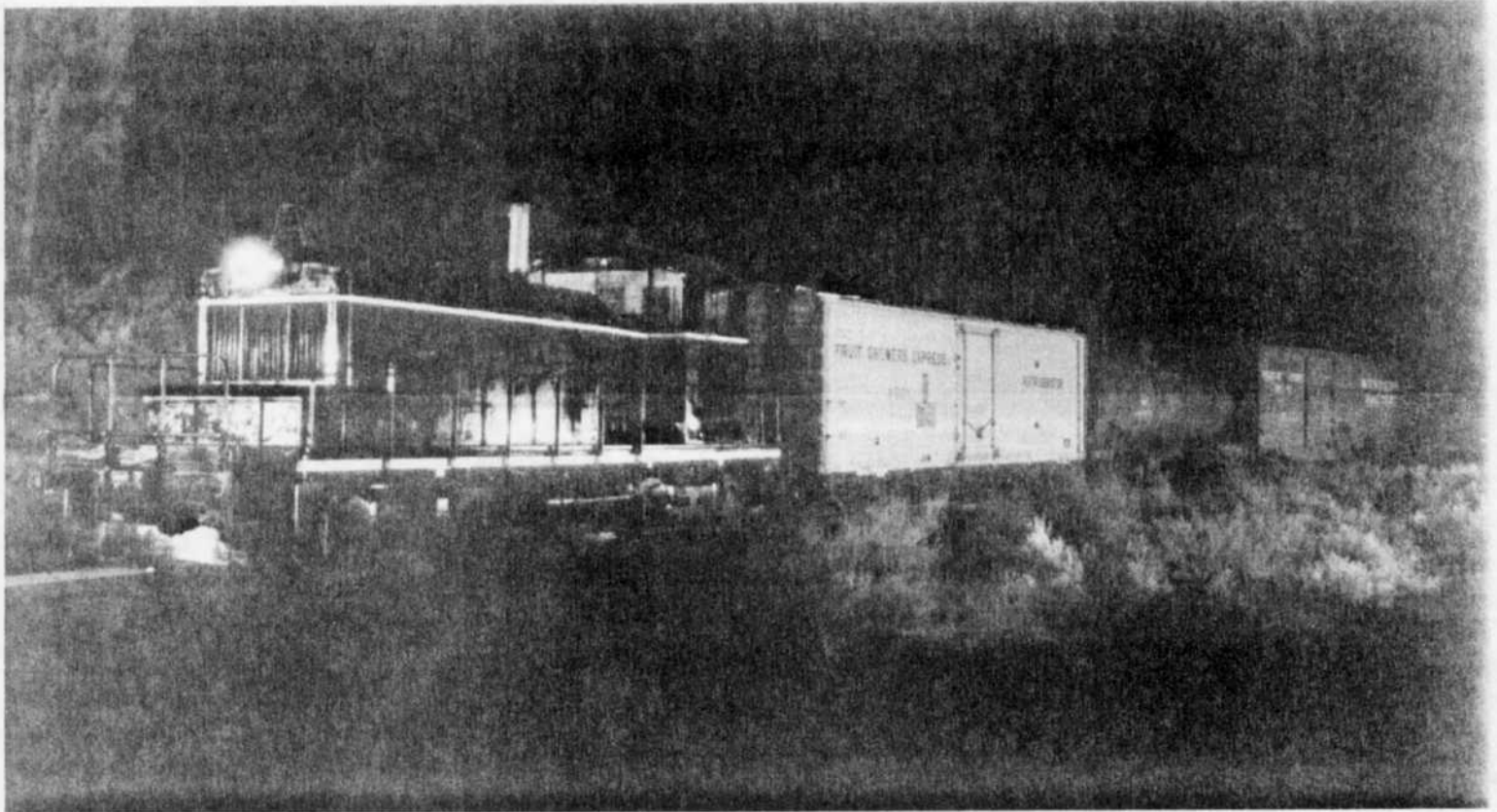


The Train Sheet

Preserving "The Feather River Route"

July/Aug 1990

Issue No. 44



Night photo of our SW-1, WP #501 leading a freight train of the same vintage on Railfan Day, 1989 photo by Wayne Monger

Inside:

- Results of the National Track Motorcar Races
- News of new acquisitions
- Preview of Railfan Day



Feather River Rail Society

Portola Railroad Museum Preserving "The Feather River Route"

P.O. Box 8
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 weekends only 10:00AM to 5:00PM.

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

FRRS Tax ID number is 68-0002774

Member of Tourist Railway Association Inc.

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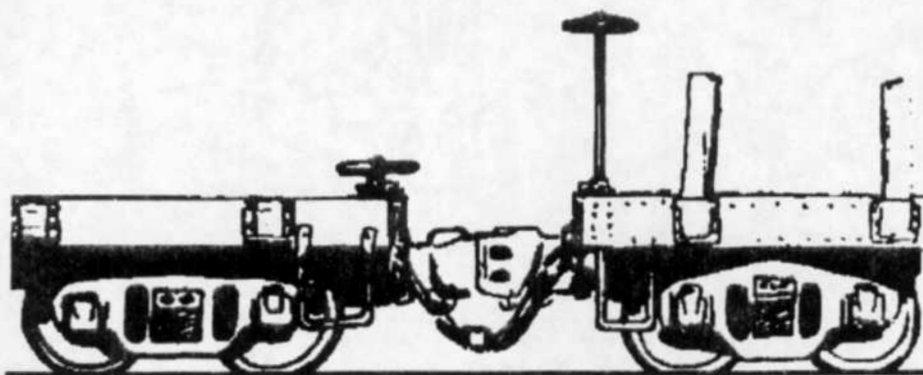
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Membership

Associate	\$15.00
Active	\$25.00
Family	\$30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the quarterly publication - The Headlight.



Message From the President

How do we get the word out? We recently had a visitor from Southern California who models Western Pacific. He just happened to be passing through Portola and saw our sign on the diesel shop roof. He didn't know we existed! We have visitors from all over the USA and often from foreign countries -- they know we are here. Our museum is listed in both tourist railway guides, the AAA Tour Book, other tour directories as well as some of the railroad model magazines. We send flyers to all West Coast hobby shops and other railroad museums. I guess we will have to keep trying. If any of our members would like brochures to distribute, please let us know and we will send you a supply.

I have recently placed our museum in the California Film Commission's location guide. Hopefully this will help us to obtain some film work. We have lots of useable equipment that is no longer available from the "regular" railroads and film work brings in much needed revenue.

--Norman W. Holmes

FRRS Southern Regional Meet

Saturday, November 10, 1990

TIMETABLE

Registration 9:30 to 12:00 Noon

Meet: 10:30 to 5:00

EVENTS

- Western Pacific Clinics
- Western Pacific Movies
- FRRS Gift Shop
- Western Pacific Model/Memorabilia Display (bring your WP models, timetables, china, etc.)
- Raffle - win a "Rent-A-Locomotive" Session or a copy of "WP Pictorial"

SPEAKERS

- Chris Skow - operator "Trains Unlimited Tours;" WPRR/UPRR conductor/brakeman
- Steve Habeck - Manager, train operations, Portola RR Museum

- John Ryczkowski - Author, "WP Pictorial."

LOCATION

La Habra Senior Citizens Center
165 E. La Habra Blvd. (Between
Harbor & Euclid)
La Habra, CA 90631

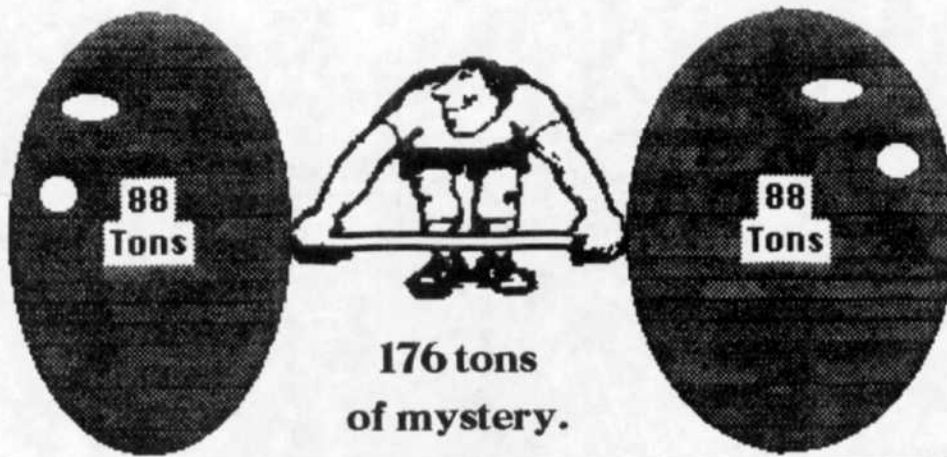
FARE SCHEDULE

FRRS Member \$2.00
Non FRRS Member \$5.00
Free admission with FRRS membership sign-up.

ADDED ATTRACTION

For those of you who wish to stay "after hours," bring your own WP slides to show! Also chat with Chris, Steve, and "Ski."

For additional information, call (213) 691-4139



. . . The Case of the Four Missing Sacramento Northern GE 44-ton Diesels

by Kent Stephens

Condensed from an article in "The Headlight."

In 1990, nearly two decades after the last General Electric 44-ton diesel worked on the Sacramento Northern, the location - and possibly the existence - of four out of seven 44-tonners once owned by SN are a mystery. They have disappeared!

If any reader can confirm the existence and location of the mystery four, the author would appreciate hearing from them, c/o the Museum. Our missing units are Nos. 142, 144-145 and 147. In case there is a builder's plate, here are the c/n's for the missing foursome:

No. 142 (c/n 28331)

No. 144 (c/n 28334)

No. 145 (c/n 28335)

No. 147 (c/n 15120)

All were built in November 1946 except No. 147, which dates back to April 1942.

Feather River Shortline Update

by Betty Boynton

It has been a long, hot summer here in Plumas County, climaxed by the main event of the year...Feather River Railroad Days. It is always fun meeting the excited visitors, talking "the good old railroad days" with the veteran railfans and to see #8 in action. She will be right in the thick of things doing what she does best, delighting the crowd. Thanks to my bag of old towels and bottle of Dawn detergent, #8 will be "shampooed" and shined and ready to go on the last official scheduled run of the 1990 season. This gives us an opportunity to show #8's friends who do not travel up this way often, what we have accomplished on the equipment during the past year.

During our work days, Jim has spent much time wire brushing the main rods, side rods and other valve gear parts. He has been working on the safety valve, including replacement of parts and hand lapping. Work has also been done by Jim on the rail sanding equipment.

Hopefully, the long awaited installation of the window on the fireman's side of the cab will take place! John Marvin reports many irritating problems have come up, but he hopes to have them solved by Railroad Days.

Short Line's U.P. caboose 463's interior has been cleaned and prepped for painting by Betty and Jim Boynton, John Marvin and Linda Brennan. The wheels and truck frame were given a coat of silver aluminum paint and we have removed and stored the seats for future reupholstering.

The Short Line has been the subject of several outstanding articles that were published nationwide in the past few months. One publication featured activities in the U.S. in the recreation field and was widely distributed. Seems like everyone loves a steam engine!

Soon #8 will be drained and settled for the coming winter. But work will continue until the snow flies for there is always a project to tackle. Then, too, #8 loves all the attention. Remember...STEAM FOREVER!



7th Annual NTMC 8/4/90. Tom Moungovan with his M-19-AA departs the start line.

photo by Wayne Monger

NOW READ THIS...

Hap Mani's Diary of Museum Happenings

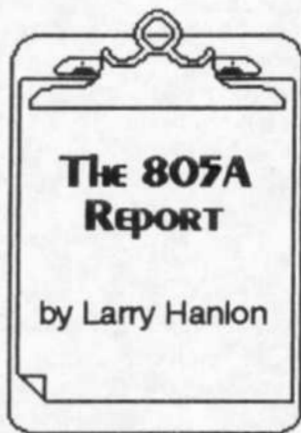
By our Jack-of-all-Trades, curator, caretaker, detail person, record keeper and friend...

Harry D. "Hap" Mani



- June 22, 1990 The tractor that we use to plow snow with went back to its owner for the summer. Norm Holmes packed up goods from the gift shop to take to the TRAIN show in Sacramento.
- June 23, 1990 Wayne and Lynda Monger cut weeds in the picnic area.
- June 24, 1990 Pete Solyom hauled gift shop goods to Southern California to sell at a railroad show there. Kent Stephens scraped and painted decals on the UP 6946.
- June 25, 1990 Hank Stiles and Brian Challender took the cracked compressor heads off of WP 501. Mardi Vincent put the new heads on and torqued them. Gordon Wolleson and a group of Boy Scouts painted the caboose at the Portola City Park.
- June 26, 1990 Brian Challender and Mardi Vincent revamped old alcohol-carrying trailer and turned it into a water trailer for spraying water on the parking lot to keep dust down.
- June 27, 1990 Norm Holmes and Ken Roller did repair work on balloon track changing bad ties. Jim Boynton and John Marvin cleaned up engine #8 and pumped oil into the tank. Steve Habeck, Ken Roller and Norm Holmes hung Ken's new 4' x 8' oil paintings in the dining room.
- June 28, 1990 Track work on weed-burner track extension was done by Norm Holmes and Ken Roller.
- June 29, 1990 Engine 501 had its crankcase oil changed by Hank Stiles and Mardi Vincent. WP placards were mounted on it.
- June 30, 1990 The Chairman of U.P.R.R., Mr. Walsh, had his train stop in Portola at 3:45PM. It had 2 SD-50's on the point. He came in to the museum and gift shop after having a tour of the UP facility.
- July 1, 1990 We had pictures taken in front of WP 921-D for Railroad Days program. Doug Jansen did more work sanding WP 2001. Tom Mougovan and Dave Anderson steam-cleaned the Simplot 4004.
- July 2, 1990 Jim Matthew painted the kitchen floor.
- July 3, 1990 Norm Holmes installed new batteries in the Burro Crane.
- July 5, 1990 We salvaged 450 ties from the old U.P. West Pass for future use at the museum. Norm and Barbara Holmes went to Sacramento to check on dump truck at the AFB there for possible acquisition. Gordon Wolleson and his Boy Scouts worked on the picnic benches in the FRRS picnic area.
- July 7, 1990 A wedding was conducted on the grounds of our museum. We made up a special train for the occasion which consisted of F7 921D, our Santa Fe Diner, and our U.P. business car #105. The bride and groom were married on the open

- platform of the 105 car with it located at the crossing near Milward switch. After the ceremony, their train made a couple of trips around the balloon track; then the whole wedding party left for the reception. Later that day, we installed a VCR-TV combination unit in the gift shop so as to demonstrate the many videos we have for sale.
- July 12, 1990 Tobie Smith graded the parking lot, the area for the new depot, and the picnic area. You can now go into these areas without getting a broken spring on your vehicle.
- July 14, 1990 KOLO-TV in Reno taped a special on our Rent-A-Locomotive program. See story elsewhere. The new water trailer sprayed water on our parking lot.
- July 16, 1990 Norm Holmes and the gang received the Hospital Car and the S.A.C. guard car from the U.P. into the FRRS grounds. See Story elsewhere.
- July 21, 1990 The museum was visited by 160 members of E Clampus Vitus who toured the museum. Wayne Monger, Lynda Monger, Steve Habeck, Mark French, Kent Stephens, and Bill Evans hauled 3 loads of ties from the west pass into the museum. Eric Rich and Hank Stiles pulled a heavy power cord out to the outfit cars; which had to run UNDER several tracks along the way. Ray Anderson worked 5 hours on GE 80 tonner #80 and U.P. 849 cleaning electrical equipment.
- July 22, 1990 The WP picnic was held in the picnic grounds. The passenger trains made flag stops all day at the picnic grounds to pick up or discharge passengers there. Bruce Cooper started work replacing missing parts on the dump truck we acquired.
- July 26, 1990 Drew Lewis, chairman of U.P. Corporation, arrived in Portola with his special train which had Centennial 6936 on the point to change crews at 10:30PM.
- July 27, 1990 Gordon Wolleson installed heavy wire service into the kitchen.
- August 2, 1990 A group of children from the preschool in Herlong toured the museum. Lynda and Wayne Monger set up for the Motorcar races which were held on the 4th.
- August 4, 1990 The Motorcar races took place. See story elsewhere. Pat Cousin took charge of the kitchen during the Motorcar races.
- August 5, 1990 Kent Stephens, and Wayne Monger, and Lynda Monger cleaned up the whole yard where the races took place.
- August 7, 1990 14 members of the Elks Club from Chico and Paradise toured the museum.
- August 8, 1990 Bob Lindley worked on Santa Fe caboose 999147, he put in a lube disk in the center casting.



The 805A Report

by Larry Hanlon

Hello everyone! Lots of good results to report this time. Quite a few people have helped out with various jobs, and if I miss mentioning anyone's contribution please be assured it's not intentional. Rather than keeping strictly to a chronological reporting, I'll summarize the major results by type.

Upcoming 805A work days are as follows:

September 16, 1990 (Sunday after Railfan Day)

October 6,7, 1990

October 13,14, 1990

Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do.

Recent Results

The big news continues to be the restoration of the nose. Late in June, Hank Stiles and Steve Habeck removed the various grabirons that were 1960's-era additions, thus restoring the nose to as-delivered appearance. Hank has also removed the kick plates and one of the cab access ladders to expose hidden rust.

Bill Evans has continued his superb Bondo work on the nose contours ("6 gallons applied so far, 4 of them ended up on the shop floor as sanding dust"), and has recently applied sealer and primer over the Bondo and bare metal. Soon he'll be ready to apply the wings pattern and the orange....I'm sure the results will be stunning! We've discussed paint selection and Bill is checking in to the possibility of finding a paint more durable than Centari plus hardener, but less toxic to apply than Imron.

After exploring a number of dead ends

using more traditional techniques, I came up with a high-tech solution to the problem of supplying Odie Lorimer with a full-size pattern for the nose medallion. By combining a Hewlett Packard document scanner, Scanning Gallery (software), Pagemaker (a desktop publishing program), and an HP laser printer, I was able to produce an exactly scaled enlargement of the EMD drawing for the FP7 nose medallion which had been sent to me by Jack Wheelihan (EMD) about 2 years ago. Lynn sent the full-size drawing along to Odie, who has volunteered to make 2 of the medallions for us (one for 921 also). The unique aspect of this particular medallion pattern is that it includes curvature to compensate for the shape of the nose and still appear to be rectangular after mounting on the locomotive. Hopefully in the next Train Sheet we can show you the painted nose with the medallion in place!

While looking over the 805A with Bill late in July, he observed that the condition of the paint on the roof and the rear end is good enough to not require stripping. That was sure good news, as it saves a lot of work! We decided that the right front middle side panel (the one with the porthole just behind the engineer) should be replaced because of advanced rusting. I have since removed the porthole window frame, so now the panel can be removed. The real challenge here is likely to be removing the screws from the batten strips which hold the panel in place. I have learned about an F7 parts source back east, so it may not be necessary for us to fabricate a replacement panel....it depends on the cost.

Following up on a comment from Hank, I verified that historical equipment is indeed exempt from current FRA glazing requirements if it is not operated in an urban environment, and if the operating railroad does not object. Accordingly, I have recently arranged to obtain original F7 cab wing windows at reasonable cost, and it may be possible to obtain the entire side window lifting mechanism as well. The 805A was equipped with bulletproof windshields while in service in Louisiana, so we will of course retain them.

There has been progress on the mechanical side as well. Back on the 6/24/1990 workday, Dave McClain, Pete Solyom, Gary Cousin, and John Ryczkowski pulled #13 head and liner. As on the previous leaking liners, they found that the O-ring seals had been incorrectly installed by the L&NW. The liner has been cleaned up and is ready to re-install, but we will pull #5 first to find out why it still leaked after we installed new seals. Hopefully the mystery will be cleared up, and we can complete the re-installation. One of these same power assemblies needs a new piston carrier thrust washer, and the replacement parts have just arrived from Glen Monhart. Dave and I plan to tackle the job this coming weekend, 8/18/1990.



In July, Hank spotted the 805A over the pit after checking out the air system along with Dan "the airbrake man." They found it mostly workable, but with so many leaks from the main automatic brake stand that it needs to be rebuilt. In talking with Dan, he suggested that he may be able to arrange for that job to be done.

I did an initial survey of the traction motors and found that we have 2 D27's, a D37, and a D57. The D27's are the type that F7s were delivered with, and both have been rebuilt. The oil level in the traction motor bearings looked low, and 2 of the filler extensions need replacing. I have the parts on order. I've also been advised that it's good practice to drain and replace the oil since it is of unknown vintage. I have also ordered the set of tools necessary to properly set the timing on a "B" engine; these will be useful not only for 805 but also for the many other "B" engines we have at the museum. Additional parts on order include colored glass lenses for the alarm indicators, classification light lenses, a cover glass for the rear headlight (thanks for the photo, Norm), gaskets for the inspection covers in the engine block, and gaskets for the traction motor bearing oil wick inspection covers.

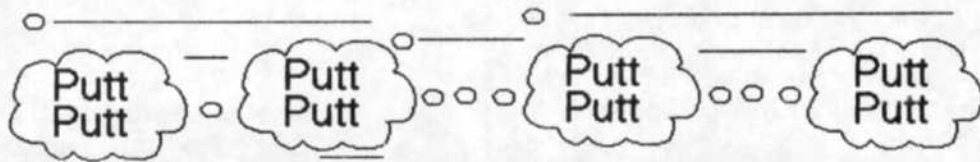
Progress!!

Next Steps

- Apply painted "wings" pattern to nose.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Repair, prep middle side panels for painting.
- Paint exterior and interior of nose.
- Complete sanding and polishing of stainless lower side panels.
- Remove #5 head and liner; inspect for cause of leaks; reinstall. Fully torque #4 and #5 and retest for water leaks.
- Reinstall #13 liner.
- Grind smooth the rough weld repairs on rear of locomotive.
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....





Boileor Rogers Speed to Fun

by Wayne Monger, NTMC Co-Chairman

1990 7th Annual National Track Motorcar Championship Races results held on August 4, 1990 at the Portola Railroad Museum.

1-Cylinder Class results.

First: Brian and Darby Johnston of Livermore, California representing the Western Railway Museum at Rio Vista, California. Operating an ex-Western Pacific M-9 built in 1940. Winning time was 31.25 seconds. First year of participation. Second place: Ronald Allen of Carson City, Nevada. Operating an ex-Santa Fe S-2 built in 1929. Best time of 31.27 seconds, and a top speed of 36.8 mph. Last year he placed first in the one-cylinder class. Third place: Bob Mahan of Ventura, California. Operating an ex-American Crystal Sugar and ex-Ventura County Railway S-2 built in 1957. Best time of 31.78 seconds and a top speed of 36.8 mph. He placed first in 1986, and second in 1989. Fourth: Dave McClain of Colfax, California. Operating an ex-Western Pacific M-14 built in 1942 and owned by John Ryczkowski of Reno. Best time was 37.37 seconds and a top speed of 27.8 mph. This car last participated in 1985 and placed fourth then. Fifth: Errol Spangler of Sunnyvale, California, representing Vintage Railway Equipment. Operating an ex-Santa Fe S-2 built in 1952. Best time of 39.27 seconds and a top speed of 32.1 mph. Errol ran an M-9 in previous races, getting second place in 1988, and third in 1989. Sixth: Bill Banta of Turlock, California. Operating an ex-NP S-2 built in 1942. Best time was 40.18 seconds and a top speed of 25.6 mph. This was his first year to participate. Seventh: Wayne Monger of Benicia, California co-chairman of the NTMC. Operating an ex-WP M-19 built in 1940. Best time was 41.05 seconds and a top speed of 24.9 mph. This car has participated in 4 previous races, placing 4th in 1989. Eighth: Steve Bush of Auburn, California. Operating an ex-Sacramento Northern M-19 built in 1942. Best time was 41.32 seconds and a top speed of 24.7 mph. He has participated in 4 of the previous 6 races, placing 5th in 1988. Ninth: John Bailie of Sacramento, California. Operating an ex-Western Pacific M-19 built in 1940. Best time was 43.44 seconds and a top speed of 25.5 mph. This is his first year to participate. Tenth: Tom Wellbaum of Altadena, California. Operating an ex-Santa Fe M-19 built in 1937. Best time was 45.70 seconds and a top speed of 19.9 mph. This is

his first year to participate. Eleventh: Bruce Cooper of Portola, California representing the FRRS. Operating an ex-WP M-19 built in 1942. Best time was 46.10 seconds and a top speed of 21.9 mph. This is his second year to participate, placing 5th in 1989, but this car when previously owned by Steve Milward captured first in 1984, second in 1985, and third in both 1986 and 1987. Twelfth: Greg Brahm of Santa Rosa, California. Operating an ex-WP M-19 built in 1949. As Greg was helping out with the finish line crew, he made but one run with a time of 47.63 seconds and a top speed of 19.6 mph. He last participated in 1985 and placed eighth. Finish of 1 cylinder class.

2-Cylinder Class.

"AA" Series results

First: William Kaminski of Grand Terrace, California. Operating an ex-CB&Q M-19-AA built in 1963. Best time of 29.07 seconds and a top speed of 38.8 mph. This car has placed second three times in a row, in 1987, 1988, and 1989, one of these in a different class. Second: Tom Moungovan of Sebastopol, California. Operating an ex-WP M-19-AA built in 1953. Best time of 33.54 seconds and a top speed of 31.6 mph. This car has placed second in 1988 and 1986 with exact same times of 33.64 seconds and third in 1985. Third: Hank Stiles of Portola, California representing the FRRS. Operating an ex-WP ST-2-AA built in 1960. Best time was 35.24 seconds and a top speed of 26.8 mph. This car placed fourth in 1989. End results.

2-Cylinder Class "MT" series result

First: Andrew Hosken of Los Angeles, California. Operating an ex-SP MT-19 built in 1969. Best time was 29.55 seconds with a top speed of 36.9 mph. This is his first year to participate. Second: Bill Vogel of Hayward, California. Operating an ex-UP MT-19 built in 1977. Best time was 31.95 seconds with a top speed of 34.0 mph. This is the first year for this car, but Bill participated in 1989 with an M-9 that earned 6th place. Third: Vic Neves of San Leandro, California representing "The Lark" railfan magazine. Operating an ex-SP MT-19 built in 1980. Best time was 32.86 seconds with a top speed of 34.9 mph. This car placed first in 1989, third in 1988. Fourth: Mike Mulder of Turlock, California. Operating an ex-UP MT-19A built in 1985. Best time was 34.16 seconds with a top speed of 24.5 mph.

This was his first year to participate. Fifth: Steve Milward of Applegate, California. Operating an ex-UP MT-19 built in 1967. Best time was 35.32 seconds with a top speed of 34.1 mph. This was the first year for this car, but Steve has participated in several past races, getting first in 1984 with an M-1 now owned by Bruce Cooper. Sixth: Dave Anderson of Sacramento, California. Operating an ex-UP MT-14 built in 1975. Best time was 37.64 seconds with a top speed of 31.3 mph. This car came in 5th in 1989. End MT series results.

Modified Class

First: Gary Mitchell of Cathedral City, California representing G.E.M. Engineering. Operating a prototype 4-seat "Interurban Rail Shuttle" powered by a 200cc Yamaha 1 cylinder engine, built in 1990. Best time was 23.01 seconds with a top speed of 43.1 mph. This is the first year that he has participated. Second: Tom Mercer of Sacramento, California. Operating an ex-SP MT-19 built in 1949 equipped with rubber tires. Best time was 28.10 seconds with a top speed of 34.3 mph. He placed 3rd in 1989. Third: Gary Boots of Paradise, California. Operating an ex-UP MT-19 built in 1975 equipped with rubber tires. Best time was 28.15 seconds with a top speed of 32.5 mph. He placed second in 1989. END Modified Class results.

Exhibition Cars

MTC #44 Gang Car rebuilt by Bob Beattie of Carson City, Nevada for the FRRS in 1989. Equipped with a "Souped-up" 8-cylinder engine and other racing gear. Best time was 24.6 seconds with a top speed of 42.7 mph. A-5C rebuilt by Bob Beattie of Carson City Nevada. This car has been rebuilt in 1990 with a replacement 4-cylinder engine, and is also owned by the FRRS. Best time was 35.55 seconds with a top speed of 28.6 mph.

Thanks!

The following people need to be thanked for their participation in the 7th Annual NTMC Races this year. Without these people, this event would not take place.

Norman Holmes -- master of ceremonies/
public address announcer
Gary Cousin -- start-line judge
Ed Warren -- scoreboard recorder
Dave Waters -- official timekeeper
Gordon Wolleson -- finish line judge
Lynda Monger -- radar gun operator
Dale Wyant -- for building and providing
the timing devices this year
Mardi Vincent -- finish line assistant
Greg Brahm -- finish line assistant
Larry Wines -- finish line assistant
Vic Neves -- providing the PA system
and especially to NTMC co-chairman Ron
Butler of Salinas who got everything set up
but couldn't attend due to a family illness. A
Special thanks to Ralph Womack, the Portola
Coors Distributor, for start and finish line
banners, and for printing advertising flyers.

Nostalgia...
A trip back in time...

RAILFAN DAY 1990

On Railfan Day this year, Saturday, September 15, 1990, we'll be running re-created freight trains of certain eras, including 1940's, 1950's, 1960's, 1970's, all with appropriate locomotives. Trains will be run on a tight schedule starting at 11:00 AM and ending at 5:30 PM.

An authentic timetable will be given to each person upon admission that gives a complete schedule of trains and events, and includes a map of the displays on our grounds.

Following the end of operations, a catered dinner in the meeting room will be held for those people who wish to join us for dinner on the museum grounds.

After-dinner activities will include multimedia shows and a group night photography session.

For operations, we will need at least 2 full train crews, plus about 10 other assorted personnel for crowd control, ticket sales, and many other fun things. Call one of the three numbers listed below for information if you would like to come and join the fun.

Come and stay in the beautiful Sierra for Railfan Day; there are numerous motels and campgrounds in the area.

Tickets in advance are \$8 per person. Just drop a note with your check to the museum address (P.O. Box 8, Portola, California 96122) telling how many you would like and where to send them. If we receive your request for tickets after September 7, 1990 we will hold them at the gate for you as a "Will-call." Tickets purchased without advance notice are \$10 at the gate on Railfan Day.

For more info on Railfan Day in general, call The Portola Railroad Museum at (916) 832-4131 or Wayne Monger (707) 746-8238 or Vic Neves (415) 352-4373

Would you like to help plan Railfan Day? Then consider going to the First Sub Club meeting Friday, September 7, 1990 at Niles Depot Museum, 36997 Mission Blvd., in the Niles District of Fremont, California at 7:00 PM. This meeting is a planning session for Railfan Day. Anyone interested in assisting on Railfan Day on the following weekend (September 15, 1990) is welcome to attend this meeting. The First Sub Club is a group of Feather River Rail Society members who live in the Bay Area. For more information on the MEETING call Richard Canino at (415) 591-4997.

ATTEN-HUT!

The following is the list of our board of directors. These are dedicated, hard-working people who volunteer their time so that the rest of us can enjoy the museum. If you have questions, comments, suggestions, or if you want to volunteer yourself, you can always feel free to call these people. In the interest of courtesy, do not call after 10:00 PM.

Norman Holmes----- (916) 832-4737
President, Founder, General Manager
Bruce Cooper--(916) 832-4532 Vice President
Gordon Wolleson--(916) 832-5311 Treasurer
Kent Stephens----(916) 895-1603 Secretary
Brian Challender----- (916) 525-4835
Wayne Monger----- (707) 746-8238
Hank Stiles----- (916) 836-2881

Ponder This

Railroading is a relaxing hobby for some people, an absorbing passion for others and a full-time business for still others. But all three groups find pleasure in the past -- in reminiscing and comparing yesteryear's railroads... from Richard Dodge in "Rails of the Silver Gate" - 1960.

HEY YOU THERE!



Do you have a Rail Motorcar in your garage that you never use and that's just collecting dust and making everyone in your family mad at you? Consider selling it to Bill Evans from Palmdale, California. He's looking for one and he'd love to talk to you about it. Give him a call at (805) 947-5435. P.S. He's the one that has done all of the body work on the nose of the 805A!

News Gathered From Around the Museum

NEW EQUIPMENT

Two United States Air Force guard cars have been acquired from government surplus. The two cars were purchased on a sealed bid sale from Hill AFB, Utah by Norman Holmes and donated to the museum. One car is a former WWII Army kitchen car that was converted to a guard car and used to accompany military shipments. Its last use, as far as can be determined, was August 1983 for "Mission Capable."

The second car is a former WWII Army Hospital car. It is an 80 foot car built by American Car and Foundry in 1945. It has 6-wheel roller bearing trucks, and tight-lock couplers. It was built for the U.S. Army Medical Department and was used to transport wounded servicemen from Hospital Ships at seaports to medical centers inland. The vestibule end of the car had two small roomettes for officers - presumably a doctor and a nurse. There was a connecting lavatory, storage space, and a shower across the center aisle. The main body of the car had space for 36 patients and enlisted attendants in three-level racks with lavatories nearby. After the patient section came a receiving room with a small desk, sterilizer and two side doors for loading litter cases. The far end of the car contained a kitchen also. This car was originally painted Olive Drab with the undercarriage painted black. It also had red crosses in white squares on both sides, each end, and on the roof. It had six large and three small sealed windows on each side; it had a 220-volt electrical system, air conditioning and a linoleum floor.

After the War was over, this and the other hospital cars had a varied, and hectic life, which continues even today. The Monon Railroad converted 12 of them into coaches, the Alaska Railroad took some, Ringling Brothers and Barnum and Bailey Circus took some for their circus trains. Some remained in Army service through the Korean War. In 1962 they were conveyed to the U.S. Air Force's Strategic Air Command (SAC) for use as crew

quarter cars on the Minuteman Missile trains.

Ours was involved in a derailment and will require extensive repair before being suitable for any use. Maybe a movie company will want to blow up a passenger car for a price!? Seriously, Ken Roller has taken on the job of repairing the car, so it will be suitable for passenger train service at a later date.

Also from government surplus, we have acquired a 1978 International dump truck from McClellan AFB near Sacramento. This also was a former Air Force truck and is in fairly good condition. Some parts from the engine have been removed, but the 345 gas engine is common and parts have been obtained. Norm Holmes checked over the truck, and arranged for it to be towed to Portola. Bruce Cooper has been replacing the missing engine parts and expects to have it running before you read this column. We have been looking for a tractor loader that we can call our own so we can have something to use to load the truck.

LOST EQUIPMENT

Our small red sand blaster unit has disappeared. If some member has borrowed it, please let us know. If it is not located, we will have to consider it stolen. We also are missing a number of small tools. Please remember to put tools back in their proper place when you've finished using them.

SPECIAL TRAINS

Two Union Pacific special trains recently passed through Portola. On June 30, 1990, A ten-car special "Mike Walsh Silver Anniversary Special" contained a newly-named sleeper -- "PORTOLA." We are honored. Mr. Walsh, U.P.R.R. chairman, brought a number of his passengers over to the museum for a caboose train ride and tour through the facilities.

On July 26, 1990, Union Pacific Corporation's Chairman, Drew Lewis, had a 9-car train come through Portola with Centennial 6936 for power. This is the first time a Centennial has operated through Portola since they were retired. Unfortunately, the train ar-

rived at 10:45PM and all the passengers were in bed.

HIGHWAY SIGNS

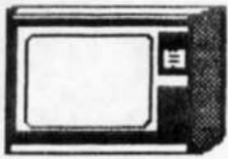
After over a year of waiting for permits, etc., we finally were granted a permit to place two highway signs one mile east and west of Portola. Bruce Cooper gained a lot of knowledge on how to deal with government bureaucracy, but finally on August 15, 1990, the 3-foot by 4-foot green scotch lite signs were erected.

NO. 501

WP's first diesel, SW-1 No. 501 returned to service at the museum on July 7, 1990 due to the efforts of Hank Stiles, Mardi Vincent, Bob Lindley and others. Unfortunately, during last winter's freeze, the cooling system did not get thoroughly drained and the air compressor heads still contained water. As you know when water freezes it expands which resulted in two broken heads. New heads were purchased from Southern Pacific's Sacramento Shops, installed and after a fuel filter problem was solved, 501's six cylinders roared to life. The large WP heralds were placed on the cab which gives it the original WP look. We expect to have the lettering finished before railfan day. After one day of operation on July 7, the governor started giving trouble and was worked over by Hank and Mardi, now it will not load -- so back to the books.

WP PICNIC

In an effort to bring back the old Western Pacific picnic, which was an annual event held at all WP terminal areas in years past, the Union Pacific United Employees Club held a picnic in the FRRS picnic area. Hot dogs, hamburgers and salads were available at a reasonable price along with an assortment of soft drinks. A horseshoe pit was available and children's games were staged. Although the turnout was less than hoped for, everyone who attended had a good time. Free train rides were offered from a "flag stop" at the picnic area near Milward switch. Gordon Wolleson's Boy Scout Troop had completed 5 redwood tables which added to the atmosphere there.



TV STAR!

On July 14, 1990, KOLO-TV in Reno came to the museum to tape a segment on our Rent-A-Locomotive program.

The reporter, John Tyson, (a confirmed railroad buff himself) reported that at our museum, railroad buffs can have their cake and eat it too; they can run a real engine just like a real engineer. He went on to say that for rail buffs, it's got to be the ultimate thrill.

Bruce Cooper, the creator of our Rent-A-Locomotive program, was interviewed and told the viewers that all he's doing is passing along to others what trains mean to him.

The special was very well-done; and it showed numerous scenes around the museum, including people enjoying themselves operating our locomotives. It aired Monday, July 30, 1990 on the 6:30PM news program for about 3 minutes, which is a long time on television.



CASH DONATIONS!

We need them to continue operating the museum and to continue restorations.

The following people have donated a "handful" of cash:

George L. Bates	John C. Miller
James H. Duncan	Jerry Obert
Joe Fernandes	Peter Pettler
R.G. Flannery	Leo F. Prescott
James Gidley Sr.	William Redding
Warren Gilleran	Don Richmond
Phil Guidera	Gilbert Rogers
Robert Hanft	Mike Romiez
Harry Jamason	Larry Trotter
W. & R. Lang	Peter J. Watkins
	John Wieland

Peter Parrish made a contribution through Westinghouse, which made an equal donation; Steve Habeck received another community service award through his employer, PG&E, which gave us another \$100. Thanks to you all.

CORRECTIONS DEPARTMENT



Despite efforts for accuracy, several additions and corrections should be noted for Issue #42 (March/April 1990) of THE TRAIN SHEET.

Two additions for the article "Another One!" or the acquisition of Alco RS-32 #4004. First, the article was by Norm Holmes. Second, it was correctly stated in the article that Alco built only 35 of the RS-32's.

This production lasted one year, June 1961 through June 1962. Successor of the RS-32 model was the successful C-420 model with 129 units built by Alco between June 1963 and August 1968 when production ended. Arkansas and Missouri RR owns the largest existing fleet of C-420 units (more than a dozen) as well as one of the five remaining RS-32 units. Their RS-32 is #52, numbered within the same series as the C-420's, and is shown operating on the point of a freight in the Greg Scholl videotape "Arkansas Alcos."

Second Section

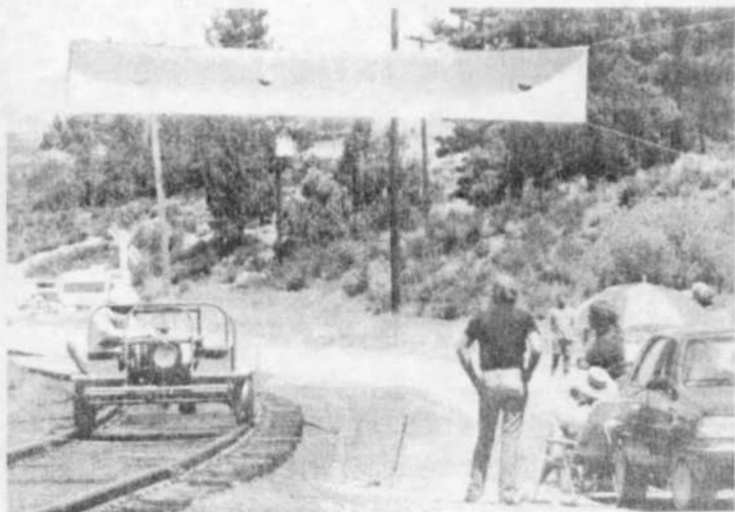
There is one correction to the historical information in "What's in a Name?" on WP station names. (THE TRAIN SHEET, Issue #43.) On Land, Calif., (M.P. 212.1) it was stated "for A. H. Land of California Pine Mills Company which had logging operations near this point." Land was named for A. H. Land, but the name of the company is incorrectly given. A. H. Land was president of Feather River Pine Mills, Inc.

The lumbering operation originally started in 1920 as the Hutchinson Lumber Co., and Land was the WP connection for the logging railroad. (Mr. Land was one of the backers of Hutchinson.) The Oroville sawmill burned in 1927, shortly after Hutchinson became FRPM, and the company was inactive until the new sawmill was completed in 1940

at Feather Falls, 19 miles southeast of Oroville on the logging railroad. At that time most of the logging railroad was transferred to a subsidiary common-carrier railroad, the Feather River Railway. The siding at Land became the interchange between Feather River Railway and Western Pacific, lasting from 1940 until 1966. Land is now under Lake Oroville following construction of Oroville Dam.) Feather River Railway became well known to railfans in the late 1950's - early 1960's as one of the last railroads operating Shay's. The Shays went on standby in October 1961 when a diesel was acquired. All three Shays fortunately survived: #1 is on display at Oroville; #2 is Sierra Railway #2 at Jamestown; and #3 is at PSRM's museum at Campo, lettered for Hutchinson Lumber Co. Unfortunately the company scrapped #5, a 3-truck Willamette, in 1957. There is more information on this company in a short two-part article that I wrote published in THE TRAIN SHEET, Issue #23 and #25. I am working on a book on this company that should be published within the next two years.—Kent Stephens

NOW SHOWING...

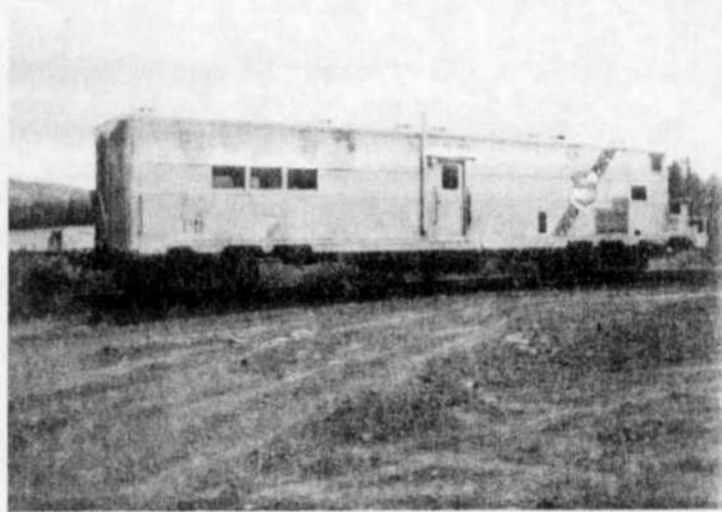
THE FRRS PICTURE PAGE



Bill Banta comes zipping across the finish line on his S-2 in front of Lynda Monger (seated) using a radar gun to measure his speed. Photo by Wayne Monger



The FRRS Picnic Area. Check it out! It's been totally regraded and redone and now includes horseshoe pits, bar-b-que pits, picnic tables and a great view of the museum. Gordon Wolleson's Boy Scout Troop completed 5 redwood picnic tables.



Our former WWII Army kitchen car that was converted to a guard car and used to accompany military shipments. Purchased by Norman Holmes and donated to the museum.



Nicknamed by fellow motorcar operators, "The Stealth Motorcar," the prototype "Interurban Rail Shuttle" built by G.E.M. Engineering, waits for another run. Photo by Wayne Monger.

Looking for a luxurious first class train journey in a spectacular setting? How about a Great Train Trip over the wonderful High Sierra between Oakland and Reno? Would you like to ride in two first class and luxurious private railroad cars?

FRRS Excursion

**with the private cars "Virginia City" and "Plaza Santa Fe."
Columbus Day Weekend, October 6,7,8,1990.**

This excursion will depart Oakland with the cars coupled onto the rear of Amtrak #6, the California Zephyr, at 11:50AM October 6, 1990. Passengers may board at Richmond, Martinez, Suisun-Fairfield, Davis, Sacramento, Roseville or Colfax. Arrival in Reno is at 6:11PM.

The return trip will depart Reno at 8:34AM on October 8, 1990 and arrive back in Oakland at 4:05 PM. Again, passengers may get off at any Amtrak station along the way. The open observation car, "Virginia City" and ex-Super Chief dome "Plaza Santa Fe" will be the 2 private railroad cars used.

The "Virginia City" is one of the old time rail baron cars with an open observation deck with highly-polished brass grab-irons. This car was built in 1928 and is decorated in the classic style of the Venetian Renaissance. It even has a fully operating fireplace in the living room. Relax in folding armchairs on the authentic antiques of the early 1900's, a red velour curved couch, a Queen Anne armchair at a gold leafed desk and Venetian chandeliers are just a few of the exquisite furnishings inside.

The "Plaza Santa Fe" was built for Santa Fe's luxury streamliner, Super Chief, operating between Los Angeles and Chicago. Designed for deep-cushioned comfort, it features 3 levels -- a glass paneled penthouse on the roof, the large luxurious "Starlight" lounge with seats that turn 360 degrees and the "Turquoise Room" dining room. It has been refurbished to the grandeur of its former "Pleasure Dome" days.

Two meals and a free open bar in the dome car are part of the total fare. Five crew members will be aboard to serve FRRS members, their families and friends. The trip will be sponsored by Trains Unlimited, Tours, and the Feather River Rail Society. Trains Unlimited, Tours can make hotel reservations in Reno for two nights upon request. A charter bus and/or van can be made available at extra cost for those who need transportation to Portola on October 7, 1990.

There is one fare wherever you get on.



\$299
Round Trip



We must have AT LEAST 35 people with PAID reservations or we cannot run the trip. Your reservation, paid in full, must be in our hands (FRRS P.O. Box 8, Portola, California 96122) no later than September 15, 1990, which is Railfan Day. You must also notify us at that time if you would like hotel reservations and/or bus-van reservations.

Further note regarding the FRRS free trip raffle: This year's drawing will take place at "Railfan Day" in Portola on September 15, 1990. The winning ticket will be drawn in the evening during the slide and movie show. The winner may take any trip that Trains Unlimited, Tours, Inc. offers, not just the September 22, 1990 Reno Air Race Express which is the listed raffle prize. If you have not received Trains Unlimited, Tours' 36 page color brochures, give them a call at (800) 359-4870 or (702) 329-5590 in Reno, Nevada. FAX number is (702) 329-8813.

Preserving "The Feather River Route"



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

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