

The Train Sheet



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

Issue No. 53

January/February 1992



Portola Under the Snow. This serene scene shows two of our prize possessions. F7 WP 921D is the most popular locomotive in our rental fleet, and SW-1 501, built in 1939 is our oldest operating diesel locomotive.

Photo by Ed Warren.

Inside This Issue:

- News of the Upcoming Steam Excursion Train.
- Remodeling of the Operating Dept. Office.
- News From the Board of Directors.



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.

Board of Directors

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Membership

Associate----- \$15.00
Active----- \$30.00
Family----- \$35.00
Sustaining----- \$75.00
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 The Headlight.



From the Desk of the President

With the Nation's economy going downhill, money may be in tight supply for some of our members. We hope that you will not be experiencing a financial problem. We hope that our museum can continue its aggressive acquisition and preservation program; however with the prospect of a smaller number of visitors, fewer locomotive rentals and possible loss of some members, we will have to be very careful how we spend our available funds. A lot of our preservation work needs only labor with a very small amount of money spent on supplies. As always, if you can spend a weekend or a week helping at the museum, or if you can help financially, your assistance will really be appreciated. The enclosed calendar shows our project work weekends, operating days and special events. You are always welcome.

-- Norman W. Holmes

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.
- 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.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
- Issue 7 (To be mailed approx. March 1, 1992) Double Issue with color cover, featuring FT's.

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send your order to:

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



YOU! Can Operate a Diesel Locomotive

for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

The Ultimate Experience!

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Would You Like to Work on the Railroad?

The museum operates trains EVERY weekend between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures. The training class and rules examination will be held on Saturday and Sunday, May 2 and 3, 1992 at 10 AM at the museum. You may attend either day.

The rules examination consists of 100 questions on the FRRS General Code of Operating Rules and is an open book test, with no time limit. A passing grade is 75% or above. If you do not have a copy of the rules book, one will be provided for you at that time. You must have a rules book in your possession to take the examination.

Upon your successful completion of the rules exam, you will be instructed in hand signals, getting on and off of

moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who are unable to attend the classes on the two above dates may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination. If you are interested only in work other than operating, then the Release of Liability can be signed at any time before you begin. For convenience, a Release of Liability form will be attached to the Rules Examination answer sheets.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

Baldwin Update

Our ONW Baldwin AS-616's are still at M-K's shop in Boise, Idaho. Papers have been signed to lease two DODX heavy duty flat cars which will have capacity to handle the locomotive body and trucks. As soon as the cars are delivered to M-K, loading will be started.

We have reviewed a video tape on Trona Railway's Baldwin AS-616's. This is an excellent tape which not only shows Trona's units in action, but contains a short pictorial history of other Baldwin diesels. There are two photos of our units included. Our gift shop has the tape for sale for \$35.00 postpaid. (CA residents add sales tax.)

We have raised \$1,928.96 so far for the loading expenses which are estimated to be about \$10,000. If you would like to help us with the cost of this most important addition to our collection, your contribution would be most appreciated.

The following generous person has donated to the Baldwin fund since January 1, 1992,

Eric Frodsham

Cash Donations

The following people have made cash contributions to the FRRS and helped us to continue operating and to do restoration work:

Martin Gibson

Donald & Lorraine Grant

Philip Gresho

E. E. Henton

Thomas Moungovan

Howard Samarin

Francis Sellman

Mr. & Mrs. Palmer Simpson

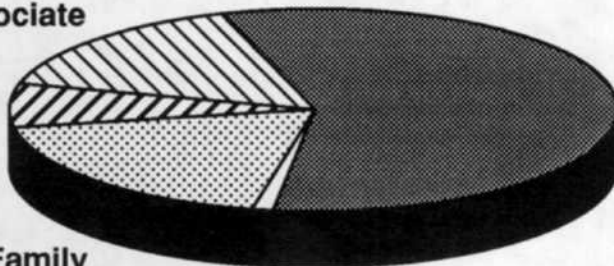
Gregory Zucco

Membership Report

as of February 18, 1992

157 Associate

67 Life



569 Active

188 Family

10 Sustaining

*Total FRRS membership is 991.
...Of these, 31 are Charter members.*

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New Life Members

The FRRS welcomes the following brave people who have decided to become life members:

Chris Houser

from Sierra Madre CA

Gary Richardson

from Stockton CA

Thanks folks, you won't be disappointed.

news about FRRS' participation in...

The Pacific Limited

Union Pacific's steam powered train from Cheyenne, Wyoming to San Jose, California for the NRHS convention has been named, "PACIFIC LIMITED," a name UP used during the 1930's and 1940's for a train that ran between Omaha and the West Coast. Details for the July, 1992 round trip of UP 3985 continue to be worked out. Norm and Barbara Holmes and Bill Evans attended a joint group meeting in Salt Lake City on February 1, 1992. At that meeting, it was agreed that responsibility for the train's passengers would be shared by all four organizations with Central Coast Chapter NRHS being the primary sponsor. When the train has completed its journey and all bills are paid, any profit will be divided equally between the four groups.

The Union Pacific Historical Society will sponsor the Cheyenne to Rock Springs westbound, Salt Lake City to Rock Springs eastbound, and Rock Springs to Cheyenne eastbound.

Promontory Chapter NRHS will sponsor Rock Springs to Salt Lake City, Salt Lake City to Elko, and Elko to Winnemucca westbound, Elko to Salt Lake City eastbound.

FRRS will sponsor Winnemucca to Portola, Portola to Sacramento westbound, Portola to Winnemucca and Winnemucca to Elko eastbound.

FRRS will also arrange for an optional side bus trip from

Reno to Virginia City and Carson City for the layover day July 17, 1992. Central Coast will be responsible for Sacramento to San Jose westbound and San Jose to Sacramento and Sacramento to Portola eastbound. Central Coast is the sponsoring group for the NRHS convention in San Jose and a number of one day trips will be scheduled during the July 20-26, 1992 convention including operation of SP 2472, SP 4449, and UP 3985.

Union Pacific's train will have 19 cars; 12 will be for passenger use. New this year are two dome coaches and the use of the dome diner. A surcharge of \$50 per day will be charged for a dome seat. Through passengers will have to make their own hotel/motel reservations, however a shuttle bus will be provided at overnight terminals to a selected hotel/motel. Buses will also be provided to return one day passengers to their point of origin.

We will be providing car hosts for our four segments. Bus transportation and overnight accommodations will be furnished when necessary for the car hosts. (See story below on how to volunteer as a car host.)

A first class mailing has been sent to all FRRS Active, Family, Sustaining and Life members outlining preferred ticket purchasing procedures. A Pacific Limited flyer is enclosed with this issue of the Train Sheet.

A central reservation and information office has been set up in Salt Lake City which will be staffed by volunteers from Promontory Chapter.

The phone number is:
1 800 444-3985

The address is:
P.O. Box 27081
Salt Lake City UT 84127-0081

Running Extra

by Bill Evans, "Pacific Limited" Crew Chief

As most of you already know, the Feather River Rail Society has been selected to assist in operating a Steam Excursion this year. The excursion, The Pacific Limited, is being operated for the NRHS convention (July 19, 1992 - July 26, 1992) and it will be running from Cheyenne, Wyoming to San Jose, California and return during the second half of July 1992.

The FRRS has been asked to be in charge of staffing the following sections of the train:

Westbound

Winnemucca to Portola, Thursday, July 16, 1992

Layover Day in Portola, Friday, July 17, 1992

Portola to Sacramento, Saturday, July 18, 1992

Eastbound

Portola to Winnemucca, Tuesday, July 28, 1992

Winnemucca to Elko, Wednesday, July 29, 1992

Note: there will NOT be a layover in Portola on the Eastbound trip.

Should you be interested in being a car host (attendant), please contact myself or Norm Holmes by telephone or by mail at the addresses given at the end of this notice. Please

bear in mind, that it will be necessary for you to be committed to the entire East or Westbound trip. Because of the logistics of this trip, we will not be able to arrange for one day ONLY assistance.

Furthermore, it will also be necessary for you to be available the day preceding each section to attend the safety lecture at the point of origin.

As you can see, the trip this year is much larger in scope than last year's venture.

If you are chosen to be a car host/hostess, you will be expected to perform these duties first and foremost. It will be a nice opportunity to ride the train, but remember that your commitment to assist is most important. The reputation and pride of the FRRS is utmost.

Also, on Friday, July 17, 1992, the train will be laying over in Portola. We would hope that our members will make themselves available to help around the museum on that day or assist in a day trip to Virginia City and Carson City.

Contact:

Bill Evans
4020 East Avenue T-4
Palmdale, CA 93550
805-947-5435
evenings

Norm Holmes
P.O. Box 608
Portola, CA 96122
916-832-4737

●●● Around the Museum

The FRRS OR

Our operations room (OR) has a new insulated ceiling and walls. thanks to the capable direction of Dave Anderson. Dave, a carpenter, came up from Sacramento on the weekend of February 1 and 2, 1992, and built a new 8 foot ceiling structure, studded the walls, and put up some of the insulation and sheet rock. Helping with the improvements were Julie Anderson, Hank Stiles, Mardi Vincent, Wayne Monger, Ken Roller and Jim Ley. They are putting in framed and sheet rock walls and ceiling with lots of insulation so that the middle of winter will be a little warmer time there. Already the acoustics have improved dramatically so that you can now understand what the person next to you is saying. It is 12 foot x 24 foot with an 8 foot high ceiling, 2x4 framed

walls, R19 fiberglass insulation, and access to storage space above the ceiling. Gordon Wollesen rewired the room for better lights and outlets.

We Own It!

Santa Fe caboose 999414 had been on loan to the FRRS from Vintage Railway Equipment Company. They have since dissolved their corporation and sold the caboose to the FRRS. We purchased it from them to preserve its historical significance. This was the very first steel caboose that the Santa Fe ever had, and it was originally numbered 1500. Restoration work had already begun on this caboose; the interior has been entirely removed in preparation for its reconstruction.

News and Information

Circle the Wagons

Covered Wagons, that is...

My, how time flies when you are having fun. It's been nine years this February when a group of eight people met and decided to form a museum in Portola to preserve the history and some equipment of the Western Pacific. Our first piece of equipment, 921D, arrived and was donated in August, 1983. Our lease was signed in May, 1984 and our official grand opening was on Memorial Day, 1985.

After visiting the Sacramento Railroad Museum's grand tenth anniversary Rallfair '91 last year, we thought it might be appropriate for us to have a tenth anniversary celebration. Since we are more diesel oriented, an idea surfaced that we might have a "gathering or circling of the wagons." We could invite CSRM's E and F units, the 917 from Rio Vista, the 918D from Pacific Locomotive Assn., UP's E units and any others that may wish to come. We could have a pageant honoring Arthur Keddle, a motive power parade and more.

A date was the next question. July 2, 3, 4, 1994 was selected for several reasons: 1993 was too soon, 1995 was too late. The Fourth of July, 1994 gives us a three-day weekend, 1994 is WP's 85th anniversary of its completion, and 2009 will be WP's centennial and our 25th anniversary. The Fourth of July was selected because Memorial Day often has inclement weather.

It's not too early to start thinking of events we can have during this celebration. Any ideas are welcome...

Silver Scout

We have learned that a former Western Pacific California Zephyr dome coach, SILVER SCOUT, is for sale in Texas. The car is more or less complete as operated on the WP. It was sold to Auto-Train and is now in private ownership. Anyone willing to buy it for our museum? Asking price is \$75,000. We'll take care of the transportation...

Thanks, Dave

Dave Dodds, who is our Southern California representative at railroadiana shows, has resigned for personal reasons. We are looking for another representative who would be willing to represent the FRRS at Southern California railroadiana shows. Don't be bashful.

Good Money

The FRRS sold \$850 worth of railroad goodies at the railroadiana show at the San Francisco Cow Palace recently.

Oops

At the Southern Regional Meet in November, 1991, the winner in the Steam Locomotive category of the model contest was actually John Brown.



...from the Board of Directors

By Kent Stephens
Secretary of the Board

Board of Directors Meeting December 8, 1991

The Board of Directors viewed historical raw video tape footage of the WP, prior to the meeting, presented by FRRS member Don Olson. The Board discussed participating in the production of a WP historical video with him. The same raw video tape footage that the Board of Directors viewed will be shown at Winterrail. The board expressed interest in it, and voted to appoint a committee of 3 to work on it.

In the publicity committee report by Hank Stiles, it was noted that our Trains Magazine advertisement was not in the January issue. Hank will check on it as it was supposed to be in 12 months from last April. Kent Stephens mentioned that we were to put an ad in R&LP, but that it never got in. The decision was made to start working on it so as to be in by 4/92.

A lengthy discussion followed next with the suggestion that we should have an outside consultant visit the museum for evaluation. Wayne Monger asked, "Are we a collection or a museum? We have done well on collection but not on interpretation." Wayne gave an example of a family of 5 coming in, looking at a piece of equipment and asking why it is significant. David Dewey said we could ask for a Pre-MAP-1 visit from a museum professional with Northern California Association of Museums, which is based at CSU Chico Museum of Anthropology. The cost would be free. The board voted to do it.

In the restoration report, Bill Evans stated that he would like to continue the monthly work weekends on the 1992 Calendar.

A report was given on the meeting at Salt Lake City regarding the upcoming steam excursions.

John Ryczkowski, the publisher of The Headlight, appeared before the board to give an update on the publication of The Headlight. He brought up the idea of selling belt buckles and T-Shirts to finance an upgrade of equipment used in the production of The Headlight. John (Ski) pointed out that he is operating as an independent contractor for the FRRS doing the magazine, covering issue production costs, except for printing. Ski was complemented on the excellence of The Headlight. Wayne Monger raised the issue that The Headlight is strictly Western Pacific in relation to the museum's mission being broader and including the railroads of Northern California, and the evolution of the diesel locomotive. Wayne brought up that there needs to be a place in the museum's two periodicals for articles that are not strictly WP but that fit into the museum's mission.

In the general manager's report, Norm stated that we have picked up a surplus small trailer for hauling batteries, and also that we traded the lowboy.

Progress on the O&NW Baldwins' move was discussed.

David Dewey gave a proposal for a new movable wall entrance to the museum. It would prevent visitors from being struck by an "industrial environment." The size and design were discussed as well as the need for Ken Roller to make a new painting on one of the display panels. The board voted to have David come up with a definite plan with costs and report back to the board.

Kent Stephens brought up that copyright protection is needed for The Headlight. Kent reported that the statement in The Headlight about the use of material isn't sufficient. He

then reported on the copyright filing procedure. There was a general feeling, but not unanimous, that the copyright protection isn't needed. The use of information with credit to FRRS would be publicity. Kent Stephens stated that the copyright protection IS needed in case we ever have a problem with infringement. The consensus was NOT to do it.

Next was a discussion of making a trademark of our logo. Ski, the designer, agreed to convey title of the logo to the FRRS. The board voted to trademark the FRRS logo.

The board defeated a proposal to acquire more MRS-1 locomotives.

Norm Holmes is looking into acquiring a manual pertaining to hiring independent contractors to help us if we contract to have WP 2001 finished.

Kent Stephens proposed having a preservation column in the Train Sheet. This was approved.

Board of Directors Meeting January 12, 1992

Brian Challenger suggested stocking hard hats, ear plugs, and gloves in the Gift Shop for the convenience of the members.

Kent Stephens said we had been turned down for a grant for the second time by the First Interstate Bank Foundation. He will check to see why. He said that we should concentrate on restoration grants as opposed to site grants since we don't own the site.

Kent suggested that we join NORCAM since they are doing the Pre-MAP-1 visit free and we would be "networking" with other museums. The board agreed.

Norm reported that we are now a member of the Plumas Chamber of Commerce because we had joined the Eastern Plumas Chamber of Commerce.

The Chief Mechanical Officer, Mardi Vincent, asked the board for direction for the Mechanical Department for the year. The Board said it should continue on its present direction. Mardi reported that Dan Ogle has a source for hour meters which will be forthcoming.

Hank Stiles discussed framing work on the operating department office.

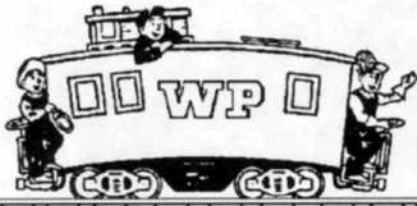
Brian Challenger reported that we need a metal rack to store metal stock on hand to protect it from the elements. Present storage is outside. It was agreed a good location was inside the enginehouse wall next to track 2.

Bruce Cooper reported that because of sanitation requirements, the Beanery needs a triple stainless sink and a water heater. He will look into costs and report back.

Gordon Wollesen reported that he had discussed with the power company the cheapest ways to provide heat. This is in regards to the operating department office and the restrooms.

Lynne and Jon Hammon, from the Friends of the Portola Library, discussed their proposal to have WP railroad research materials and some archives housed at the library and to have a part-time archivist to organize it. The friends of the library plan also to apply for foundation grants for raising the additional necessary funds to build the new Portola Public Library. The board was supportive of the grant proposal and of the plan in general as long as we own our own material and can pull it out in the future if necessary.

Continued on page 7



Caboosing

with Hap Manitt...

Appears in abbreviated form in this issue...

This report will take a somewhat different form than usual. Rather than listing specific dates, we will report on what people did in the last 2 months.

Gordon Wollesen worked on batteries and did electrical work almost every single day during this period. He worked on the PA system command center in the operating department room.

Ken Roller has cleaned engine SP 4404 so thoroughly so that it looks really sharp. He has also completed a new oil painting. It is a very interesting painting with 1 steam engine pulling a train past another waiting in a siding. It contains plenty of human interest also. Ken has also tackled further improvements on the model railroad in the Flannery room. He is putting in more track, and more scenery. The new scenery will be near the trestle so that if the train falls off the trestle it will land on the scenery and not the floor.

Dan Ogle, all the way from Gabbs, Nevada has joined the regular crew of Larry Hanlon, Dave McClain and John Ryczkowski on working on the 805A. Dan's expertise is in electrical work. He has already solved key electrical problems

on the 805A.

Norm Holmes shoveled gravel into rough spots on our entrance road.

Pete Randa brought in railroad goodies for donation to the museum.

Norm Holmes and Ken Roller moved all of the stuff out of the operating department office in preparation for its new walls and ceiling.

Dave Anderson, Julie Anderson, Jim Ley, Brian Challengender, Hank Stiles, Ken Roller, Gordon Wollesen, Wayne Monger and Mardi Vincent are the energetic crew that has started rebuilding the operating department office.

Brian Challengender and Jim Ley fixed the main cable on the Little Giant truck crane. Jim drained the old fuel out of it, and cleaned out the fuel system and put in fresh fuel.

Wayne Monger has worked hard on engine SP 4404 correcting air and wiring problems. He retrieved parts out of storage in box cars to use in this repair. Already he has new air gauges in place.

Larry Hanlon's 805A report that everyone likes and looks forward to will not appear in this issue. Look for it again in future issues. Larry has been enjoying his vacation and was sent on a business trip the minute he set foot back home. (Unfair!)

As mentioned in Hap's diary, Dan Ogle has joined the regular work crew on the 805A. Dan's expertise is in electrical work. He has already solved key electrical problems on the 805A.

The big news on the 805A is that we have "heard" a rumor that it is very near to being able to move on its own. Look for more information in future issues.



Board Report continued from page 6

Next was a report of a Public Broadcasting System station request for a short freight train. They have decided to wait until April because of snow being on the ground at the present time.

Regarding the proposed WP video, the board continued discussion on participating, including our projected cost, and if we could get a profit back out of it. The board decided to sit tight and not spend any money on it.

The FRRS 10th anniversary was discussed. The board agreed to have July 4th weekend 1994 as our 10th anniversary celebration.

The board heard David Dewey's proposal on the new entranceway. They made some changes in the plan and voted to allow him to begin.

The purchase of Santa Fe caboose 999414 was discussed and approved.

The board reconsidered the copyrighting of The Headlight on the recommendation of Kent and Ski. This time, they approved it.

Norm reported that Janene Mathew can no longer do our bookkeeping work, so we are now looking for a new bookkeeper.

Western Pacific Lives!

Come and visit us up in Portola and let us prove it to you!



Santa Fe caboose 999414, pictured here at Portola, had been on loan to the FRRS from Vintage Railway Equipment Company. They have since dissolved their corporation and sold the caboose to the FRRS. We purchased it from them to preserve its historical significance. This was the very first steel caboose that the Santa Fe ever had, and it was originally numbered 1500. Restoration work had already begun on this caboose: the interior has been entirely removed in preparation for its reconstruction.

**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
P.O. BOX 608
PORTOLA, CALIFORNIA 96122**

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