

The Train Sheet



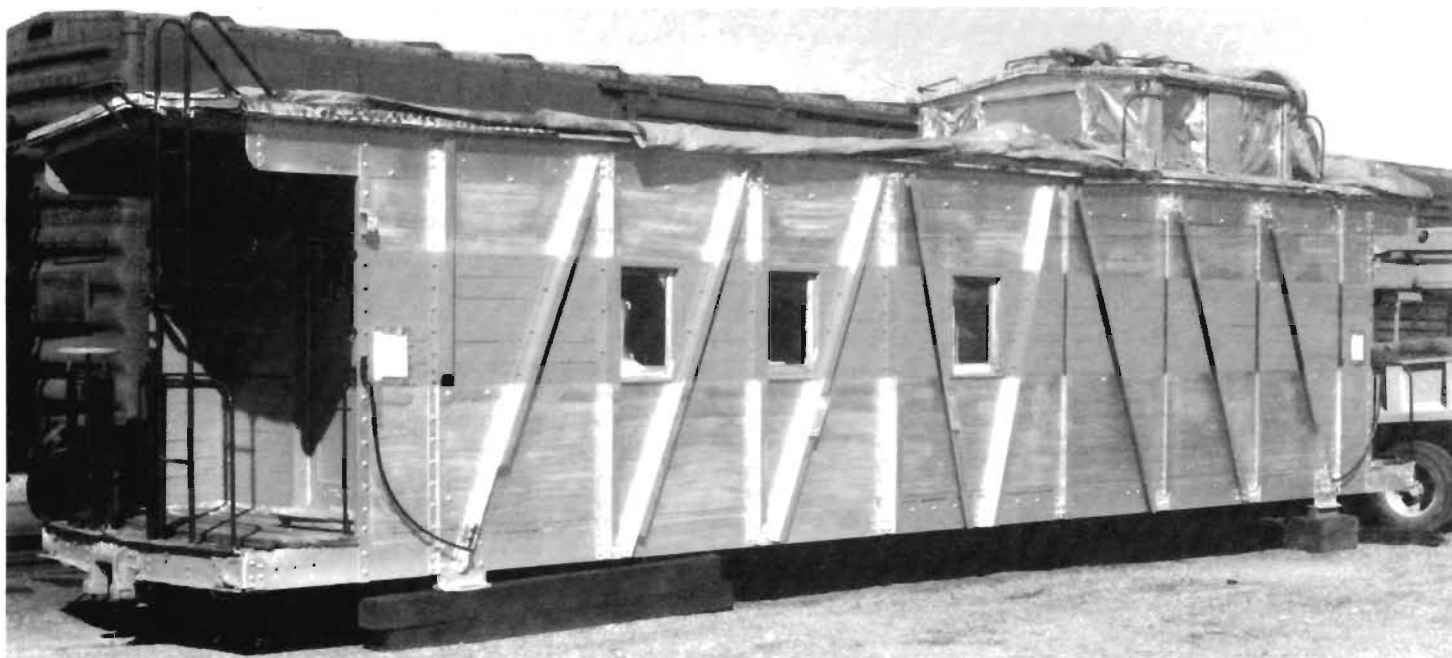
Preserving "The Feather River Route"

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

Issue No. 71

January/February 1995

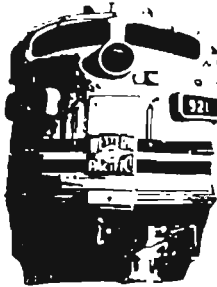
Caboose WP 614 Looks Great With Its New Paint Job!



WP Caboose 614 is shown on the Museum grounds looking striking in its new silver and orange paint scheme! These cabooses were nicknamed "Canyon Cabooses" since the extended ends helped protect the crews from wind, rain and snow while standing on the back platform. Although it is over 57 years old (built in 1937-retired sometime after June 1953), our caboose still retains its original handrails, bunks, toilet and wood burning stove! After mounting on a new set of Andrews leaf spring trucks and repairs to the roof, WP 614 will hopefully be back on her feet again this summer! Caption by John S. Walker. Photo by Ed Warren.

Inside this Issue:

- Report of Starting 44-ton Locomotive.
- Notice of FRRS Operating Crew Training.
- Announcement of Upcoming 805-A Re-dedication Ceremony.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

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

The museum is open daily year round from
10:00 AM to 5:00 PM except Christmas Day.
Entrance to the museum is free, however, we
have a suggested donation of \$2.00.

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 and is not supported by the Union Pacific Railroad.

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

Board of Directors

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Train Sheet

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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



As the Society begins preparations for our 11th operating season, those of us here in the immediate vicinity of the Museum must mentally "shift gears," writing and thinking ahead toward longer days and warmer weather that will eventually come. This issue of the Train Sheet brings news and information of significant events scheduled to take place at the Museum in April and May, conjuring up thoughts of springtime and increasing visitor counts, while outside it's still all too February-ish, snow deepening by the hour. But let's set that snow shovel aside for a minute, and make plans for springtime in Portola. It's an exciting time to be here, as things put away for the long winter months must be dug out, cleaned up and prepared for visitors; equipment must be prepared for service; and general spring cleaning needs to be done. There's plenty to do and we can always use more able hands to help do it. You don't need to be a specialist--you just need to have the desire to share your enthusiasm with others toward the common goal of making the Portola Railroad Museum a place our visitors will want to come back to and tell their friends about. So make plans to come on up to Portola this spring -- we can't promise you that you won't have to shovel snow, but we can promise you the opportunity to participate first-hand in the operation of your Museum. We look forward to seeing you in Portola.

The FRRS will be well-represented at the annual Winterail photography exposition in Stockton on March 11th. Stop by the FRRS table in the flea market and support the Society. Many of the Directors will also be there; feel free to bring your comments and concerns to us directly -- we need your input.

-- Steve Habeck

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 (Out of print) 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, \$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.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

Headlight issue #10 is the most current issue.

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.

YOU! Can Operate a Diesel Locomotive
for one hour with your own private instructor included.

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"Covered Wagon" 921-D EMD F7. Call for details. Help support the
Society. Phone number for appointments: (916) 832-4532.

A Word from the Museum Executive Director

The title of Executive Director generally is reserved for a paid administrator. In my case I chose the title to give me a little better status when corresponding or dealing with business firms and other tourist railway organizations. I still volunteer my time, as much as 300 hours a month doing the administration work, banking, running the Gift Shop and overseeing the general operation of our museum. I am not the only one who volunteers a large amount of hours. Gordon Wollesen is at the museum almost every day to open up at about 8 AM and he stays most of the day. Ken Roller lives in one of our outfit cars and is on site most of the time. Other "locals," Hap Manitt, Bruce and Sue Cooper, Steve Habeck, Barbara Holmes and Skip Englert also spend a considerable amount of time at the museum.

Our out of town volunteers need to be recognized also. For them it takes a lot of effort just to come to Portola and we appreciate that they take time from their personal lives to help our museum's work. I cannot say THANK YOU enough for all the hours so many of our members have volunteered.

P.S. I had fun running the Alco FPA, FPB-4's on railfan day. I'm sure someone has photos of the train doing what Alcos do best - smoke. I would love to have a copy of one of the photographs if someone would send me one. We are also interested in obtaining photos taken during the event to be used for post cards.

--Norman W. Holmes

CASH Donations CASH

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

David Edwards, M. D.
Ernest Henton
Jack & George Ann Hornor
Alan Jacobson
Robert Jarvis, Jr.
Philip Kalthoff
Richard & Nell Kirker
Michel Knight
E. R. Long
Brian Matsumoto
George Nolan
John O'Malley
Richard Rowe
David Rowe
Francis Sellman
Richard Simonsen
Terry Taylor
Jack Tomczak
Howard Treloar
Thomas & Brenda
Whittington
Gregory Zucco

Editorial

As railroad enthusiasts, it's probably not news to our members that Amtrak has plans to decrease service on some routes and to eliminate service entirely on other routes. Anticipating a tighter budget to operate under with the new Republican Congress, Amtrak's management elected to reduce service on routes that would not have a great impact, or on routes that have state funding.

It would seem that the plan would be to hope that the states would then increase their share of the deficit so that the service could continue.

One such route is operating between San Jose and Roseville, the Capitols. This service was started 2-3 years ago and has been fairly successful, but has not yet made the 55% fare ratio that they were supposed to make this year. The route has new cars and locomotives in service, or soon will be, and a proposed increase in service is planned for. Track improvements are being made and a new downtown terminal in Oakland is under construction. This all would make the service more attractive to potential riders. If this service is to continue CalTrans will have to increase its subsidy.

Nationally, the Federal Government subsidizes Amtrak passengers \$35 each. While this might seem like a lot of money, the Federal Government subsidizes airline passengers \$50 each. And there are a lot more of them. We can no longer afford more freeways with their increased vehicle congestion and air pollution, to say nothing of the property that is removed from the tax rolls, or to build more airports to increase flights in already crowded skies.

Our nation needs to improve its rail passenger service, not decrease it. A program of high speed rail service should be instituted similar to such operations in Japan, Germany, France, England and other countries. If you agree to any or all of the above I urge you to write ASAP to your state and federal representative to express your concerns.

--Norman W. Holmes

New Life Members

Welcome the following new life members to the FRRS:

Robert Matthew
from Harper Woods, MI

Thomas Lawler
from Sacramento, CA

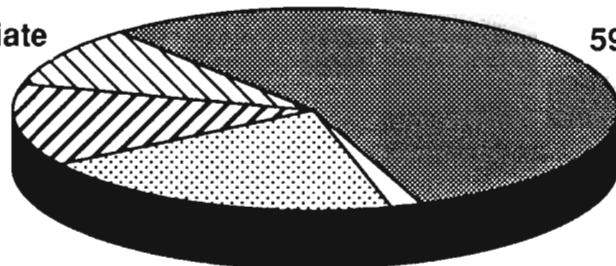
Membership Report

as of February 23, 1995

105 Associate

593 Active

143 Life



214 Family

18 Sustaining

Total FRRS membership is 1,073.
Of these, 28 are Charter members.



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

Please bring your own pencils!

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 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.

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.

The crew training for 1995 will be held:

Saturday, April 22, 1995

Sunday, May 7, 1995

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days 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.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

Note: ANY previously-qualified member who wishes to participate in any operations THIS YEAR, must take and pass the rules examination BEFORE they will be allowed to operate. No Exceptions!

Pacific Limited Report

By Steve Habeck

Due to a washout on the High Line in January, and concerns by the American Cancer Society about the footing and facilities at Blairsdén, both the April 29 and April 30, 1995 Pacific Limited/American Cancer Society trips were changed to Oroville-Portola round trips, with the passengers going to our Museum during the Portola layover, where a hot meal will be provided, along with many other amenities. As of this writing, the High Line has been reopened, but all the advertising, tickets, etc. have been printed and distributed with Portola as the destination. The Pacific Limited Board of Directors has decided that it is too late to re-do all the planning and logistics necessary to support this trip changing back to Westwood.

Ticket sales on the ACS trips are going very well -- all dome seats and all premium class seats are sold out for both days, and coach seats are moving fast. We expect to sell out both trips quite early; if you want to ride, and don't have a ticket, you'd better hurry. Pacific Limited's address and phone are at the end of this article.

Due to the layover in Portola and the central role being played by the Museum, we need as much volunteer support as we can get, both prior to and during the weekend. If it's at all possible for you to come up to Portola anytime between April 16-30, we can use you. There is the never-ending cleanup, of course, but there's also equipment to be spotted, tables to be set up, train rides to run, tours to conduct, etc. Contact Gordon Wollesen at the museum if you can be of assistance. These trains will bring about 600 people to the Museum each day, and we must put on a good show.

For the Pacific Northwest trip this fall, sales are at or above break-even (with costs) for almost all segments westbound (Denver to Portland), and sales eastbound are picking up, due to tour group bookings. A flyer for these segments, as well as a call for volunteer car hosts for these trips, will be in future Train Sheets (car hosts for the ACS trips are being notified soon, and have already been selected by Pacific Limited).

Pacific Limited Group
P. O. Box 27081
Salt Lake City, UT 84127-0081
(801) 355-5871

I can also be contacted for Pacific Limited information, particularly for the April trips for the ACS. My number is on the FRRS pictorial calendar and on the Train Sheet masthead, or call the Museum. Hope to see you in Portola in April.

New B Unit for Pacific Limited Trains

A former Union Pacific "B" unit, 966B, has been traded back to the UP for inclusion in their E9 set. It was spotted February 13, 1995 near St. Louis heading toward Cheyenne. It will eventually be rebuilt and join the E9B that our Society donated to the UP a few years back, along with the two E9A's already in service.

The Re-Dedication of WP 805-A

By Steve Habeck

In a hotel room in Stockton during Winterail 1987, a plan was hatched to attempt to acquire the sole remaining WP CZ locomotive. The plan was successful, and in July of that year a very tired-looking FP7 survived a short stop at a scrapyards en route and arrived in Portola. At first, I was fearful that we had gotten in over our heads; this thing was all rust and mud daubed wasp nests inside, and was in obvious need of mechanical and cosmetic attention. But during my first walk through of the carbody, I saw it -- stenciled on the engineroom side of the engineer's door to the cab, still there after 15 years of life on short lines, her real identity: "805-A." I knew right then that we had to bring her back to what she was intended to be.

The work started slowly, and after some key involvement by certain individuals (Bill Evans in particular), the restoration effort developed some momentum, and progress started becoming evident, both mechanically and cosmetically.

Now, nearly 8 years later, WP 805-A proudly carries her orange and silver again; the distinctive nose feather, with its white trim, gleams even in the shadows of the shop building. She turned heads during her debut last August, for Railroad Days (also the first run of our A-B-A set of WP F's), and put on an impressive show during Railfan Day as well. While the mechanical and cosmetic restoration is not yet complete, it is time to celebrate our progress.

The FRRS will host a dinner and reception in the shop building at the Museum in Portola on Friday, May 26, 1995, for the re-dedication of the 805-A. This event will also signify the beginning of our 11th operating season, as this is the Friday before Memorial Day weekend, our traditional season opening. The event will tentatively start at 6:00 PM with a catered buffet style dinner, followed by remarks from some special guests, and the re-dedication of the locomotive. A reception will follow, which will include opportunities to inspect the 805-A, as well as F7B WP 925-C and F7A WP 921-D.

This event is being offered free of charge to all FRRS members and their families, as a way of saying "thank you" for your support over the years, both for the 805-A project and the FRRS in general. We acknowledge everyone's contribution; from annual dues renewal through hundreds of hours of volunteer time. We will, of course, accept donations from those able to do so. Please see the flyer that is with this Train Sheet for more information about the 805-A event, and note the deadline date for your RSVP. You must return your slip by the deadline (April 15, 1995) so that we can adequately plan for this event.

I will also put in a plea for help at the Museum during the week (or two) prior to the 805-A event. We can use all the help we can get to spruce things up and do it right. If it's at all possible, please come up to Portola anytime during the last two weeks in May; your help will be greatly appreciated. The work's not glamorous, but it is necessary. Hopefully, the sprucing-up we're doing in April for the Pacific Limited/ACS trips (see related article) will make it somewhat easier to set up for the 805-A event. But don't let that stop you from considering an extended visit to Portola!

We hope you will consider attending this "coming out" party for the 805-A. It is a celebration of what the FRRS can do, and every member played a part to make it happen. Come see our "signature" piece, the "true Diamond in the collection." [These "quotes" are taken from Flimsies.]

Starting the 44 tonner, SN 146

Our newest locomotive acquisition, SN 146, ex NOKL 1, a 44 ton GE, was started for the first time January 21, 1995. Because of our cold weather we first tried using the built in block heaters, but found the wiring too light and the wires burned. A portable electric heater was placed in the engine compartment overnight and this warmed the engine somewhat to make starting easier. After some preliminary checks and with the help of starting fluid sprayed through the air cleaners No. 2 engine started. This is the engine that was recently overhauled and we were told the easiest to start. When we attempted to start the No. 1 engine the batteries would not take the load resulting in several terminals that burned off. These batteries have been replaced, as they could not be repaired. With No. 2 engine running, we had to see if the locomotive would move under its own power. It did. We all had a turn moving the unit a few feet. Making the above possible were: Dave Anderson, Tom Graham, Melissa McGrath, Hank Stiles and Norm Holmes. Prior battery charging was done courtesy of Gordon Wollesen.

On February 18, 1995, Dave, Tom, Hank and Steve Habeck again worked on the unit, replacing three batteries that were unserviceable. Tom and Hank built a "jacking bar" that fit onto the crankshaft of No. 1 engine so that it could be turned over to be sure it was not locked up. With a lot of effort they rotated the engine one revolution and everything seemed OK. With the battery set in place No. 2 engine was started with no problem. No. 1 engine turned over, but would not fire. Further investigation revealed that the engine would not produce oil pressure even after cranking for a considerable time. We were told the engine was tired and that appears to be correct information! Included in the sale were two of these D-17000L Caterpillar engines that we could use for parts. As time permits we plan to rebuild the No. 1 engine so that the unit will operate as it was designed to do.

Election Time, again.

Would you like to take part in the decision-making of the FRRS?

News of Board Election

Once again our annual election for members of our Board of Directors is approaching. Four of our nine directors seats will be expiring June 30, 1995. These seats are now held by: Bruce Cooper, Sue Cooper, Wayne Monger and Norm Holmes. They are all eligible to run for reelection if they so choose.

Anyone who seriously wishes to run for one of these four positions is to submit their name and a short resume about themselves (which will be printed on the ballots mailed to all eligible voters) to the Society, to be received no later than May 25, 1995. This resume must not be longer than 200 words.

Being a member of the Board of Directors brings serious responsibility along with it. For example, Board members are required to attend monthly, day-long meetings in Portola, as well as to be willing to devote time and energies for the good of the museum.

All FRRS membership classes EXCEPT Associate are eligible to run for the Board and to vote in the election.

Ballots and several by-law change provisions will be mailed to all members that are eligible to vote. The results will be tabulated at the Annual Membership Meeting, Saturday, June 24, 1995, at 7:30 PM in the Flannery Room at the museum.

New FRRS Members

Please join us in welcoming the following new FRRS members:

Thomas Andrews
Reno, NV

Patrick Brimmer
Sandy, UT

John Cameron
Adrian, MI

Bob Combs
Tome, NM

Jay & Kathy Krumholtz
Perris, CA

Gary Lindgren
Palo Alto, CA

Anson Perkins
Alamo, CA

James Somerville
Anchorage, AK

John Spray
Santa Clara, CA

The FRRS First Sub Club

By Rich Canino

This March, The FRRS First Sub Club will begin its sixth year of conducting meetings in the Bay Area.

The First Sub Club is a group of Bay Area members of the FRRS with an interest in planning trips to, and projects at the museum in Portola. It is NOT a separate organization with dues or voting rights. First Sub Club meetings, always free of charge, are open to anyone interested in the activities of the Portola Railroad Museum, fans of the Western Pacific Railroad, or current Union Pacific operations on the WP, modelers, and members of other rail historic organizations.

The main goals of the First Sub Club include informing Bay Area members of the activities at the museum, developing a ride and accommodation message line, planning for future museum events and restoration projects.

The First Sub Club has recruited new FRRS members, encouraged donations for projects, and generated more interest in the museum and its activities. Each meeting is attended by an average of 25 to 30 people and features special programs and/or railroad slide presentations.

The First Sub Club name was adopted from the First Subdivision of the Western Pacific Railroad, which included the Bay Area territory.

Just as the Portola Railroad Museum is unique in its operations and equipment roster, the FRRS is one of the only rail museums to form "sub" organizations to keep members who live distant from the museum informed and involved in its endeavors.

The next First Sub Club meeting will be on Friday, March 24, 1995 at 7:30 PM at the Niles Depot Museum, 36997 Mission Blvd., in the Niles district of Fremont, CA. All meetings are held at this location.

Anyone wishing to be on the First Sub Club mailing list may contact Rich Canino at (415) 591-4997.

Report from the Board of Directors

as transcribed by Peter Langdon.

Board Of Directors Meeting December 18, 1994.

On the publicity report, Norm Holmes requested that we place a half page ad in Feather Publishing's 1995 Tourism in Plumas County Paper on behalf of the Museum, similar to the one in the 1994 issue. Hank Stiles requested that we continue to place ads in Recreational Railroading, and Trains. The Board approved both requests.

Norm Holmes and Steve Habeck reported on grants, that the Bank of America has given us a \$500.00 grant towards the "Circle the Wagons" expenses.

Hank Stiles reported on the CMO report that the starting problem on engine 512 been traced to an incorrectly adjusted tip gap on the battery contactor #2 interlock. Also, Hank reported that the 197 caboose suffered a fire recently, caused by a malfunction of the heater. Fortunately, the caboose has not suffered any major damage.

Acquisition of the dome car Silver Scene was discussed at length. As a result of this discussion, the flyer was mailed out to all members.

On the Museum Executive Director report, Norm Holmes mentioned that he has acquired some items from State Surplus, including wrenches and some boat tarps which he has used to cover some of our traction motors and other items stored outside.

The re-dedication ceremony for the 805-A was discussed at some length.

The Board agreed to the purchase of the new backhoe tractor and to the sale of the old loader.

The Board discussed the acquisition of a VIA lounge car, as well as an ex New Haven RDC-1. The RDC "Budd Car" is of interest because WP operated RDC-2's on the "Zephyrette" service and Budd loaned an RDC-1 demonstrator to WP. [Current update: The VIA lounge car has been purchased and is on its way to Portola. Look for complete details on it in the next Train Sheet. The Budd RDC is not attainable at this time.]

The board discussed the acquisition of a second WPMW 37-7, which is an outside braced boxcar converted for use as a dining/lounge car on the Oroville derrick before the WPMW 37-7 that we have at Portola was used for this purpose.

Ken Roller presented a proposal to expand the model railroad located in the Beanery. As well as enlarging the layout, additional storage space for the Beanery would be provided. The board approved, and work is underway.

Board of Directors Meeting, January 1995, was canceled due to severe weather conditions, heavy snow and flooding.

Computer Donation

Roger Kemis has donated two Compaq portable computers. They are older models, but appear to be in fine condition. One will be used in our operations office to supplement our equipment and operations computer that Mardi Langdon keeps up to date for us. The donation was timely as we were considering purchasing a computer for use in the operations office. Thanks!

Information Needed

For sometime we have been collecting material for an issue of the Headlight that would cover all Western Pacific, Sacramento Northern and Tidewater Southern cabooses. We are asking our members to send us information as to location, ownership and condition of any existing cabooses that they know of so that a reasonably accurate list can be published.

Silver Scene Update

A special mail request was made to all FRRS members asking them to express their interest in acquiring, and to make a financial pledge to help the museum purchase the dome car, Silver Scene. The car was built by Budd for the CB&Q for use in the Twin Cities Zephyr, but was used in other Zephyr trains as needed. While not a California Zephyr car it is the same general type of car used in the CZ and may have seen service in that train.

The car was built as a Dome Coach, but now has been converted to a private car available for charter on Amtrak trains. It has a lounge in one end, a dining area in the other, and a kitchen and restroom under the dome. The dome retains its 24 seats.

While the response from our members was extremely gratifying, with 340 sending back their forms. The vote was 314 in favor, 26 against. \$29,650 was pledged. The purchase price of the car was \$195,000. A number of members expressed a desire to pledge only if the car was a CZ car. We are looking into several other possible CZ cars that may be available. WP had seven dome coaches and two dome-coffee shop-dorm cars. We know the location of all but one of the WP dome cars. Silver Scooner is lost from the record books.

The Board decided that not enough money was pledged to purchase the car without depleting our financial reserve and going into debt. We wish to thank all our members who responded to this rather short notice request. If and when another opportunity for a dome car presents itself, we will again ask our membership to participate in its purchase.

Accommodation Guide

As a service to the many members and visitors who travel great distances to visit our museum, we are providing this list of accommodations that are near to Portola. The FRRS is not in a position to specifically endorse any of these accommodations. All telephone numbers are in the 916 area code.

Portola 96122

Feather River Cgnd & MH Park, 71326 Hwy 70, 836-2183
Pullman House B&B, 256 Commercial (Box 117) 832-0107
Sierra Motel, 380 E. Sierra (P.O. Box 1748) 832-4223
Silver Lady B&B, 100 Escondido Way (Delleker) 832-1641
Sleepy Hollow RV Park 3810 Grizzly Rd. 832-5914
Sleepy Pines, Hwy 70 West (P.O. Box 1540) 832-4291
Trails West MH Park, 73561 Hwy 70 832-5074

Beckwourth 96129

Beckwourth Travel Trailer Park, 81247 Hwy 70, 832-0391

Blairsdan/Graeagle 96103

Little Bear RV Park, 102 Little Bear Road, 836-2774
Movin' West Trailer Ranch, P.O. Box 20005, 836-2614
River Pines Resort, Hwy 89 (P.O. Box 117), 836-2552

Clio 96106

Clio's River Edge Trailer Resort, 3754 Hwy 89, 836 2375
White Sulphur Springs Ranch B&B, Hwy 89 (P.O. Box 136), 836-2387

WP Car Photos For Sale

Dave Haskins, from White Rock, B.C. Canada, photographs every Western Pacific car that comes into the Vancouver, B.C. area. He shoots color prints and has extras made at the time of processing. He has photos taken back to 1980. Each of his photos have the location, month and year marked on the back. Some are 3 1/2 x 5 and some are 4 x 6. They are for sale as follows: 10 for \$6.00 plus \$1.00 postage in U.S. funds.

Dave Haskins
15181 Columbia Ave.
White Rock, B.C. Canada V4B-1J2

In the FRRS Gift Shop

We still have:

- A few of the WP Merchandise box cars, road Nos. 220089, 108, 146 and 194 @ \$15.00.
- Athearn bay window caboose, special red paint with large WP and herald No. 452, \$15.00.
- KATO NW-2, special paint for Dimi Trains, orange, WP608, \$99.95.
- Overland Models WP F7A brass and WP F7B chromed brass passenger units for \$225.00.
- We have on hand a large supply of WP herald embroidered patches 3x3 \$3.00 each.
- 1996 calendars will be here soon, UP, SP and Passing Trains by Steams scenes - \$9.95.

Send your order to the FRRS Gift Shop, P. O. Box 608, Portola, CA 96122. Don't forget tax if you live in the Golden State!

Train Shows

Successful sales were made at the GATS show in San Francisco despite being held on Super Bowl weekend. Norm and Barbara Holmes also had a sales table at the Thunder Mountain Model Railroad Show in Roseville. Dottie and Roger Aten with help from Melony Evans represented our Society at the GATS show in Bakersfield and the Atens worked a GATS show at the LA County Fairgrounds Feb. 4 & 5. Linda and Dave Dewey handled a show in Dunsmuir Feb. 18-19.

Other upcoming shows:

March 11, 1995 Winterail - Stockton
March 11-12, 1995 Woodland Mall
March 18, 1995 Anderson
March 25-26, 1995 GATS - San Mateo

If you are in the area, stop by and say "hello." Sales and information at these shows help our organization grow.



Shown at the Museum is our new diesel powered scoop loader/backhoe. The Board of Directors decided we needed to replace our old Payloader that we had acquired through government surplus several years ago which was well used when we got it. Hank Stiles found this newer diesel powered scoop loader with a backhoe that was available at a price we could afford and the Board authorized its purchase. The old Payloader will be sold. Photo by Norm Holmes.



Many have no doubt heard of the big washout on the former WP's Highline between Keddle and Bieber. For a while it looked like this might be the end of this historic line. But the UP just needed a few days of good weather to let the area dry out before attempting any repair. Union Pacific began repairing the washout on the Highline between tunnels one and two on Monday, January 30, 1995. A private company did most of the work with UP acting in a support role. The resulting hole left by the washout was filled with dirt taken off of tunnel two that had been stored since that tunnel was repaired after the arson fire two years ago. This dirt has been stored at the site of the old roundhouse in Keddle. The dirt was loaded into dump cars (four cars to a train) and backed up to the hole and dumped. A pair of bulldozers then shoved the dirt into the hole where another tractor compacted the fill material down. Two trains were used, running on about forty minute round trips down Track 3 (the remaining yard track) to the west end of Keddle, onto the NCE (Northern California Extension) and through Tunnel 1 to the end of rail. One train was powered by an SD40-2 and the other was powered by another SD40-2 and UP 5024, an SD50 (yeah, it was a little overpowered)! The two trains met at the west end of Keddle Yard. For rail photographers, this was a rare opportunity to photograph trains coming out of the Keddle end of Highline Tunnel #1 at Keddle because it is so rare to see anything except MofW equipment use that leg of the wye. There was a third ballast/rip-rap dump train working the Canyon during February cleaning up after the floods. This one was at Camp Rodgers where the tracks were washed out in several places. UP GP40 669 was at the head end of a string of ballast hoppers and side-dumps in the siding there along with an entire track gang working in the area. Tragedy struck the canyon's MofW crews on February 9, 1995, when Walter Steppe, a UP heavy equipment operator, lost his life in an accident while working near Pulga. We extend our deepest sympathy to Walter's family and friends. Although I only knew him briefly, I enjoyed every minute of his friendship. Caption and photo by John S. Walker.

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

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1993 FRRS Membership Directory

This is the first edition of the Feather River Rail Society's Membership Directory; and it is current as of the first of 1993. The FRRS Board of Directors, responding to requests for a membership directory, decided on this format. Please keep in mind, a few members have requested that they NOT be included, and a few have requested that we include their address and telephone number. We have not included people and organizations with whom we only exchange publications, or the other few complimentary memberships. Members who have post office boxes are listed in the city of their post office box. This list is for the use of FRRS members only and is not to be used for commercial purposes of any kind.

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 Lorimer, Oden, Lodi, CA
 Lott, Byron D., Livermore, CA
 Lowell, Frank, San Francisco, CA
 Lower, Gary T., Union City, CA
 Lubliner, David, Clio, CA
 Lucero, Gladys & Telesfor, North Highlands, CA
 Lucia, Paul, Sally & Kevin, Foster City, CA
 Lugo, Greg, Maggie Griffin, Los Osos, CA
 Lyons, Jeffrey M., Rocklin, CA
 Lyons, Bruce, Whittier, CA
 Mac Lean, Daniel J., Charlotte, NC
 MacDonald, Brett J., Yuba City, CA
 MacDonald, Gordon H., Tujunga, CA
 MacGavin, Helen, Portola, CA
 MacGregor, Brent, San Luis Obispo, CA
 Mackinson, Edward C., Daly City, CA
 MacNab, Bill, Ukiah, CA
 Madden, Lester D., Reno, NV
 Maddox & Family, Richard, Reno, NV
 Magazin, Bill, Kaysville, UT
 Mahr, Thomas, Cos Cob, CT
 Maier, Jr., John W. (Wes), Carmichael, CA
 Mallory, Ken, Arcadia, CA
 Mancini, Philip, Hillsborough, CA
 Mangelsdorf, Paul, Roeland Park, KS
 Maniscalco, Carl, Chico, CA
 Manit, Harry D., Portola, CA
 Marple, Michael D., Lompoc, CA
 Martin, McKay, Chico, CA
 Martin, Peter R., Queensland, Australia
 Martin, James L., Fresno, CA
 Martin, David B., Mountain View, CA
 Mason, Paul, Minden, NV
 Mather, Mia, Jackson Heights, NY
 Mathewson, Ray, Levin, New Zealand
 Matley, Zachary, Doyle, CA
 Matsumoto, Brian, Arlington Heights, IL
 Mattil, William, Fountain Valley, CA
 Matuszak, Paul, Chicago, IL
 Mauger, Stephen, Huntington Beach, CA
 Maurer, Larry, Leland, IL
 Maurer, Dave, Chico, CA
 Maxwell, James & Marcia, Anderson, CA
 Mayer, Louis E., Carmichael, CA
 McAllister, Scott, Gold River, CA
 McAllister, Robert D., Provo, UT
 McCaffery, Michael D., North San Juan, CA
 McClain, Dave, Colfax, CA
 McClure, Rod & Gail, Elko, NV
 McComb, Renee, Sacramento, CA
 McCombs, Jim, San Jose, CA
 McCormick, John & Janet, San Lorenzo, CA
 McCulloch, Sandy, Stone Mountain, GA
 McCullough, Mary, Sacramento, CA
 McDougall, Kent, St. Louis, MO
 McElroy, Paul, Citrus Heights, CA
 McFarland, Kirk, San Jose, CA
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 McHugh, Dr. Raymond, Sherman Oaks, CA
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 McMath, Don, White Plains, NY
 Mead, Robert J., San Jose, CA
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 Meier, Duane, Truckee, CA
 Meiser Jr., Kenneth D., Ogden, UT
 Merle, Rick & Melissa, Blackfoot, ID
 Meroney, Porter, Sacramento, CA
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 Metz, Dr. Edward A., Crawford, NE
 Meyers, Lee, Oceanside, CA
 Meyers, Dale, Culver City, CA
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 Miller, Jr., John C., Henderson, NV
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 Mitchell, Tom, Aptos, CA
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 Monger, Wayne, Benicia, CA
 Monger, Lynda, Benicia, CA
 Monger, Jack & Edith, Grizzly Flats, CA
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 Moore, Thomas, Livingston, TX
 Moreau, Jeffrey, Orangevale, CA
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 CA 95117-3624, 408-379-5944
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 Township, OH 44060-7210, 216-354-0530
 Muth, David, Benicia, CA
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 Paluso, Steve, San Jose, CA
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 Parker, Dave, Sparks, NV
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 Parnell, Dan & Margret, Palermo, CA

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 Pires, Robert, Richmond, CA
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 Powers, Robert, Clovis, CA
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 Price, Jim & Georgette, San Carlos, CA
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 Richards, David W., Medford, OR
 Richards, Warren, Redwood City, CA
 Richardson, Gary, Stockton, CA
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 Rodgers, John, Napa Valley, CA
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 Ross, Jesse D., Winlock, WA
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 Rowe, Frank M., Reno, NV
 Rowe, Richard F., Phoenix, AZ
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 Ryczkowski, John J., Reno, NV
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 Sandahl, Lee, Camp Meeker, CA
 Sanders, Dale, Denver, CO
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 Schuetter, A. A., San Jose, CA
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 Sellman, Francis W., Paradise, CA
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 Severance, Richard, Redding, CA
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 Sharp, Mr. Terry, Moulton, Newmarket, Suffolk, England
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 Shields, Hal, Visalia, CA
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 Silva, Russell & Susan, Snohomish, WA
 Silver, Richard L., Redwood City, CA
 Simonsen, Richard, San Jose, CA
 Simpkins, W. G., Napa, CA
 Simpson, Mr. & Mrs. Palmer M., Houston, TX
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 Siintak, Ed, Redwood City, CA
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 Smith, Andrew R., Rancho Palos Verdes, CA
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 Solyom, Pete, Sue & Elizabeth, La Habra, CA
 Spangler, Carroll, Mill Valley, CA
 Spangler, Errol D., Sunnyvale, CA
 Spaulding, Ed, LaGrande, OR
 Spellman, Mark, Oakland, CA
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 Stephens, Kent, Chico, CA
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 Stevens, Richard & Susan, Sacramento, CA
 Stevenson, Robert, Campbell, CA
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 Stoleson, Daniel W., South Pasadena, CA
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 Taylor, Terry, Minden, NV
 Taylor, Jeffrey, Chico, CA
 Teach, Lowell, Shingle Springs, CA
 Thomas, Dick, South Lake Tahoe, CA
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 Thompson, Kenneth R., Chatsworth, CA
 Thompson, Richard L., Colorado Springs, CO
 Thompson, Margaret, Elko, NV
 Thompson, David, Connie & Erin, Richardson, TX
 Thompson, Colleen, Santa Paula, CA
 Thomson, Stan, Concord, CA
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 Tolich, Michael, Ellerslie, Auckland, New Zealand
 Tom, Art, Tucson, AZ
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 Toneges, Daniel H., Garden City, KS
 Topham, Robert J., Lincoln City, OR
 Torgeson, Phil, Colleyville, TX
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 Tronoff, Charlie, Santa Rosa, CA
 Tronoff, Charles F., Albany, CA
 Trumbull, Larry, Redmond, WA
 Turcic, R. Paul, Hooper, UT
 Turner, Gary S., Phoenix, AZ
 Turpin, Merrill, Rio Linda, CA
 Tynan, Nicholas, Livermore, CA
 Unger, David F., Carmichael, CA
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 Van Horn, Larry, Burlingame, CA
 Van Meter, Stephen, Alameda, CA
 Van Orsdal, Max & Helen, Pismo Beach, CA
 Van Treese, Gary, Sylmar, CA
 Vanatta, B.C. Van, Chugiak, AK
 Vanden Bosch, Tom, Redwood City, CA
 Veltman, Tom, Springfield, OR
 Vertel, Fred J., Los Altos, CA
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 Voelker, Paul V., Buford, GA
 Vogel, Grant, Plymouth, CA
 Volz, Thomas, Claremont, CA
 von Prittwitz, Ruediger, Merced, CA
 Vonderheid, Charles, Oakland, CA
 Vondracek, Joe L., Redding, CA
 Voss, Carol, San Jose, CA
 Vurek, Matthew G., Mountain View, CA
 Wagner, Tom, San Jose, CA
 Wahl, Georg, Ferndorf, Germany
 Walker, John S., Yuba City, CA
 Walker, Eugene C. & Louise, San Lorenzo, CA
 Walker, Bob, Pittsburg, CA
 Wallington, Michael S., North Yorkshire, England
 Walsh, Kelly, Las Vegas, NV
 Walsh, Jr., James P., Reno, NV
 Warburton, Dick, Donis Sherman, Foster City, CA
 Wardley, Harold, Darwin, Lancashire, England
 Wargo, Robert A., La Habra, CA
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 Warren, Edward R., Sparks, NV
 Watkins, Ashley, Brighton, East Sussex, England
 Watkins, Peter John, Sacramento, CA
 Webb, Phillip B., Truckee, CA
 Wheeler, Dan, West Covina, CA
 White, David Cameron, Aromas, CA
 Whitman, Walter B., Oakland, CA
 Whitney, Dr. David, Emily Williams, San Mateo, CA
 Whittington, Thomas, Cupertino, CA
 Wickman, Charles R., Minnetonka, MN
 Wider, Patrick, Chesterfield, MO
 Wieland, John, Larkspur, CA
 Wightman, Dirk A., Portola, CA
 Wilber, Guy, Sparks, NV
 Wilbur, Bill, Placerville, CA
 Wildman, Richard, Sunnyvale, CA
 Wiley, Jesse Paul, Tucson, AZ
 Wilk, James H., Jacksonville, FL
 Willert, Matt, San Jose, CA
 Williams, Mark, Tremonton, UT
 Williams, R.A., Carmel, CA
 Williams, Jerry W., Pearblossom, CA
 Williams, Marshall, Fremont, CA
 Williams, John & Sue, Shingle Springs, CA
 Wilson, Robert G., Sacramento, CA
 Wilson, Randy, Model America, Placentia, CA
 Winegar, Matthew G., Oxnard, CA
 Wingham, Larry, N. Hollywood, CA
 Winter, Thomas A., Sacramento, CA
 Wittrock, Dale, Davenport, NE
 Wolfe, Steven L., Oakland, CA
 Wollesen, Gordon D., Portola, CA
 Worley, Randolph & Lynn, Biggs, CA
 Wright, Eric, Riverbank, CA
 Wyche, Jr., Philip L., Pittsburg, PA
 Wyrick, Steve, Donna & Jason, Stagecoach, NV
 Yaggy, Paul & Dorothy, Campbell, CA
 Yates, Ronald W., Vallejo, CA
 Yoacham, Nicole, Quincy, CA
 York, Robert, San Jose, CA
 Young, Alex, Sacramento, CA
 Young, Christopher T., Newport Beach, CA
 Zemke, Bill & Jo, So. San Francisco, CA
 Zona, Rodney D., Waterford, MI
 Zucco, Gregory S., Magalia, CA
 Zuk, Joe, Sunnyvale, CA

The
Board of Directors
of the
Feather River Rail Society
invites all FRRS members and families
to attend the
Rededication
of the
Western Pacific 805-A

Friday, May 26, 1995
6:00 PM
at the Portola Railroad Museum
Diesel Shop Building
Dinner/Speakers/Reception

This event is being provided at no charge as a benefit to FRRS members and their families, in recognition of their contributions to the FRRS and the Museum. Donations to help defray the costs involved will be gladly accepted. For more information, call the Museum at (916) 832-4131, or Steve Habeck at (916) 283-3396 or 283-5810 (fax).

We would request that you not wear jeans, tee shirts, shorts, or tank tops at this event, but formal wear is not required or requested, either. Thank you.

----- clip here -----

YES, I plan on attending the rededication of the 805-A on May 26, 1995.

Name _____ Phone _____

Address _____

Number in Party: Adults _____ Children (under 12) _____

Donation included (optional) \$ _____ FRRS Membership # _____

Return this form by April 15, 1995, to: Steve Habeck, 805-A Event,
P. O. Box 4046, Quincy, CA 95971-4046

1995 FRRS Gift Shop Catalog

Welcome to the 1995 edition of the Feather River Rail Society's Gift Shop catalog. Our Gift Shop is a major source of revenue for the Society; your purchases help us maintain and improve our collection of railroad equipment and artifacts.

This catalog contains only a portion of the items in our well stocked gift shop. Some items may become out of stock and unavailable. New items will be announced in issues of our bi-monthly newsletter, "The Train Sheet." We welcome your inquiries. You may place orders by phone or by mail. Thank you.

P. O. Box 608, Portola, CA 96122; (916) 832-4737

Audio cassettes , music - Round House Records railroad songs, 3 tapes - ea. \$7.95	UP herald on back, yellow or navy, s-m-l-xl \$29.95 for size XXL add \$1.00, for FRRS "Member" on front add \$2.00
Audio cassettes , train sounds - L&H Railsonics, 7 different tapes - ea. \$8.95	Lanterns - 8" kerosene \$6.95 12" kerosene \$12.95
Banks , wooden engine plays workin' on the RR - you paint \$13.95	License Plate Frames - "I am a Railfan" on top, BN, RG, SP, UP, WP on bottom, also "I love trains," "My other car is a Pullman," "My car smokes, so do locomotives" \$2.50
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Calendars - 1995 Passing Trains by Steamscenes \$9.95 1995 UP color by Steamscenes \$9.95 1995 SP color by Steamscenes \$9.95 1995 Feather River Rail Society black & white \$3.00	Model Trains - we stock whatever is available in HO, plus some O and N gauge, make inquiry.
Caps - Hickory stripe engineer - child or adult adjustable \$4.95 Printed logo - mesh back WP herald solid black or solid orange \$4.95 Printed logo - mesh back green or orange w/white front \$4.95 Sewed logo - SP, UP, WP herald various colors mesh back \$6.50 Corduroy - Embroidered WP herald various colors \$8.50	Mugs - All western road heralds, some engines, etc., plus our own 428 caboose, 501, 608, 921, 2001, 6946. \$4.95
Children's items: We have a large stock of Thomas Train items and other children's books, etc.	Posters - still available WP 913 @ Keddie - 22x27 \$4.00 SP 4449 in Oregon - 20x30 both shipped in tube \$2.50
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T Shirts - Children's, continued
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 #E - Black Steam Engine (glows in dark)
 #F - Red - diesel loco. (glows in dark)
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 child's sizes 2-4, 6-8, 10-12 \$7.95

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