

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 84

March/April 1997

WP 2001 Put on a Good Show for the CSRM Visitors



On April 26, 1997, 92 docents from the California State Railroad Museum in Sacramento visited our museum. We made up special trains just for them. Shown is a WP freight train with WP 2001, WP 925C and WP 707 as it made the first run past the photographers. Photo by Norm Holmes.

Inside this Issue:

- WPRRHS Convention report.
- Unloading of 4-4-0 steam engine.
- CSRM docents visit our Museum.

The Feather River Rail Society

The Portola Railroad Museum

Preserving the Memory of

"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.

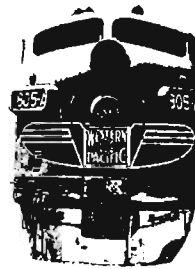
The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Union Pacific Railroad.

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

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific RR historical and modelling publication of the WPRRHS.

FRRS Board of Directors

Norman Holmes; Founder and Museum Executive Director
(916) 832-4737; 76043.741@compuserve.com
Steve Habeck; President
(916) 283-3396; 102054.637@compuserve.com; FAX (916) 283-5810
Vic Neves; 1st Vice Pres.--- (510) 352-4373; 103157.3067@compuserve.com
Clyde Lippincott; 2nd Vice Pres.----- (702) 882-4529
Gordon Wollesen; Treasurer----- (916) 832-5311
Wayne Monger; Secretary--- (707) 426-5510; 73563.2652@compuserve.com
Doug Morgan----- (916) 893-1862
Bruce Cooper----- (916) 832-1002; suecoop@psln.com
Hank Stiles----- (916) 363-8572; 103344.2501@compuserve.com
Suc Cooper----- (916) 832-1002; suecoop@psln.com



FRRS Membership

Associate----- \$15
Historical----- \$22
Active----- \$30
Family----- \$35
Sustaining----- \$75
Life----- \$300
Family Life----- \$450

These are the dues for one year for ASSOCIATE, ACTIVE, FAMILY and SUSTAINING. LIFE and FAMILY LIFE memberships are a one-time payment. HISTORICAL membership dues shown above are for 4 issues of the Headlight.

ASSOCIATE memberships do NOT have a vote, do NOT receive the Headlight, receive only the Train Sheet, and are for one person only.
HISTORICAL memberships receive only the Headlight, do NOT have voting rights, do NOT receive the Train Sheet, and are for one person only.
ACTIVE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person only.
FAMILY memberships receive both the Train Sheet and the Headlight and may include all members of one's immediate family, but there is only one vote.
SUSTAINING memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes.
LIFE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person for life.
FAMILY LIFE memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes for life.

FRRS web page: <http://members.aol.com/cyborgsam/frrs>
WP web page: <http://www.jps.net/fbrehm/index.htm>
WPRRHS web page: <http://members.aol.com/wprrhs>

WPRRHS Administrator John S. Walker c/o WPRRHS P. O. Box 608 Portola, California 96122 (916) 671-9584 76362.167@compuserve.com	Headlight Editor Bill Shippen P.O. Box 7261 Chico, California 95927 (916) 892-9609 102144.267@compuserve.com FAX (916) 894-7359	Train Sheet Christine Bradley 604 W. Mtn Ridge Road Lake Almanor, CA 96137 (916) 259-2662 bradcom@psln.com	Chief Mechanical Officer W.H. (Hank) Stiles (916) 363-8572 103344.2501@compuserve.com	Restoration Specialist David Dewey (916) 534-3676 djdewey@ecst.csuchico.edu
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Available Back Issues of the Headlight

- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2: Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.
- Issue 11 Train dispatching on the WP, Fifty foot single sheathed automobile box cars, WP employee magazines. 36 pages, \$6.00.
- Issue 12 Burlington Northern Pool Power on the WP in the 1970's, part two of "Taming the Canyon," modeling a WP "Recreational Vehicle Carrier" autorack. 36 pages. \$6.00.
- Issue 13 Oro Dam Constructors Railroad, WP SW-9's. 40 pages. \$6.00.

Headlight issue #13 is the most current issue as of May 1, 1997.

Back issues of the Train Sheet are available
for \$1.00 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

Attention! Ballot is Enclosed

Enclosed with this issue of the Train Sheet is the ballot for the 1997 election for four seats on the Board of Directors. There are six candidates whose candidacy statements are included with the ballot. Please vote for no more than four. The three receiving the highest number of votes will be elected for a three year term, the next highest will serve for a one year term.

The Board of Directors positions are very important to the Society; their views will reflect the direction the museum will take in the coming years. Please return your ballot by mail to reach the museum no later than Saturday, June 14, 1997 at 6 PM, or bring it with you to the annual meeting when the ballots will be tallied.

Look for Steve Habeck's President's Desk in the next issue of the Train Sheet. He has had an exhausting marathon work schedule which was combined with family commitments.

New Membership Secretary

Since December 1995, Peggy Garner has volunteered her time and donated materials to take over the responsibilities of membership secretary. Now, due to the success of Darrel and Peggy's Gold Mountain development near Portola, she does not have the available time to continue to handle the work of membership secretary.

Consequently we had to find a new person to take over this most important work. Due to the difficulty in finding a person with the time and computer skills necessary, we decided to hire a professional service to do the work. A new business to do just this kind of work recently opened at Lake Almanor. We contacted Christine Bradley (BRADCOM) and she was willing to take on the work of membership secretary. Her rates were reasonable, considering the number of hours involved.

We wish to thank Peggy for her work for the past year. This job, like many in the organization, goes on unnoticed and often not thanked enough. Thank you Peggy.

There are always some problems in transferring computer files from one machine to another. If you have missed any issues of the Train Sheet or did not receive Headlight No. 13 (mailed April 22, 23), please let us know and we will send you your missing copies. After this issue of the Train Sheet, the mailing list will be purged of all members whose membership has expired and have not renewed up to February 1, 1997. Your membership renewal date appears on the label next to your name.

New Train Sheet Editor

Effective with Train Sheet Issue number 85, to be mailed on or about July 1, 1997, Christine Bradley will be putting the Train Sheet together.

She has already been doing the membership secretary work and she is able to do the Train Sheet also.

Christine is NOT a member of the FRRS and NOT a railfan, she operates a professional service. So please send all of your submissions, articles, and photos to the FRRS address at P. O. Box 608, Portola, CA 96122.

FRRS Annual Membership Meeting, Dinner & Election

Our annual membership meeting will be held on Saturday, June 14, 1997. This had to be rescheduled because of the Dunsmuir Daylight trip on the 21st. Sue Cooper will be serving a Mexican Dinner at 6 PM with the business meeting starting at 7:30 PM. Ballots for election of Directors will be counted and results announced at this meeting. All members are welcome to attend.

Railfan Day

Don't forget the 12th Annual Railfan Photographer's Day, Railroadiana Show and Swap Meet. Saturday, September 13, 1997.

A Word From The Executive Director

At our April Board of Directors meeting a policy issue came up that I feel the membership should be aware of.

We received an offer from the Grand Canyon Railway to purchase our VIA Alco FPB-4 unit. This unit was purchased in 1994 along with an FPA-4 to replace the former Long Island FA-2. The FA-2 was in need of major rebuilding and since it was of L&N heritage, Illinois Railway Museum was interested in buying it. It was agreed that the FPA-4 could also be used in our rental program to replace our WP F7A 921D, the idea being to reduce usage of a more important unit in the collection. The FPA and FPB, while not WP units or even west coast units, represent Alco's last effort in the passenger locomotive field and as our mission statement says "... and the history of the evolution of the diesel locomotive in North America over the past 50 years," these units fit this category. I would like to see these units painted in WP's colorful original FT unit scheme as it would have appeared if WP had purchased Alco wagons. We will never get an FT so here is an opportunity to show how this scheme would look like on these units.

Furthermore, the FPB is one of only 2 existing B units not scrapped and the only one preserved (the other one is for parts). It is also the first one built of this type. Together they make a "set."

After considerable discussion at the April Board Meeting, the vote was 4-4 with Doug Morgan, Wayne Monger, Vic Neves and Hank Stiles in favor of selling, Bruce Cooper, Sue Cooper, Clyde Lippincott and myself were in favor of keeping it. Steve Habeck abstained resulting in the motion not passing.

I felt very strongly that we should not sell the unit and money should be raised by other means. We are not desperate for money, but of course can always use more to improve our collection and museum grounds, but to sell important items from our collection negates all I have worked for for the past 14 years. There are a few units that can be sold, for example the GE 80 ton center cabs, without hurting the collection, but any action must be given careful consideration.

We have the finest collection of diesel locomotives in the nation and I would like to see it kept that way. I would appreciate receiving your comments on this most important subject.

Norman Holmes

Where Are We Going??

By David Dewey

As a person matures, they develop a personality and a direction for their life. For most of us our teenage years are ones of exploration and changes while we try to figure out what our future may be. The same is true for preservation societies. They usually start out with an individual, or small group's idea to save something, then more people come along, think it's a good thing, and join the first group. Then the group figures out they can save more stuff, and the collection starts. Now there are many individuals' image of what the group should save and do, and some conflict arises.

How the group governs and defines itself from this point is like the teenage years we all went through. There will be false starts, changes of mind, and losses of individuals. This is where FRRS is now. We have members who think we should be just a WP preservation society, members who think we should preserve only Plumas County area railroading, members who think we should preserve the development of the diesel locomotive, and members who want to see us do all the above. These are all valid preservation ideas. And, I might add, we are not talking about just the museum collection, there are also the library holdings, book publishing, and research support activities that are a part of our society's operations.

So what is the point of my writing this? YOU! You are a member, and your opinion is important -- what do you think we should be doing? If you think that the present operations are doing fine, tell a board member! If you think things should change, tell a board member! Change happens when people communicate, and when they don't.

Unfortunately it is human nature to complain when things aren't the way we want them, but to be quiet when they are the way we want them. The sad result is that the active working members seldom get "atta-boys," usually it's a "hey, how come...?" Your voice and participation in the society's activities are critical to its growth, make yourself heard!

Talk to the board members, let them know what your vision is for the society's future. VOTE!!

From the Beanery

Since it is that time of year again and we are getting ready to open, I thought it would be the time to let everyone know what is going on in the Beanery.

The new equipment this year is a popcorn machine, I hope everyone will enjoy the popcorn.

I am doing crafts to sell in the Beanery, and 100% of the profit will go toward Santa Train '97 to help with the cost of the cookies, drinks and candy canes. This will help with the cost of the event as we do this free of charge each year for the entertainment of the kids as well as the parents.

At the Annual Membership Meeting on Saturday, June 14, 1997, the dinner this year will be a Mexican dinner with all the trimmings, so please come and enjoy.

This year as before the Beanery will provide free lunch for the working crews as well as the operating crews. So we hope to see you this year as one of the crew volunteers.

If anyone is going to be up on a weekend and would like to help in the Beanery please let me know, we could always use the extra help.

Sue Cooper, FRRS Director and Beanery Supt.

CMO Report

By Hank Stiles

It is time to tell you about what is going on in your Mechanical Department again. I am sorry that I missed the last Train Sheet, but my Dad passed away on Feb. 15th and this report got pushed to the back burner until the deadline came and went. Dad was at the museum helping to lay the rail on the rip track when we first hooked it up, running a spike maul. Until his heart started giving him trouble he helped out when he could. He always liked the museum. Life goes on, as he would have wanted.

Things are starting to get going for the summer season. On April 5th and 6th we had our first Locomotive Maintenance Clinic. We got a lot of work done. Most of the in-service locomotives got their truck lubes, brake shoes replaced as needed and their brakes adjusted.

How many of you have had the pleasure to work with Crater compound? You have seen it along the tracks, especially around places where locomotives stop for crew changes, etc. This is what is used to lubricate the gears of the traction motors and axles in the gear case; this stuff is about the consistency of tar. It comes in plastic bags and you put in the bag and all when you put it in the gear case. One word of advice -- don't open the bag. That stuff is almost impossible to get off whatever it gets on.

Anyway that takes care of most of the work on the underside of these engines, at least for a while.

We had some very capable help at this clinic. Jay Sarno came up from San Diego and Dave Stares from San Mateo. They dove into electrical problems on the WP 707, WP 921D and VIA 6776. By the time they left for home the 707 & 921D were working like they should. We ran short of time on the 6776, so we could not test it, but I think that it will work fine given their work on the other engines.

We also had some very capable help in Jerret Oram and Kurt Swanson. They jumped in the pit and after I showed them what to do, they went through the truck lubes as fast as Steve Habeck and his switch crew could spot the engines. This is a dirty, hard job and they did a great job with not so much as a moan. Good job guys!

With the help of the people I have mentioned and people like Ed Powell, Ken Iverson and Steve's crew, much was done and I want to thank everyone that took their time to come up and help. This is one of the things that I like about this museum is the people that you get to work with.

Let me again extend an invitation to any and all of you to come to the museum on the maintenance weekends or any time to help out, not only will you have a great time but you will get to work with some outstanding people.

Until next time

Hank

Locomotive Rental Program

Our drive-it-yourself locomotive rental program has started with the advent of good weather. Skip Englert is again taking reservations (916-832-4532) and working along with him as engineer instructors are Bruce Cooper and Ken Iverson. Other qualified engineers also help out as needed.

The rates have been raised this year to \$95 for one hour on a switcher, \$195 for a two hour "combo" switcher and road unit, or \$125 for one hour for a road unit. This is a very important source of income for our museum. Please let us know if you need flyers to help promote the program.

WPRRHS Convention Report

By John S. Walker

The Western Pacific Railroad Historical Society held its first convention at the beautiful Depot Restaurant in Oroville on April 18 and 19, 1997. The event, a fund raiser for the FRRS/WPRRHS library in Portola, was attended by 80 guests.

A convention is an opportunity for people with a common interest (in our case, railroading and the Western Pacific) to meet and to converse with people with similar interests. At Oroville, Western Pacific fans, historians and modelers had plenty to look at and admire. Many museum volunteers also had a chance to relax and enjoy themselves before beginning the 1997 campaign up at the museum.

Pete Solyom, Mike Mucklin, Thom Anderson, Al Wood, Don Schmitt, Dave Pires and others displayed nearly 100 outstanding WP and Sacramento Northern HO, N and O scale models. Lots of speculation centered around the Fantasy category of contest models that featured a Sacramento Northern TGV type high speed electric, a WP GE DASH 9 in the "new image" paint scheme and an AC6000 in a stylish version of the old silver and orange scheme (Hmmm, imagine the WP in the 90's.....)! Frank Beavers displayed a heavy-weight style, steam powered passenger train and a 14 car steam powered freight. Several really nice freight cars and locomotives (some of which you'll be seeing in future issues of The Headlight) rounded out the display.

Memorabilia displays featured Bill Shippen's collection of lanterns, switch keys and locks. Robert Forren displayed a WP painting of four silver & orange GE's on the North Fork Bridge. Vickie Krois let us see some old B&W photos of the WP. Steve Hayes had a construction era book showing the excavation and fills on the WP line near Blairsden. Lolli Bryan brought down a beautiful California Zephyr place setting, some other passenger service memorabilia and a book of snapshots of the flood of 1986 while John Walker displayed his collection of WP passenger timetables and tour pamphlets of the Feather River region. A well traveled nose herald from a WP F-unit and some enamel signs from a WP piggyback trailer were also displayed.

The swap section included several brass locomotives, timetables and WP related books. The WPRRHS was selling Historical Society T-shirts and hats and WP models. Norm Holmes was busy selling items from the Museum gift shop and several attendees made a killing on the many raffle prizes graciously donated by model railroad and railfan gift manufacturers (seriously, some people were rewarded with a \$100.00+ worth of raffle prizes for a \$10.00 investment!).

In between delicious meals prepared by the Depot restaurant staff, conventioners were treated to fantastic slide shows, modeling clinics and presentations on the WP's fleet of bay window cabooses, maintenance of way equipment, GP 20's, the Oro Dam Constructors Railway and a short UP vid-

eo of the damage done to the Feather River Canyon last winter. After dinner, Chris Skow presented his hour and a half long color Western Pacific movie (soon to be available from the FRRS on video) and Vic Neves' multimedia slide program: Remembering the WP.

Two new members were signed up at the convention and several asked for membership information. Post convention surveys indicated that everyone had a really great time and are looking forward to next year's event! While on that subject, we need to hear your ideas and suggestions for next year's event. So far, we have received strong recommendations for a convention in the Stockton or Pleasanton/Fremont area. If you would like to help with next year's event, please drop us a line or give me a call.

In closing, I want to take this opportunity to thank all of the people who contributed their time and energy to making this event a rousing success. David & Linda Dewey, Clyde and Linda Lippincott, Vic Neves, Robert & Wendy Forren, Steve & Norma Hayes, Pete Solyom, Dave Pires, Thom Anderson, Chris Skow, Dave Cox, Jim Cooper, Norman Holmes, Kent Stephens, Mike Mucklin, Richard Danials and Bill Shippen did a great job! We couldn't have done it without them. And thanks go to everyone who attended. Thanks to you, we covered the convention costs and raised several hundred dollars for the library. The great part of all of this is that everyone had a great time doing it!

I also want to apologize for the late announcement on this event. No doubt, some of you are just hearing about the convention here for the first time. Due to unforeseen events and poor timing/coordination on my part, it seems that every opportunity to try and inform the membership of the convention broke down and ultimately, we had to rely heavily on word of mouth to spread the news. Regrettably, I have to admit that it was my mistake and I take full responsibility. In getting a convention off the ground, some mistakes will be made (and I made most of them). But I think I can promise you much improved notification for next year's event.

Watch for more news and photos of the convention in issue #15 of The Headlight.

Cash Donations

The following generous people have made cash contributions. Thanks people.

To the General Fund: Deborah Canino, Bob Dobbins, R.A. Funnell, James Hollett, IBM Matching Grant, David Jacobs, David Krieger, Mark MacGregor, Carl Motycka, Albert Novak, Ferdinand Rat, Bob Regan, Leonard Rimicci, Charlotte Rodgers, David Rowe, Don Schmitt, United Way of L.A.

1215 Fund: Brad Fick, William Garner, Ralph Shafer

GP9 Fund: Mark Cooper, Richard Sullivan

UP 105 Fund: Foster Maxwell, Chuck Sted

New Life Members

Please welcome the newest FRRS Life Members:
Pat O'Driscoll, Kerry Pierce, Daniel Maclean, Jr.

Obituary

We are sad to announce that Al Schuetter has passed away. Al was the WP Roadmaster at Portola for many years before retiring to Los Gatos.

RGLP Magazine

Many of us were subscribers to Railway & Locomotive Preservation magazine. This publication has ceased to exist. To help fill the gap, the Association of Railway Museums is expanding its newsletter to include preservation news. If you wish to subscribe to Railway Museum Quarterly, send \$15.00 to RMQ, P. O. Box 3311, City of Industry, CA 91744.

For Sale

Tom Mougovan has for sale a Krauss-Maffei Model ML 4000 CC Operating Manual, a Baldwin Model VO Diesel Engine Maintenance Manual, EMD F7 Engineman's Operating Manual, EMD 567B Engine Maintenance Manual, Alco PA Operating Manual, Alco Century Series Operating Manual and General Electric Trouble Shooting Guide for U25 - U50. Sold as a complete set only for \$230.00. Call Tom at (707) 823-1664.

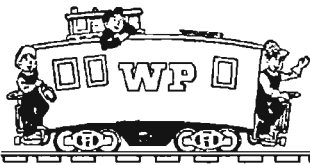
Dunsmuir Daylight

We have signed a contract with Amtrak to sponsor an excursion train between Sacramento and Dunsmuir on Saturday, June 21, 1997. The train will leave at 6:45 AM, stopping at Roseville 7:15 AM, Marysville 7:50 AM, Chico 8:50 AM, Redding 10:10 AM and arrive Dunsmuir about 12:50 PM. Passengers will detrain to enjoy Dunsmuir's Railroad Days parade, craft and food booths. The train will then leave for Black Butte to turn the consist and the Dunsmuir Chamber of Commerce will be selling tickets for this portion of the run.

The train will depart Dunsmuir at 3:45 PM for the return to Sacramento. Amtrak operates the Coast Starlight over this route at night and this is the only opportunity to see this trackage in daylight.

The train will contain a full length dome car. A limited number of seats are available for \$225. Passengers in this car may ride all the way to Black Butte and return if they wish.

This is our first stand alone excursion since before Pacific Limited was formed. We need to make it a success. Profits from this trip will be divided between FRRS and the American Cancer Society. A portion of the fare is tax deductible. An office has been set up in Chico with a phone number for reservations: (916) 892-9031.



Caboosing

...with Hap Manit

The Museum's Diary

David Dewey, Steve Habeck and Wayne Monger attended the CSRM Preservation Symposium in Sacramento and Jamestown March 21-23. David Dewey and Doug Morgan removed some of the remaining parts from Dale Sanders F7A unit in Oroville. The material was temporarily stored in a storage unit in Oroville until Norm Holmes hauled it to Portola on April 3. A contractor has started work on a new roof for caboose 614. Some damaged wood needed to be replaced before the work can be completed. Gordon Wollesen has been working on propane and water systems. Michael Poirier came up from Capitola for two days and offered to clean locomotive cab and caboose windows. He also worked on the brake adjusters on 512.

Lolli Bryan, Ken Roller, Hap Manit and Norm Holmes cleaned up shop floor in preparation of CSRM docents' visit. Lolli washed bedding and cleaned up the Troop Sleeper. She also cleaned the cabooses and made ready her favorite car - UP 105. Ken Roller removed old rotted ties from track six. Replacements were brought in by Steve Habeck from our flat car tie pile. Helping to make the track serviceable again were Steve Habeck, Jeff Palmer, and Tom Graham. Bruce Cooper hauled ballast. Ken Iverson cleaned and replaced burned out bulbs in engine compartments. Chris Skow cleaned the display room cabinets.

Clyde Lippincott continues to work on finishing the shower car - helping were Tom Graham, Ken Iverson, Melissa and Judy McGrath. Tom Graham, Jeff Palmer and Ken Iverson helped Tobie Smith scarf, grade and roll our entrance road and parking lot. Bruce Cooper hauled gravel.

Visitors

On April 26, 1997, 92 docents from the California State Railroad Museum in Sacramento visited our museum. Their two buses came up the Feather River Highway so that they could view the damage (now repaired) caused by the January floods. They stopped at Keddie to view the famous Wye bridges. Vickie Krois and Mary Habeck met the group there to explain the why of the Wye and when reboarding the buses, each of the docents was given a "goodie" bag with Plumas County and museum information.

At Portola, after everyone made a run for the rest rooms, one bus load was directed to the Beanery where lunch was ready, while the other group boarded the caboose train for a ride around the balloon track. When they returned they had lunch while the first group had their ride. After the rides and lunch, Ken Roller, Hap Manit and Skip Englert escorted the visitors around the museum.

Later most of the group again boarded the cabooses for a ride to the Milward Switch area for photo runbys. A WP freight train with WP 2001, WP 925C and WP 707 made the first run past the photographers. This was followed by SP 4004 and 2873 pulling four of our passenger cars. After the runbys, the caboose train returned the group back to the shop area where they had time to further look over our collection and visit the Gift Shop. The CSRM docents enjoyed their visit and got more than they expected. They will now be able to answer visitor questions about our museum.

This weekend was supposed to be a crew training date and it was. Those who came up for the training got more than they expected also. FRRS members helping make this event a success included Steve Habeck who did all the planning for the visit and Gordon Wollesen, Jim Gidley, Sr., Skip Englert, Dave McClain, Jack Palmer, Jeff Palmer, Eddie Chase, Ed Wagner, Marty Anderson, Melissa and Judy McGrath, Brian Challender, Kerry Cochran, Ken and Missy Iverson, Don Borden, Tom Graham, John Hittinger, Don Nelson, John and Judy Whittaker, Ken Roller, Sue Cooper, Linda Lippincott, Bruce and Sue Cooper, Mary Habeck, Vicki Krois, Norman and Barbara Holmes.

Why Volunteer?

There has been a lot of press lately regarding volunteers. Most of it relates to people volunteering their time and talents to social causes. A study by Independent Sector, a group that studies and represents nonprofit organizations, estimates that there are 93 million volunteers who contribute 20.3 billion hours of their time in 1995. While this number is impressive it includes baby sitting for a neighbor, baking cookies for a school fair, volunteers at theaters, museums and other cultural institutions. Only 8.4 percent work for "human services." (Where do they get these statistics?)

Not everyone has the skills or motivation to teach an inner city child to read or counsel a gang member. It is wonderful that there are people that can do this. However, most of us are more capable and interested in what some are calling "Recreational Volunteerism," geared toward museums, theaters and saving the whales. While volunteering to help our less fortunate and needy citizens is a noble calling, the so called recreational volunteer also fills a need, whether it be helping a theater group, an art museum or indeed a railroad museum. It all contributes something to our culture and well being.

While not always acknowledged, our volunteers are very important to the preservation of our industrial heritage - namely railroad equipment. Without them what we have preserved at the Portola Railroad Museum would be lost. If you are a volunteer for our organization or somewhere else, give yourself a pat on the back as you are someone who cares.

Norman Holmes

The Steam Gauge

After a seven year hiatus, this column on steam locomotive information will again be a regular part of the Train Sheet.

On April 5, 1997, our 1887 UP 737/SP216 (4-4-0) was unloaded from the HTTX flat car that had been its home since coming from Scranton in October, 1995.

Our 200 ton Industrial Brownhoist was spotted next to the car, out riggers were positioned (a tough job in itself), and slings were selected for the lift. The tender was offloaded first and placed on museum rail. The engine was next. It was a particularly difficult lift because of most of the weight being on the firebox end. However, with the use of shorter slings on the heavy end the lift was made without trouble or damage. Jim Ley's skills as crane operator were apparent as the engine was eased off the flat car and onto rail. The engine and tender were recoupled and moved to its display track. Involved in this operation were: Jim Ley, Phil Schmierer, Ed Powell, Ken Iverson and Norm Holmes. Others helping were Steve Habeck, Eddie Chase, Hank Stiles, Kurt Swanson, Gordon Wollesen and Don Nelson.

The 737/216 looks much better off the flat car and if we can get someone to adopt the engine to make the necessary cosmetic repairs we will have a nice display engine.

1215: Work on this engine, that we hope to make operational, started April 27, when Brian Challender removed the steam dynamo to evaluate its condition. (The dynamo supplies 32v DC current for headlights and cab lighting.) The case was cracked and fell apart when he attempted to disassemble the unit. The casting may be repairable, however. The good news is that the electrical parts appear to be OK. Anyone have a spare dynamo in their garage?

We are still looking for a qualified person to remove the insulation from the boiler so that it can be evaluated. As this restoration project will be costly and will have to stand alone financially, we are in need of donations to the steam fund.

Top Photo: Our 1887 UP 737/SP216 (4-4-0) is being lifted off the flat car. Center Photo: The locomotive is being set down on the rails on track 3 outside of the enginehouse. Bottom Photo: After being coupled to its tender, it was coupled onto ALCO S-1 WP 512 to move it to a more permanent location for display and upcoming restoration. All photos by Norm Holmes.





On April 26, 1997, 92 docents from the California State Railroad Museum in Sacramento visited our museum. They are shown in front of the SP 1215 0-6-0 steam locomotive. Photo by Norm Holmes.

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

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