



The Train Sheet

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MEETING NOTICE

The next regular meeting will be held Wednesday, February 8, 1984 at 7:30 pm at the Portola City Hall. A program will be provided by Chris Skow and refreshments will follow the business portion of the meeting.

MEMBERSHIP ROSTER

Since the last published list, the following have joined our society Ted Benson, John Blunden, George Comer, Mike Flaherty, Elmer Klein, Jack Krause, Roger Lambert, Jim Lekas, Ronald McInnis, Richard Mitchell, Glen Mosley, Don Olson and Ted Wurm. Welcome.

Twenty-five members have paid their 1984 dues. Are you one of the twenty-five? For Information - single membership dues are \$10. per calendar year. Husband and wife can have one membership (one vote) at \$10. or two memberships (two votes) at \$10. each. New membership dues received after November 1st are credited to the following year.

FUND RAISING

The 1984 Western Pacific calendar has sold very well, over 120 so far. Profits from this sale go into the club's treasury. We still have a few left, if you need one.

Plans are underway to have a 921 emblem made that will be suitable for use on belt buckles, fobs, etc. other fund raising ideas are welcome.

Our entire budget comes from you - memberships and contributions. Unfortunately there are certain expenses that must be met - insurance and postage to name two. Improvements to our equipment will require labor and money - can you help?

The IRS has granted us tax-exempt status, so all dues and donations can be taken as a contribution on your income tax form. Any expense relating to club activities can be considered a contribution.

THE PIE BOOK (financial report)

INCOME:		Expenses:	
Dues income	\$650.00	Incorporation,	
Contributions	479.10	Postage, Meeting	
Interest	5.94	Hall, etc.	
	<u>\$1135.04</u>		<u>\$202.12</u>

Cash contributions for 1983 came from the BLE "Lady Engineers," Dale Sanders and Chris Skow. We thank them all very much.

THE WHEEL REPORT

Dennis Clemens, his brother and son recently donated their time, material and effort to eliminate a very bad leak in the roof of Feather River Short Line caboose No. 1, located on the Quincy fairgrounds. This was originally a Western Pacific ou-pola type caboose (No. 779) donated to the FRSL by the Feather River Lumber Co. The equipment stored on the Quincy fairgrounds is badly in need of care and protection from vandals and this bad situation will be rectified when the engine and cars are moved to Portola for restoration. Our Society plans to eventually restore this equipment to running condition and forestall the eventual deterioration that usually results in scrapping of "never again" historical railroad equipment. It might be added that Clemens and his helpers volunteered their labors which shows the dedication imbued in our members.

ELECTION RESULTS

Three directors were elected to guide our Society through 1984. From a field of five, James Boynton, Norman Holmes and Chris Skow received the largest number of votes.

The first Board of Directors meeting was held at the Boynton home in Quincy January 20, 1984. Directors James Boynton, Norman Holmes and Chris Skow were present with Mel Moore acting as recording secretary. Norman Holmes was elected President, James Boynton, Vice-President and Chris Skow Secretary of the corporation.

COMING EVENTS

A film on the long abandoned Clover Valley Lumber Co. Operations and an October, 1983 film on South American steam trains will be shown at the Plumas County Library in Quincy, Wednesday March 14th at 7:00 pm. Chuck James, USFS Archaeologist will present the Clover Valley film " Chris Skow will show the South American film. Both films will be shown at our April 11th meeting in Portola.

On May 25th Don Olson will show a film "Fifty Years on the Western Pacific - 1910 to 1960". This historical film has been put together by Don from several sources and covers the WP from its inception to Zephyr days. More details in the next Train Sheet.

If you can't attend our meeting, we would like to call your attention to a National Geographic Special, "Love Those Trains," on PBS at 8 pm Feb. 8th.

FROM THE PRESIDENTS DESK

As we start our second year, we can look back and really be proud at the progress we have made. The museum idea first came to light after attending a Portola city planning meeting held by planning consultant Laurie Oberholtzer. A number of recreational ideas and community activities were discussed, one being the use of old railroad right of ways as a trail. This gave me the idea of establishing a railroad museum. It would be appropriate for Portola, since the town was founded by the railroad. In January I asked Mr. Flannery, President of Union Pacific, for one of the two remaining F-7 units for the proposed museum. This eventual donation was helped along by conversations between Skip Englert and Walter Treanor, Vice-President, Law of the WP.

Next a meeting was held to determine if there were others interested in the museum idea. There was, and it was decided to form a group to achieve that goal. The Feather River Rail Society was thus formed.

A request for use of a piece of land near the Gulling street bridge and use of the right of way parallel to the WP tracks east to build a one-half mile operating track was turned down.

On August 26, WP unit 921 was presented to the Greater Portola Area Chamber of Commerce for the Portola Railroad Museum. It was given to the Chamber because our group was not yet established as a tax-exempt organization.

Former WP Portola Diesel House January 18, 1984

In October the city of Portola, at the request of our Society, sent a formal request to Mr. Flannery for the lease of the unused diesel shop building and adjacent trackage for a museum site. In December Mr. Flannery and the Union Pacific agreed to lease the site. This property will then be subleased to the Society for operation. The reason for the City's involvement is two fold: one it is established (we are new) and two: it has the capability of obtaining grant money to improve the property. This will take a sum that we have no possibility of obtaining for a long period of time. Also in October, the Society asked for four cars (a tank car, two box cars and a wooden cabooses), These were also given to the City for the same reasons as stated above.

During 1984 we should see a new access road built, the site secured with a fence and the building cleaned and repaired. The Feather River Short Line equipment (steam engine, kitchen car and cabooses) located at the Plumes County fairgrounds has been offered for exhibit and restoration at our museum. My Feather River & Western equipment (gasoline locomotive, box car, flat car and cabooses) will be moved to the museum as soon as the site is secured. This will give us an even dozen pieces of equipment. In addition several other locomotives and cars have been requested from other sources.

All this activity will present a challenge for us, not only for funds, but for volunteer help to restore our equipment to museum quality for exhibit. We also must all work to make our organization creditable to the community and the Union Pacific Railroad to prove to them that their faith in us is justified.

THE ENGINE HOUSE

Now that we have a commitment on the diesel shop building, we must start thinking about what we will do with it. The building is 220 feet long and 70 feet wide. Two tracks run the length of the building, one with a pit under it. The building contains six rooms, one large enough for a meeting hall and there also is a 24x80' machine shop area. We will be needing shop equipment, tools and office equipment and just about anything necessary to reestablish the facility. Nothing will be moved into the building, however, until we are able to lock it up. The building has gone virtually unused since it was closed September, 1974. Only a small air hoist remains from the once complete shop facilities. About 450 of the nearly 1500 windows are broken, the plumbing has been vandalized and much of the electrical wiring has been ripped out. In addition, both east end roll-up doors require repair before they can be opened. All this must be repaired -we have a lot of work ahead. Lucky for us, we have a building and tracks to start with - most museums have to start from scratch. We can thank the Union Pacific for giving us a head start. Now it's up to us to keep going.

NEW LOOK

Starting with this issue, our Society's publication will be called "The Train Sheet" thanks to a timely suggestion by Guy Dunscorn. The new masthead was decided upon by the Board of Directors with the art work drawn by John Ryczkowski. It was also decided to hold membership meetings and publish "The Train Sheet" every other month instead of quarterly, to better keep the membership informed on late breaking news.

DONATIONS

Feather River Rail Society member Ken Roller has donated five acrylic paintings to the Society for sale or to otherwise aid the financial position of our treasury. One painting (22x28") depicts Western Pacific steam engine No. 79 taking water in a view looking toward the front of the engine. The second painting shown a Southern Pacific 2-8-0 (No. 2275) in a sunset situation waiting for a block signal to clear. The third, also 22x28", is of a WP 2-8-0 (No. 39), hauling a freight train in the Feather River Canyon. The fourth painting (24x30") is a dramatic scene showing a train order operator delivering orders from a hoop to a train at a station resembling Keddie. This is a night scene. The fifth in a desert scene resembling the area around Reno Junction and depicts Sierra Valleys No.1 with a short train. Our sincere thanks to this dedicated member for his generosity and devotion to the ideals we seek to preserve. Those paintings will be placed on public view when an appropriate location is selected and may be purchased.

WP F-7A No. 921 and UP SD-40-2 Portola August 28, 1983

THE DIESEL INJECTOR

Our WP 921 was brought to life on September 18, 1983, after being out of service since January 18, 1983. The batteries were dead and since there is no electricity at the diesel house. Dave McClain rented an arc welder to provide power to start the engine. 200 gallons of water was hand pumped into the unit and after about four hours of charging the engine started. We ran the engine for two hours, but could not get it to load. The horn and bell both worked, however!

Two weeks later, after taking all eight batteries out, two at a time, to Norman Holmes' home for 36 hours of slow charging to each battery (they weigh 300 lbs. each,) the engine started on its own power. After running for an hour and checking every possible "no power" problem, the unit decided it was time to move and did. Everyone was ecstatic. The only sour note was the fact that someone stole the bell during the past two weeks. We sure would like to have it back. Dave again rented the arc welder for the October 2nd starting but it was not needed. But as long as we had it, we decided to weld the horns in place to prevent their theft. The units doors are locked when no one is at the unit, so hopefully there will be no problem with the interior. The Greater Portola Area Chamber of Commerce graciously offered to pay for the arc welder rental costs. Thanks.

It was decided to start the unit occasionally to keep the seals from drying out and to keep the batteries charged. On October 30, it was started, moved and then wouldn't move again. Later in the week UP diesel electrician Dick Trost found an open circuit to one of the relays and ran a new wire to it. The unit now moves under its own power again. It was started November 12, warmed up, shut down and the water drained, because of frosting weather. As soon as a way to heat the engine oil is figured out and a pre-lube oil pump is installed, the unit will again be started.

Thanks to Bill Bass, Bob Larson, Norman Holmes, Dave McClain, John Ryczkowski and Al Thomsen for their help.

On October 29th, members Frank Hibbs, Norman Holmes, Roy Lopez, Dave McClain and Mel Moore traversed the beautiful Feather River Canyon to meet with Dale Sanders in Oroville for a fun day in the rain to remove parts from his NP F-7. Dale's unit is just a shell without trucks or engine that he plans to relocate and build into an office. A few parts remained in the unit that we can use to restore our WP 921 to 100% condition. The remaining parts will be kept for stock. The most useful items were four dynamic brake grids that would cost over \$1,700 each new (921's are burned out). For stock we removed two traction motor blower motors (over \$2,000 each new) and several boxes of relays, etc. A complete set of traction motor cables were removed for Pacific Locomotive Association's WP 918. We plan to work with owners of the other three WP F-7's in any way possible to share parts and knowledge. Dale's shell contained 30 years of grime and iron ore dust, so that when we finished that night we all were very dirty. Despite our condition, Dale's mother served us a nice dinner, which everyone really appreciated. Dale is to be commended for his generosity in donating these parts to us.

In November members John Ryczkowski and Norman Holmes drove to Sacramento to look, over items in the UP shops that were going to be auctioned the following week. They were able to salvage some diesel locomotive parts books and freight car records that were being thrown away. These items will become part of our historical files and will be open to anyone for research. On December 7th, Norman Holmes attended the auction and was successful bidder on some useful items for our Museum. They included five fire extinguishers, a hand truck, a rail saw and an arc welder, all bought for us by Holmes. Holmes also donated a diesel fuel pump, bought in Tacoma last summer, to be used as an oil pre-lube pump on the 921.

A record will be kept of all donated items, so that proper credit may be given.

We welcome guest editorials under the heading "The Flanged Wheel."

