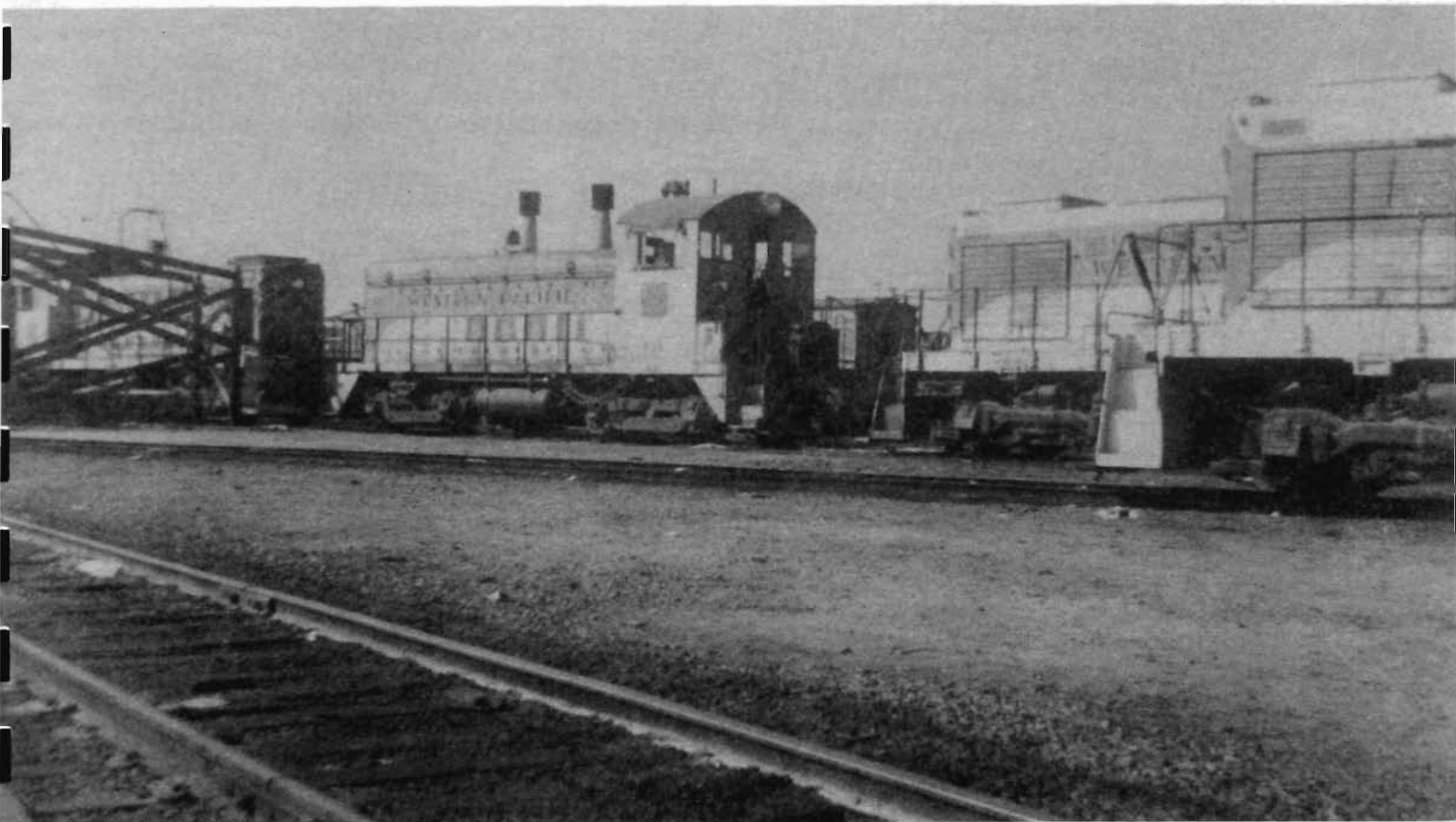




Preserving "The Feather River Route"

The Train Sheet

JULY AUGUST 1988 ISSUE NO. 32 \$1.50



Western Pacific #605. West Oakland Roundhouse

Taken 12/65 by Shannon Smith

CALENDAR

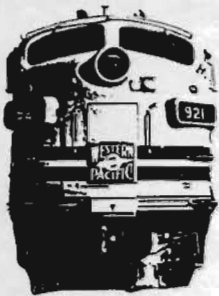
August 13th - Motor Car Races

August 20th - Social Meeting 7:30
at museum

August 20-21 - Railroad Days

Sept. 3-4-5- Operating Weekend

Sept. 24-25 - Final Operating
Weekend



Feather River Rail Society

Preserving "The Feather River Route"

The FRRS, a tax exempt public benefit California Corporation, is the HISTORICAL SOCIETY for the WESTERN PACIFIC RAILROAD and operates the PORTOLA RAILROAD MUSEUM in Portola, Calif.

Our Mailing address is.....
FRRS POST OFFICE BOX 8 PORTOLA CALIF 96122

Our information phone number is.....
916-832-4131 or call 916-832-4737

"THE TRAIN SHEET" is edited by Shannon Smith and assisted by Robin Smith.

Articles/Info please write to Shannon Smith, c/o THE TRAIN SHEET, P.O. Box 8, Portola, CA 96122.

The Feather River Rail Society is not supported by, nor affiliated in any way, with the Western Pacific Railroad.....

FRRS TAX ID NUMBER IS 68-0002774

PRESIDENT'S DESK

Our collection continues to grow. Not to grow is to stagnate. We must be on the alert to the availability of cars and locomotives that we would like to have in our museum. From a practical standpoint, however, we do have space and restoration limitations. On the other hand, it would be a shame to allow a historic item to be reduced to scrap just because there is no room for it. Our goal is to preserve railroad equipment for future generations. The equipment we save today will be preserved in perpetuity. Summertime is when we do most of our restoration and maintenance work. Members who can, are encouraged to help with the physical and/or financial assistance.



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Dues are paid for 12 months from time of receipt

THE TRAIN SHEET

Volume No.6 No. 4 ISSUE 32
900 Issues Printed

ANNUAL MEETING AND NEXT SOCIAL MEETING

Our annual membership meeting was well attended. The members enjoyed a BBQ dinner prior to the meeting catered by B&B from Quincy. Following a short business meeting with various department heads reporting on their activities, Chris Skow showed one of his South American steam movies.

Our next Social Meeting will be on August 20th. It will be held in the Mike Flannery Room at 7:30PM.

Enclosed with this issue are two raffle tickets for a free trip to see trains in Guatemala courtesy of Chris Skow's Trains Unlimited. You are under no obligation to purchase the tickets, but if you do they are \$2 each.



AROUND THE MUSEUM

Oil pit cleanup has concluded. With the help of Hap Manitt, Jim Ley and Ken Roller and others the "gunk" from the separator which connects to our diesel shop pit drain has been removed. This accumulation from years before we acquired the facility had to be removed so the separator could be plumbed into the city sewer system without a large amount of oil finding its way into the treatment plant. The gunk was mixed with the tar pit cleanup material and hauled to Reno to be processed into asphalt. On July 16, the final piece of the contractors equipment was loaded and secured to a flat car and the La Portola Tar Pit was no more. A 2 Million Dollar, four month effort by Union Pacific is completed. No more will there be a danger of oil finding its way into the water supply. No more will dogs and other animals become stuck into the goo that once fueled Western Pacific's fleet of steam locomotives. We have a nice clean area now which will be landscaped with trees and native shrubs this winter.

Larry Hanlon and been working on the mechanical and electrical systems of WP 805A while Ken Roller has wire brushed most of the old paint from the trucks, pilot and skirts.

AROUND THE MUSEUM CON'T

Three phase power is now hooked into our service entrance. Tom Moore continues to install additional breaker panels and generally upgrade our electrical system. A much needed project. Larry Cope continues to remove rust and repaint areas in need on UP 105.

Bruce Cooper constructed two counter cabinets for the Food Division, which were placed in the meeting room. The hamburger and some of the gas griddles were moved into the kitchen area. The refrigerators and the old counter were moved so that food and drinks are now served from one location. Counter girl Barbara Holmes and Chief Chef Emery Goddard, assisted by Sue Cooper can use some help on our operating days. Chili is now available in a bowl or with a hamburger or hot dog. It has proved to be a popular addition to the menu. Errol Spangler and Bob Lindley steam cleaned two cabooses, the UP 25049 and ATSF 999197, Dan Robirds inspected and worked on electrical and brake systems on several cars and locomotives. Steve Habeck set up all operating locomotives with compatible sets of MU hoses, an interesting project.... Wayne Monger and Richard Canino worked on MLW 5057 toward bringing this GE back to life. Dave McClain worked on ARR 1506 and 1508.



Hap working hard at the oil separator.

DONATIONS

Visitors to the museum have found the donation box, depositing nearly 500 dollars during the past two months. Members donations, with there dues, have fallen off to the extent we recieved only \$55 dollars from 74 members who have renewed during the same period. We are keeping our dues as low as possible to keep as many members as possible on the membership rolls realizing many cannot afford a higher membership fee. We have a large number of projects we would like to complete but we lack the funds to do so. If you can help with a little extra along with your dues or send in an additional donation, our projects would appreciate it.

We wish to thank Marion Crumpacker for the donation of a set of wiring diagrams for WP GE locomotives. Her late husband, Bob, was the roundhouse forman in Portola for many years. James Connell donated a large amount of paper and plastic products to our Food Division. We appreciate the thoughtfulness. Errol Spangler donated a large generator used on Santa Fe cabooses. George Wentworth donated a McCloud River Railroad copper headlight, SP ash tray stand, Pullman blanket and a number of railroad magazines. Bob Larson donated two tender back up headlights, a SP&S marker light and some old train register books. Wayne Monger printed a pamphlet with a list of equipment to be used as a visitor guide and it is being sold in the Gift Shop. Matt Parker printed our new rule book and forms used to keep operating department records. A very nice job Matt and at no cost to us. Thanks.

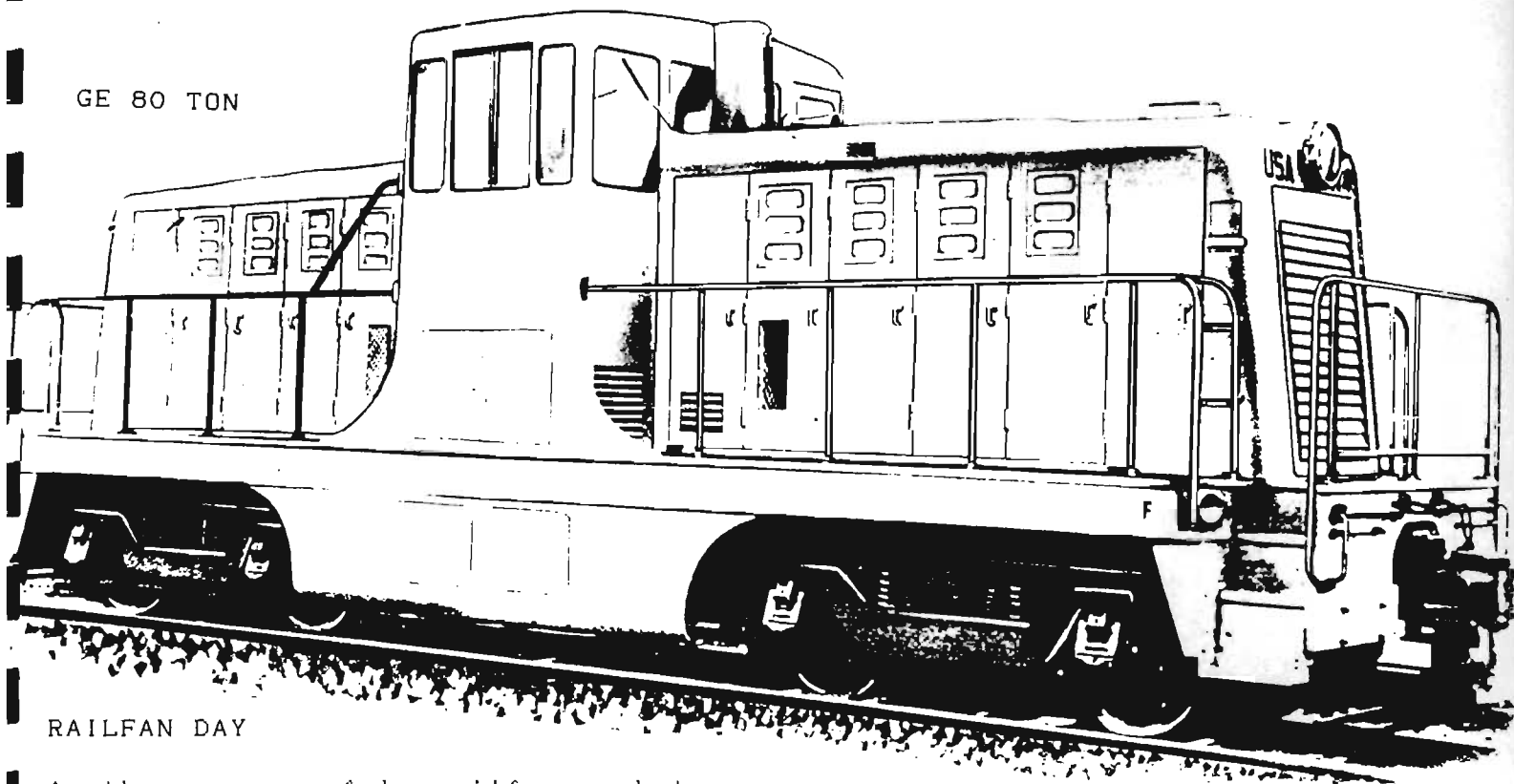
DIESEL HOUSE ROLL-UP DOORS
by Norman Holmes

When we inherited the diesel shop building the two east end doors were inoperative. One had been run into and bent so that it would not go up, the other had, probably a broken spring allowing it to drop tearing it off the roller and crushing the lower segments. Estimates to repair ranged from \$2500 to \$6000. Realizing our need for door repair and our lack of funding for the same, the Portola Rotary Club put on a benefit breakfast on Memorial Day, 1987, which raised \$1422. This year the Rotary again put on a breakfast which netted \$773. A replacement door was located in Sacramento which was used on the old WP shops, although it was 18 feet wide (ours are 16 feet) it could be cut down and the parts used to repair our doors. The price was quite reasonable. Norman Holmes went along with Jim Ley in his pickup with a long horse trailer to pick up the door. The door was lifted with a portable hoist and "horsed" (sic) into the trailer. It was HEAVY. More parts and considerable labor will be needed to repair the doors and it is hoped we can start to work on this project before fall.

SPECIAL OPERATIONS

Five special school children tours were conducted through the museum in May and several in June and July. The children are conducted through the museum by Hap Mani and then are given a train ride around the balloon track. Jim Ley or Norm Holmes usually operate the locomotive with Ned Crary, Hank Stiles, Gordon Wolleson, Hap Mani or anyone else who happen to be on hand to assist on the train. Upwards of 500 children have been shown through our facility this year and the tour has become an annual event for several schools in the area. We are happy to participate and teach the children something about railroading.

GE 80 TON



RAILFAN DAY

Another successful railfan photo day is history. John Walker almost single handedly printed and mailed brochures, tickets and general information to hundreds of prospective participants with the results that 200 attended this third annual event. Various freight trains were operated with different locomotive lash-ups; with special photo stops and run-bys. A passenger train with WP 921D and ARR 1506 was operated later in the day and set up after dark for a "meet" using UP Business Car 105 and UP GP30 849. Vic Neves coordinated this event. Vic also put on a slide show with his twin projector with the slides being furnished from John Walker's collection. A swap meet has held in the diesel shop area. It took a lot of preparation work to get the trains set up in advance and Steve Habeck deserves a "pat on the back" for putting in a lot of hours planning and switching equipment. It was a very enjoyable day. Other crew members were Rod McClure, Dave McClain, Steve Milward, Jim Ley, Bruce Cooper, Vickie Krois, Mark French, Mike Brill, Matt Parker and Frank James. Jim Ley was the dispatcher using the new command headquarters in the operations room.

EQUIPMENT ARRIVALS

During a visit to Hill AFB last October, Barbara and Norman Holmes "found" a large number of government locomotives in storage. Six manufacturers were represented: Alco (S-1 & MRS-1), BLH (RS4TC), Davenport (44T & 80T), EMD (SW-8), F-M (H12-44) and GE (44T & 80T). Most of the 60 or so locomotives were stored awaiting rebuilding and/or reassignment. A number were however, surplus to the government's needs and were awaiting disposal.

Since our organization is eligible for surplus property through the reutilization program, we applied for several of the surplus locomotives. (The State of California, Department of General Services, administers the reutilization program and levies a handling fee on the recipient to cover their overhead costs. The cost varies according to the value of the item.) In January we were awarded two GE 80 ton center cab locomotives, one built in 1942 and the other in 1953. They are the long hood style and appear to be in good condition although one will need some engine repair.

EQUIPMENT ARRIVALS CONTINUED

After the award, Union Pacific's Salt Lake City Superintendent of Transportation Services was contacted to obtain transportation to Portola. In February Jim Ley and Norm Holmes drove to Utah to prepare the locomotives for movement. Union Pacific agreed to move the locomotives without charge, however, not on their own wheels. An order was placed for two cars capable of moving an 80 ton load and they must have a low deck so that there would be no height problems enroute.

Finally in June a special locomotive-hauling flat car was located and shipped to Hill Field. Dean Hill and Norm Holmes drove to Utah with cables and equipment to secure a locomotive to the car. Prior arrangements were made with Toole Army Depot and the locomotive shop at Hill, to shove the locomotive up their ramp and onto the flat car. However, when we saw the flat car we realized it would not be suitable for this use. The car was a special design car made to haul a locomotive off its trucks. A 1200 mile trip for nothing. Well, not quite nothing, a visit to a local scrap yard netted three glass locomotive headlight reflectors and a headlight case probably off former Kennecott electric locomotives.

Back in Portola, our friendly UP Trainmaster, Joe Bearden, hearing of our plight, arranged for us to use two MP flats assigned to MK Corp., who is enlarging tunnels in the Feather River Canyon. One flat had rails and the other we had to lay rails on. The cars were spotted at Hill Field on June 22nd. Dean and Norman again drove to Utah with the needed equipment and on June 23rd loaded and secured to two locomotives to the cars. The job was completed in 12 hours working in up to 100 degree heat. The flats arrived in Portola July 2nd and

EQUIPMENT ARRIVALS

were unloaded July 7th. The unloading was accomplished by constructing a track on our former piggy back unloading ramp and temporarily hooking this track onto the rip lead. Helping with the unloading process were Norm Holmes Bob Lindley, Ken Roller, Hal Shields, Hank Stiles, Errol Spangler and Gordon Wolleson. We plan to place one in operation ASAP to assist on operating days.

We wish to thank Mike Connolly and Mike Brennan, UP SLC, Joe Bearden, UP Portola and Archie Toole and his crew at Tooele for their assistance in helping us to obtain the locomotives for our collection.

Specs: USA 1694, GE #31853, 1953
USA 7376, GE #15671, 1942
Both have Cummins model L engines.

GIFT SHOP NEWS
by Robin Smith

We have some new items in the Gift Shop now. We have a navy blue T-shirt with our logo in silver. The price is \$7.98 for Small through X-Large and \$8.98 for XX-Large. The navy shirts look great with our new BRIGHT orange WP suspenders. The suspenders are \$8.95. We also have new hats which are orange and white with our logo and PORTOLA RAILROAD MUSEUM stenciled on it. For the ladies we now carry RR logo pierced earrings in WP,UP,SP,ATSF and Rio Grande.

The earrings run \$3.50. I am always looking for new items for the shop and when I find them I will let you know about them via THE TRAIN SHEET. If you are interested in any of the new items please come down to see us or if you live far away please send me a mail order.

Thank you for your support.

WE MAKE MISTAKES IN THE TRAIN SHEET
TO KEEP YOU ON YOUR TOES.



Feather River Short Line #8 on the balloon track at Portola with her new friend, Santa Fe caboose #999197.

November 1987. Photo by Errol Spangler of the "Santa Fe Boys"

FEATHER RIVER SHORT LINE by Betty Boynton

Opening day, May 28....entering Portola from the west on Highway 70, steam drifting up from behind the box cars at the museum announced that Jim Boynton had #8 fired up. The warmth from the boiler made the engine cab a popular place for it was a winter-like day.

July 2 and 3....#8 proudly displayed her Bennington flag for the holiday and Jim operated the train for two days.

WORK PROGRESS REPORT..John Marvin has installed the cab roof ribs on the engine as part of a large wood work project. Charlene Marvin has completed the cushion for the engineer's seat, a most welcome addition. Steve Jackson, John and Bob Rohwer did sealing work on #8's jacket and painted the smoke box. Gordon Wolleson and Jim worked on the air brake system. Mike Attama

and Jim installed a new lubrication line to the right hand steam chest. Jim Ley adjusted the turbo generator governor and electricity is now available to the locomotive.

A caboose stove, crated and in excellent condition, has been donated to the Short Line by Frank Davis of Quincy. The stove was used in outfit cars in the Feather River Canyon on the W.P. It will be a welcome addition to our caboose.

Jim will now be preparing the surfaces of the tender for a new lettering job to be done by Kevin Bunker of Sacramento. Kevin was long associated with the California State Railroad Museum and will be using a new lettering style on the name and introduce the new logo on the tender. Friends of #8 in the Senior Citizen Complex on the hill area above the museum have long requested the name be painted on the left side of the tender so they can see it.

FEATHER RIVER SHORT LINE CONTINUED

"FOLLOW HAPPY TRAILS & SILVER RAILS TO RAILROAD DAYS" is the theme of this year's Railroad Days parade August 20 and 21. The theme was suggested to the committee by the Feather River Short Line and recognized the accomplishments of Arthur Keddie, Jim Beckwourth and many pioneers who opened the trails and laying of the rails in our area. We hope when visiting the Portola Railroad Museum everyone will stop by and say "Hello" to #8.
STEAM FOREVER!

SEASON OPENING MEMORIAL DAY WEEKEND by Norman Holmes

Our loyal operating crew rose early on Saturday, May 28th to have a train ready for Union Pacific Chairman, Drew Lewis. Mr. Lewis visited our museum May 7th and wanted to come again. We started WP 921D and UP 849 at 6AM, had a caboose warmed and took Mr. Lewis and family for a ride around the balloon track and showed them through our museum including the Gift Shop! Mr. Lewis presented us with a substantial contribution from the Union Pacific Foundation, which is greatly appreciated. His special train stayed overnight in Portola to afford the passengers a daylight trip down the canyon. Crew members were Ned Crary, Steve Habeck, Norm Holmes, Jim Ley, Hap Mani and Gordon Wolleson. After our crew had breakfast some cars were spotted on Rip #3, first time this track was used, to clear other tracks for our passenger operations. At 11AM we started service with a trip around the balloon every half-hour or so. Soon a few drops of rain fell, then a few more, finally a full rain storm developed. The vista flats were exchanged for cabooses and train rides continued. Visitors continued to arrive despite the weather. After operations ended Saturday night, an impromptu BBQ was held in the diesel shop. Food was shared among all present and a nice social hour was enjoyed.

Sunday morning - we awoke to a white world. A light snow fell during the night, but the skies showed some blue. This was, however, not going to be a sunny day. Although there were some periods of sunshine, there were also some periods of snow, wind and rain. The Portola Rotary Club was ready to serve breakfast at 7AM. From 7 to 11AM about 400 Portola residents and visitors enjoyed pancakes, eggs and sausage washed down with orange juice and coffee. This is the second year the Rotary Club has put on a breakfast for us as a benefit for our diesel shop roll-up door repair fund. A free train ride was available for all breakfast diners. At 11AM regular operations commenced and despite the weather a fair number of passengers were carried.

Monday - the weather cleared and operations continued. It was a slow weekend so this was a good opportunity to do some crew training. R. Rohr, Peter Solyom, Dave Waters, Bill Rose, and Fred James participated. Regular crew members were Steve Habeck, Vic Neves, Matt Parker, Gordon Wolleson, Mark French, Gary Cousin, Larry Hanlon, and John Walker as trainmen. Jim Ley, Dave McClain, Matt Parker, Ned Crary, Mark French, Steve Habeck, Vic Neves, Steve Milward, Vicki Krois and Bruce Cooper were enginemen. While the above list seems excessive for crew members and indeed sometimes there were more crew than passengers as it was on the "real" railroad some time ago, all were not on duty at the same time. We really appreciate the loyalty of our operating crew to show up when needed.

HEADLINES AND DEADLINES

The next deadline for the September/October TRAIN SHEET will be September 17, 1988. Please submit all articles to: THE TRAIN SHEET c/o Feather River Rail Society, P.O. Box 8, Portola, CA 96122.

NEWS OF THE FEATHER RIVER ROUTE by Wayne Monger

As the Spring of 1988 melts into the summer of 1988, there is much that can be considered news along the former Western Pacific, and elsewhere on the Union Pacific. In one of the largest announcements of the year, the UP announced on June 30th that the 123 year old Omaha Shops will close permanently within 90 days, with the resulting loss of 810 jobs to the Omaha/Council Bluffs area. Up until the UP/MP/WP merger in 1982, the Omaha Shops were the major locomotive repair facility, freight and passenger car repair facility and freight car building and modification facility for the UP. Now, the heavy locomotive repairs will be done exclusively at the 4 year old Jenks Shop in North Little Rock, Arkansas, while some light to moderate locomotive repairs will continue to be done at Salt Lake City. Freight car - and passenger car - repair and modification will be consolidated at the existing shops at Pocatello, Idaho; Desoto, Missouri and Palestine, Texas. Of the 810 workers at the Omaha Shops on June 30th, 40 of them in the car repair facility will not have to leave within the next few months, as they will stay at Omaha to complete a boxcar modification program now underway. The UP's reasons for closing the Omaha Shop complex included the fact that the overall facilities were only operating at a 25% capacity, while the modern Jenks Shop was operating at a 35% capacity. Meanwhile on the Feather River Route, the UP has been busy moving new business in and out of Northern California, and has even included a few new trains. Kennecott Copper in Utah, which has been undergoing a modernization program since restarting operations early this year, is now shipping partial and whole trainloads of concentrated copper ore from its concentrator at Magna,

Utah to the Port of Stockton. At Stockton, this ore is loaded onto ships and sent overseas (Korea and Germany so far) for final refining. The ore is being moved in UP or Rio Grande 3-bay hopper cars. These new unit trains are symbol OSCST (Ore Salt Lake to Stockton) and OSTSC (Ore Stockton to Salt Lake). These trains run about once per week so far, and can normally be seen passing through the Portola area both ways on the weekends.

Movement of coal has reappeared over the former WP after a few years of not seeing any. There are two new cogeneration plants in the Stockton area that use Utah or Wyoming coal that comes by way of the Feather River Canyon. One of the plants is at Corn Products just south of the Stockton Yard, while the other is at the Port of Stockton. So far, most of the coal comes in partial train loads, although the first coal for the Corn Products facility in February did come by unit train. Due to the very poor coal export market, there has been no coal exported through any of the Northern California ports served by the UP. June 10th saw the future of international shipping arrive at the Port of Oakland in the form of American President Lines newest container ship, the President Truman. APL's President Truman is the first of five such C-10 "super-size" container ships that will run between California ports and the Far East on expedited schedules. This new class of container ship literally dwarfs all other container ships in use, and is the first container ship built that will NOT fit through the Panama Canal. Each trip, they carry almost double the number of containers any other ship in use can carry, with the capacity of 3,600 TEU (twenty-foot equivalent container units). APL hopes to double its sea-going capacity between the West Coast and the Far East by the end of 1988. To avoid the already congested ports of Long Beach and

NEWS OF THE FEATHER RIVER ROUTE
continued - -

Los Angeles, APL plans to use the Port of Oakland and UP even more than what it is now. June 1988 is already seeing an increase of one APL double-stack train per week each way between Oakland and Chicago. The usual double-stack service for APL finds eastbound OAAP3 on Wednesday afternoon, OAAP5 on Friday afternoon, and the OAAP6 on Saturday afternoon. An extra eastbound double-stack train is being seen on Sundays (usually). Westbound double-stack trains over the UP now number 4 per week scheduled, and a fifth as an extra. These trains are the APOA2X through Portola on Thursday night, the APOA4X on Saturday night, the APOA5X on Sunday afternoon, and the APOA7X early Wednesday morning. The extra double-stack train, usually symbol XAPOAD (Extra American President to Oakland Double-stack) has been showing up through Portola early Tuesday morning. It should be noted that any "overflow" double-stack traffic over the Feather River Route is handled USUALLY by the expedited TOFC, such as the westbound SLOAZ (St. Louis to Oakland Expedited) and NPMIZ (North Platte to Milpitas Expedited) or eastbound by the OANPZ (Oakland to North Platte Expedited) and MINPZ. One last note about current APL double-stack operations is that earlier this year, APL took over the container facility at Stockton formerly owned by Stockton, Terminal and Eastern subsidiary Terminal Transportation.

To help get the former WP better prepared to handle the increased double-stack traffic brought about by APL's new ships, tunnel crews from Morrison-Knudsen have returned. Two years ago, M-K crews worked on several tunnels in the Feather River Canyon to increase clearances for safe passage of double-stack trains. This year, with the help of a \$5 million grant from the Port of Oakland,

the UP has brought the M-K crews back to once again increase clearances within certain tunnels. This work is necessary so that the containers that are 9' 6" can be stacked one on top of the other and still make it in one piece between Oakland and Chicago. At the moment, crews loading trains must make sure that these types of containers are not stacked on top of each other. This is the reason for the height detector east of Portola on the UP. At the end of June there were three work trains each weekday, with work windows in the morning hours to allow the tunnel crews to work uninterrupted. The work train at Reno Junction is for the crew working on the Chilcoot Tunnel. The second work train is at Spring Garden for the Spring Garden Tunnel. The third work train is at Keddie for the tunnels in that area.

Speaking of work trains, another new train on the WP is an SP ballast train. Almost daily, this SP work train consisting of two or three big six-axle units is handed over to a UP crew at Marysville (Binney Junction) in the afternoon. The UP crew takes the train (up to 50 cars) to the Green Mountain Quarry (otherwise known as "Green's Pit") at Elsey for loading. Before their 12 hours are up, the UP crew has the now loaded train back to the SP at Binney Junction.

Spring 1988 has found the UP west of Salt Lake City being dominated by both new and old General Electric locomotives on all but the lowest of trains. The all too familiar SD40-2 has been displaced off of many of the "hot" trains by the 9000-class C36-7s, the new Dash 8-40C 9100-class, and the SD60s of the 6000-class. UP's next new order of locomotives will start to arrive in November, with 75 more of the GE Dash 8-40Cs and 25 of the General Motors of Canada SD60s. Some of these locomotives in these orders, plus all orders for locomotives that follow, will have a new look to them.

NEWS OF THE FEATHER RIVER ROUTE continued - - -

They will be equipped with a re-designed "Canadian Comfort" cab, and new type of control stands. As part of the order for the new GE's, the UP sent in on trade the former WP U23B's that have been rotting away in North Little Rock, Arkansas for the past few years. We have learned that instead of scrapping these locomotives, GE MAY rebuild them and either lease them out or resell them.

What was left of the WP U30B's in Omaha have finally been disposed of. The last one, the 3069, was sold for scrap to Southwest Car Parts in Longview, Texas. The remaining WP GP20's that have been awaiting the scrapper in Salt Lake City have also been sold. They are the #2002 to Relco Locomotive in Minooka, Illinois and the #2004-#2007, #20010 to Precision National in Mount Vernon, Illinois. The track consolidation project between the SP and the UP (WP) in the Livermore Valley has finally been completed almost 12 years after it began. In May and June, UP crews laid new track to make the connection between the UP mainline at Lox and the SP mainline at East Trevarno. UP trains now use the SP mainline from the west end of Livermore to where Trevarno used to be, and then use a new track to get back over to the UP mainline near Lox on Vasco Road. The new Livermore siding extends almost 15,000 feet, and consists of the old UP mainline through Livermore, and the old SP Trevarno siding east of Livermore. The big incentive to get this project completed and get the new Livermore siding into use was due to the SP finally exercising their trackage rights between Lathrop and Niles Junction over the former WP 1st Subdivision. In a 24 hour period now, there are 4 to 6 SP trains running over Altamont Pass on UP trackage. Thanks to this increased traffic, and the extra-long double-stack

trains APL uses in and out of Oakland over the UP, the line over Altamont Pass suddenly became a major bottleneck. Up until now, there were only 2 sidings between Oakland and Stockton that could clear these trains.

FEATHER RIVER RAILROAD DAYS

The biggest event of the year for Portola and our museum is Feather River Railroad Days. This year to be held on August 20-21. We operated three sets of locomotives and two passenger trains last year and would like to do it again. This will require six enginemen and at least five trainmen, a ticket agent, crossing guard, four people in the food service department and three in the gift shop. WE WILL NEED YOUR HELP! Two HO gauge model railroad layouts will be displayed and operated at either end of the diesel shop. Music groups will perform on the flat car stage as they did last year.

June 25-26 and July 2-3-4
Operating Weekends

Regular passenger operations were run June 25-26 and July 2-3-4. Crew members were: Engineers Jim Ley and Dave McClain assisted by Rod McClure, Norm Holmes, Andy McCarron, Bruce Cooper, Vickie Krois, Eugene Vicknair, Steve Milward, Shannon Smith, Steve Habeck and Gordon Wolleson. Trainmen were: Steve Habeck, Gordon Wolleson, Andy McCarron, Dave Waters, Steve Milward, Matt Parker, and Norm Holmes. Pam Hodson and Larry Hanlon sold tickets.



REPORT ON WORK PARTY II

Doug Jensen

On May 21 and 22 our museum was alive with at least 42 people who signed up and sweated out a weekend of warm weather designated for strictly working on and around the grounds and equipment at Portola.

Our major accomplishments: The balloon track was realigned; the paint booth was moved to a new location; more paint was sanded off GP-20 2001; various areas and equipment were spruced up for the coming season.

Here follows as close an account as possible of those of you who gave of your time and labor.

One of our resident mechanics, Brian Challender came to the rescue as the first thing that failed was our steam cleaner and he did a quick and thorough job of getting it on line, and he later tested it out on the 849. Incidentally, he has put a lot of effort into building our new air system which we hope to have running by the end of the summer.

Renee McComb, LouAnn Milward and Anne Robertson-Worth cleaned up the diner as we served over 100 meals out of it and the business car. Dave McClain headed up work on the failed compressor coupling on Alaska F-7 1506, of which Jim Gridley and Mark Hemphill gave able help and John Ryzkowski entertained them all. The 1506 was made ready by Rail Fan Day and was an important part of that event's line up. Tom Potts and Jack Henderson took cleaning solvent and went completely over the exterior of a very dirty F-7 921. They also helped clean up track 4 where steam cleaning on locomotives had left a lot of residue and oil.

Troy Caton and Dave Hardin built the much needed stairs for our shower car, took parts off of the 2001 for future sandblasting, and also attacked the track 4 tar pit.

Steve Milward and Dave Waters installed windows on the southeast corner of the engine house in time for the paint booth to be moved. Dave also helped steam clean the 849 and the 2001. Norm Holmes and Dean Hill cleaned and organized the material area along track 1. Mary Ryzkowski cleaned windows on our active locomotives.

Roger Hepkema, our unofficial Macho Grande Track Foreman, and also ex-surveyor for the U.P., had done preliminary engineering on the balloon track and all was set for a crew to go out and pick up sections of the track, ties and all, and move it mere inches for a smoother, faster and safer one. He was aided with strong hands by Matt Parker, Gary Cousin, Fred James, Vic Neves, Mark French, Kent Stephens, Stephen Heib, and Jim Ley on the truck crane.

Mark Hemphill and Dale Sanders were whaling away on GP-20 2001 with hog air sanders to prep it for future painting. It is hoped that it will be ready to paint by this fall in its original orange and silver scheme. Mark also helped cleanup track 4.

Fred James and Vic Neves organized the tool room and on Sunday Vic took charge of the moving of the paint booth with the help of Stephen Heib, Errol Spangler, Bob Lindley, Herb Bundy, Matt Parker, Renee McComb, and Brian Challender. They managed to inch it over the pit track with only slight damage and now its future use is assured. Much credit must go to Hank Stiles who had done preliminary work but was called out by the U.P. to work this weekend. John and Janet McCormick got in some cleanup duty, Mike Falzone scrubbed down the yellow UP caboose and Debbie Joyner helped cleanup the detail work on the model railroad in the meeting room. Tom Moore, with a helper, whose name I didn't get, was busy working away on our future 220 3-phase (three cheers for them).

As food was provided for by the museum, and my thanks to the board for the funds, my everlasting gratitude goes out to Marilyn Hardin, LouAnn Milward, Pat Cousin, Pam Hodsun, Barbara Holmes, and Anne Robertson-Worth for helping me in feeding our rail beasts. Finally, many thanks to Hap Mani, our resident gopher who had helped me prepare for this weekend, and my apologies to those of you whose names I didn't get but did put in their time. Next year we're looking at May 20 and 21 for Work Party III so we'll see you then.

FIFTH ANNUAL

NATIONAL TRACK MOTORCAR CHAMPIONSHIPS

August 13, 1988 2:00 PM

at the Portola Railroad Museum!

SPONSORED BY THE FEATHER RIVER RAIL SOCIETY of Portola, California

Once again this year, you have a chance to pit your skills as a speeder operator against your fellow speeder owners in the clean summer air of the High Sierras. As before, the National Track Motorcar Championships will be divided into three separate classes: One-cylinder motorcars, Two-cylinder motorcars, and 4-or more cylinder motorcars in the "Unlimited" class. We will continue to use the same 300-meter course at the Portola Railroad Museum as in the past, but we should see even higher speeds over the timed runs thanks to some trackwork this spring.

At 2:00PM on August 13, 1988, the competition will begin with the formal introduction of each motorcar operator and his speeder to the public. Racing of the speeders will then begin, with each motorcar allowed three (3) runs for the best time over the 300-meter course. The fastest three times for each class of motorcar will be awarded trophies. All participants will receive a properly labeled award in recognition of their efforts. The award ceremony will directly follow the conclusion of the National Track Motorcar Championships (about 5PM).

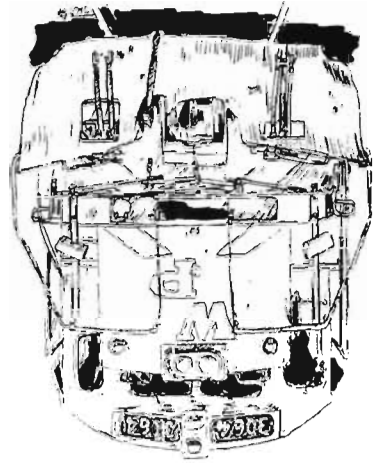
Following the awards ceremony, all motorcar operators (and their pit crews) are invited to a pot-luck B.Y.O.B. (Bring Your Own Burgers) Bar-B-Q to be held in the new picnic area on the museum grounds, and adjacent to the Finish Line of the National Track Motorcar Championships.

The fun doesn't stop here! After finishing dinner, the evening's entertainment begins. The feature this year will be YOUR home videos of your motorcar outings. We request that every participant bring your favorite video (we know that many of you have several great ones) for the enjoyment of the rest of us. The more outrageous, the better! We will start off with Dale (Palmdale) Wyant's new video on "How To Be Rude With Your Motorcar". Ever want to learn how to "spin doughnuts" with your motorcar on purpose? This video will show all of us how! - and more!!

To join in on the fun this year, please fill out and send in the attached registration form and insurance waver form - along with the \$10.00 registration fee - to the N.T.M.C. Vice-Chairman Ron Butler. For more information contact Wayne Monger or Ron Butler at the addresses below.

N.T.M.C. - Race Chairman
Wayne Monger
P.O. Box 9
Weed, CA. 96094

N.T.M.C. - Race Vice-Chairman
Ron Butler
19960 Portola Drive
Salinas, CA. 93908



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