



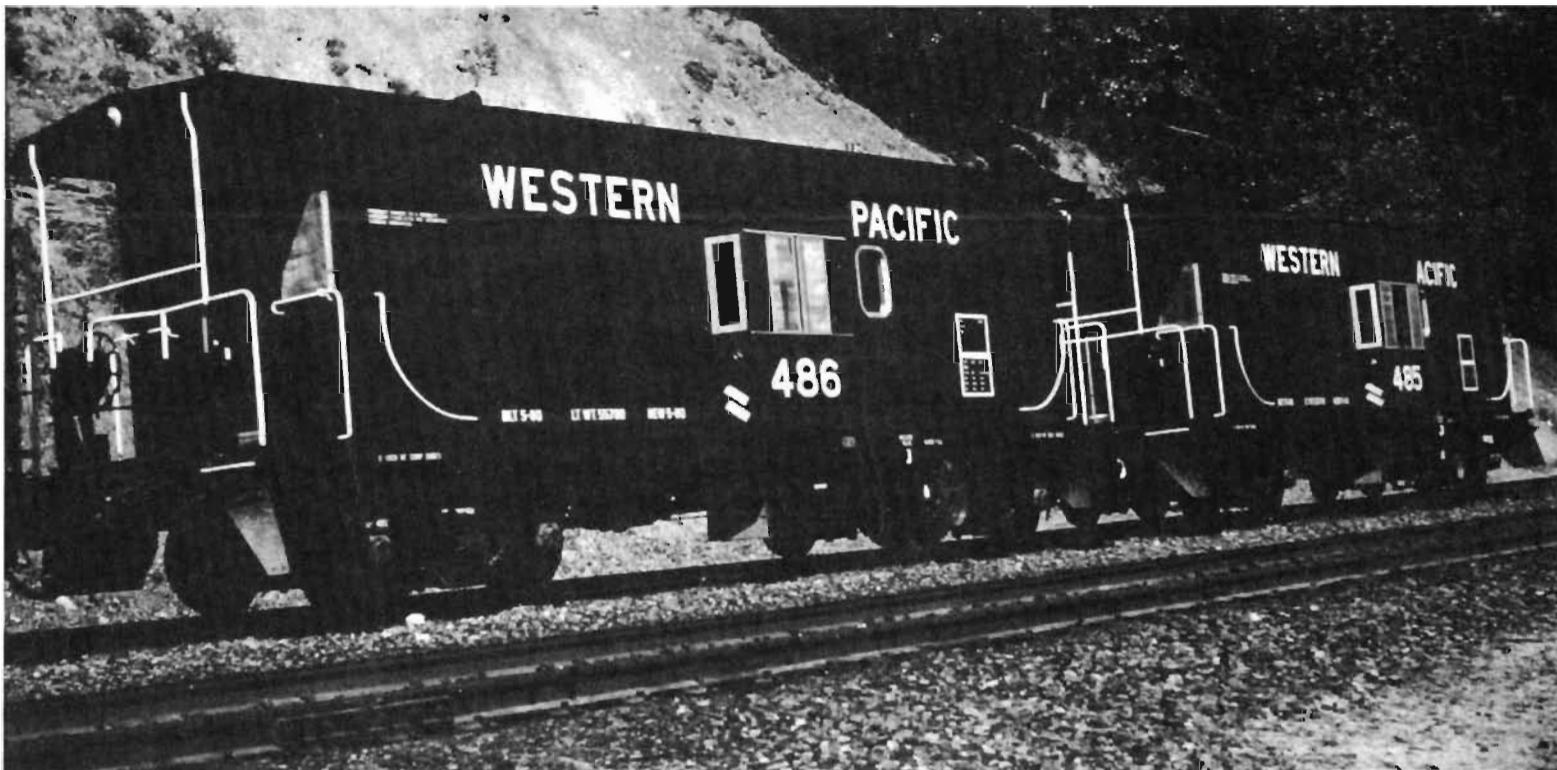
Preserving "The Feather River Route"

The Train Sheet

JULY - AUGUST, 1989

ISSUE NO. 38

\$1.50



WHEN THEY WERE NEW: WP'S LAST CABOOSE ORDER AND SOME OF THE LAST CABOOSES BUILT ARE DELIVERED IN A WEST BOUND TRAIN SHOWN HERE AT KEDDIE IN MID 1980. WE ARE FORTUNATE TO HAVE NO. 484 IN OUR MUSEUM. THE WESTERN RAILWAY MUSEUM AT RIO VISTA HAS NO. 483. ARE THESE THE ONLY ONES TO BE PRESERVED?

PHOTO BY CHRIS SKOW



FRRS

Feather River Rail Society

Preserving
"The Feather River
Route"

PO Box 8
Portola, California 96122

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, California. The FRRS is not associated with or supported by the Western Pacific Railroad.

FRRS Tax id number is 68-0002774

member



Tourist Railway Association Inc.

Board of Directors

Bruce Cooper
Norman Holmes
Jim Ley
Wayne Monger
Hank Stiles
Gordon Wollesen

Train Sheet Editor

Membership

Associate	\$ 15.00
Active	\$ 25.00
Family	\$ 30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote, except Associate.

PRESIDENT'S DESK

Our summer season is coming to an end. This has been our best so far. The every weekend train operation, regular schedule for FRSL's No. 8 and the dedication of our core of regular volunteers all added up to a successful year.

Sometimes in the rush to get things done we overlook thanking everyone who has come up to help. In the event we missed thanking you personally or left your name off the list in the Train Sheet, we do appreciate your work and hope you will come back. As one of Western Pacific's slogans was WP IS WILLING PEOPLE, we too are willing people.

BACK ROADS

Jerry Graham of Channel 4, San Francisco visited the museum August 30 to film a segment for his BACK ROADS program. It is expected to be aired in early November. An interview with Hap Manitt and runs by FRSL No. 8 were the star attractions. George Comer contacted Jerry last year with the idea of doing a story on our museum, the resulting publicity should be a great benefit.

BRASS MODELS

WP 1201 series, 12,000 gallon tank cars are being produced by Pecos River Brass. These HO models are made both in the 1929 version as built or as converted to AB brake system. They are available now through our Gift Shop for \$95.00 plus \$1.50 postage. California residents please add \$5.70 tax.

OTHER EVENTS

September 16, 1989 noon to 10 PM. Southern Pacific Historical & Technical Society. At Sonoma State College Commons, Santa Rosa. For further information call 415-574-6282 or 415-521-8614.

October 14-15, 1989. Rails to Trails Festival in Susanville. Hand car races, etc.

October 28, 1989. Virginia & Truckee Symposium. Carson City. For information call 702-883-3587.

SNACK BAR

Barbara Holmes turned over the snack bar manager's apron to Sue Cooper on July 15th. Emery Godard is still Head Cook, turning out his famous "Mc Emery" Burgers with (or without) grilled onions.

New items on the menu include Sue's Homemade Deli Sandwiches, made fresh daily, a child's special which includes a Peanut Butter and Jelly sandwich or a Hot Dog with chips and soda for one low price.

Sue reports that the snack bar did a great business especially on Railroad Days when customers were lined up six deep waiting for service. But everyone was served as quickly as possible with no complaints.

RAILROAD DAYS A SUCCESS

For a while it looked like the Feather River Railroad Days event would not happen this year. Then John Steffanic, last year chairman, agreed to head this year's event. It was decided to have the event only on Saturday, August 26. A parade was scheduled for 11 AM, spike driving at 2:30 PM and other events throughout the day. Meadwhile at the museum we had spent the previous two weeks readying the building & grounds for the crowds. The paint booth was removed and the pit covered with wafer board, the walls and floor were washed, garbage cans placed, our new museum owned porta-potties (portotoilets?) serviced and numerous other odd jobs completed.

On Friday afternoon three model railroad clubs began setting up their layouts. The Nevada Railroaders from Carson City and Thunder Mountain from Sacramento, both regulars from previous years in HO gauge. New this year was a group of O gauge model enthusiasts from Sacramento. The layouts pretty well filled the diesel house.

We had music again this year with the Union Pacific quartet invited by Skip Englert and the Good Time Guys friends of Maylou Smith alternating on Saturday afternoon. They performed from a stage made from a flat car moved onto track two. On Sunday the Good Time Guys played from the stage and also on the trains. This may be the last time we hear the quartet as UP is disbanding the group.

Train service operated from 11 AM to 5 PM on Saturday with three diesels alternating with two train sets. Most trains had capacity loads. On Sunday steamer No. 8 joined two diesels which operated from 10 AM to 4 PM. We had a full parking lot both days, but as there were no city park activities on Sunday our passenger count was about one-third of Saturdays.

We are greatly indebted to five Friends of the Nevada State Railroad Museum of Carson City for their assistance. These people helped in various positions both days and showed us how professional and dedicated they were. Without their help our work would have been much harder. We hope we will be able to return the favor next year at one of their events. We wish also to thank all those Rail Society members numbering over 30 who helped make the event a success. We especially wish to thank Steve Habeck who spent most of his summer time off at the museum, driving all the way up from Los Osos and Ed Crary from Mtn. View who came up for a few days and spent several weeks.

We now have a new directional sign on Road A-15, replacing the "temporary" sign erected five years ago. The new sign, painted by Gentry Signs, was installed by Norm Holmes and Gordon Wollesen.

The plastic paint booth is no more. The morning of Aug. 17, 5 members of the Outlaws, co-ed soft ball team along with six Rail Society members took down in one and one-half hours what took three days to build. The plastic had deteriorated, the space was needed and painting within the structure would have required exhaust fans and breathing apparatus. Besides a lot of locomotives are painted out of doors. Most of the lumber was salvaged for future use. The ball team wanted to help to get things ready for Railroad Days. Maylou Smith, a neighbor told them of our needs and they responded. Thanks...

Norm Holmes and Dean Hill drove to Westwood July 4th and returned with a gas powered welder and 250 gal. fuel tank donated by George Crandall. Dean has painted the tank and eaves of the oil house silver.

Brian Challender welded cracks in the low bed trailer. Phil Webb worked on the east roll-up door, replacing the side guides.

APPOINTMENT

George Oels, retired WP engineer has been appointed Road Foreman of Engines, replacing Bob Larson. George's first duty was to make test runs with Hank Stiles and Steve Habeck to qualify them as passenger train engineers. Both Hank and Steve have now been ok'd by the Portola City Council.

LIFE MEMBERS

Tom Brann and Drew Lewis (Pres. of UP Corp.) are our latest life time members. Welcome and thank you.

TRAIN SHEET EDITOR

We are again without a Train Sheet Editor. Dave Waters has been unable to devote the time necessary to get our publication back on time and has resigned. He did a beautiful job with computer graphics etc. and we thank him for his work. Anyone interested in helping in this department?

We wish to thank our membership for their patience during this period. We will do the best we can to get the Train Sheet to you ASAP. John Ryczkowski's HEADLIGHT also is delayed, but John promises an issue before year's end...

FALL WORK PARTY

Our spring work weekend is so successful that we are proposing a fall work party on Sept. 23-24. We have a number of projects that need to be completed before the snow flies: porch roofs over north side doorways, roof repair over machine shop area, window replacement, exhaust stack covers, air compressor roof, etc. We will provide lunch and dinner on Saturday, breakfast and lunch on Sunday. The cabooses will be serviced so in the event the nights are cold, the sleeping quarters will be warm. It would be helpful for you to bring tools for the projects you would like to work on.

OPERATIONS

This year's regular weekend train operations have increased the number of visitors to the museum. Diesel powered trains ran every weekend since Memorial Day except for the second weekend of each month when FRSL's No. 8 steamed around the balloon track to the delight of all. Regular crew members were Steve Habeck, Dean Hill, Norm Holmes, Jim Ley, Dave McClain and Geo. Oels as engineers on the diesel trains. Gary Cousin, Jim Gidley, Mat Parker and Gordon Wollesen were regular conductors. Other FRRS members worked as fireman and trainmen. Feather River Short Line regulars were Jim Boynton, engineer and John Marvin, fireman. Other "visiting firemen" were invited to run and fire the steamer.

DIESEL DOINGS

Hank Stiles completed the work on the brakes and exhaust system on WP 501. Terry Decottignies has been driving up from Chico to do the prep work and painting. He usually invites several of his employees to come up and help. Norm Holmes completed the paint job. Thanks to Terry, Hank and Norm, 501 was ready for its 50th birthday party on Railfan Day.

Yreka Western had a stock of Alco engine parts that they wanted to get rid of. Unfortunately they were sold to a local scrap dealer before we were informed. We were, however, able to purchase 539 and 251 heads, injector pumps, a aux. generator, a motor car engine and other parts from the scrapper at a reasonable price. Two trips (parts are heavy), one to Yreka and one to Redding netted us some valuable parts at scrap price. Norm Holmes and Tom Brann made the trip to Yreka, Norm and Barbara went to Redding.

more Diesel Doings

Our Alco S-1, No. 512 runs better now, Thanks to a speedy injector overhaul by Sierra Diesel in Reno. The switcher smoked much more than Alcos should, so we had to do something to be able to use the unit for Railroad Days. Bruce Cooper pulled and re-installed the injectors.

Doug Jensen continues to prep 2001 as his time permits. Looks like it won't be painted until next year. Nothing is being done on 805A, but it will be next in line for a major repair and paint effort.

DONATIONS

Henry Frick donated a number of timetables, R. M. Cadena donated a set of WP equipment drawings and George McCarron donated a "Science of Locomotive Management" book printed by WP in 1923. A very rare item.

The following have made cash donations to our museum: Geo. Bates, Robert Blanch, Milne Collis, Denny & Co., Harvey Duncan, Erik Fredsham, Mark French, Tom Gerald, Jim Gidley, Warren Gilleran, R. Gosch, Melvin Getzlaff, Harry Jamason, Jeff Jamason, Peter Martin, Alex Pancheco, Spencer Pattison, Mary Perry, Ron Reed, Roy Revis, Stuart Robinson, Gilbert Rodgers, Don Richmond, Ralph Shafer, Steve Unger, Robert Wilson. We thank you all.

GIFT SHOP

Norm Holmes has been managing the Gift Shop along with his other duties, keeping up the stock of books and other railroad related items. We are still looking for someone to take over this important source of funds so that Norm can get on to other endeavors. His wife, Barbara, now relieved of her responsibility of operating the snack bar, as been helping with sales along with Julie Anderson and Pat Cousin. The three ladies have done some rearranging making the shop more attractive. Hap, Gordon, Hank or Bruce open the shop for visitors whenever needed. A new catalog listing items carried in the shop will be mailed to all members later this year.

EQUIPMENT CLEANUP

Our new caboose, WP 484, has been washed with steel wool and cleanser by Ken Roller. The grimy dull finish was removed and a bright red color emerged. Steve Habeck re-worked the interior, replacing the missing bay window seats and electrical panel with parts from a Santa Fe caboose donated by Vintage Railway Eqpt. Thanks to Ken and Steve and UP we have a first class caboose.

WORK UPDATE TO THE FRRS MEMBERSHIP ON

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC

GENERAL ELECTRIC U25B #5057

BY WAYNE MONGER

At first glance to both visitors and members, it appears that little if any work has been done to our U25B #5057 so far in 1989. But upon closer inspection, visitors to our museum in Portola will notice evidence of many hours of labor performed on this locomotive by nearly a dozen FRRS members. And for those members who were lucky enough to be in Portola during the last week of June, the unfamiliar throaty sound of a Cooper-Bessmer FDL-16 rattling the windows of the engine house announced the next big step toward returning the former Milwaukee Road U25B to active status.

The work on our most powerful, operable four-axle locomotive has actually continued at a very slow, but steady rate since last summer. Both Wayne Monger and Richard Canino, who are in charge of the project to restore the #5057, have spent days identifying the many problems and missing parts that need repairing or replacing. Rich Canino has taken on the unglamorous job of tracking down and checking all of the wiring in the locomotive. Norman Holmes, in his many parts-gathering journeys that he makes every year, has brought home many of the items that were missing or are in desperate need of replacement when the locomotive first arrived in Portola from Nebraska. Some of these parts include replacement doors for the cab, control stand parts, a pilot for the rear of the unit, and "new" brake hangers that are missing. And thanks to the tremendous generosity of Lee Johnson and his employer, General Electric Transportation Services, new outer door hinges and missing panels were manufactured for us by the GE locomotive-building plant in Erie, PA.

So far this year, most of the actual hands-on work on the #5057 has taken place in June. Rich made two weekend trips to Portola from his home in the Bay Area to continue working on the locomotive electrical system. On June 17, Rich was joined by Wayne at Portola, starting procedures to find out if the locomotive could actually operate after nearly three years of inactivity. The next day, a track jack and much patience was used to break loose and turn the prime mover a full one and a half revolutions, proving that the locomotive could be started and run without any damage to the prime mover. Later that week, Wayne along with FRRS members Eugene Vicknar, Bruce Cooper, Gordon Wolleson, Hank Stiles, David Barr, Ed Crary and some of the guys from Vintage Railroad Equipment spent most of a day placing (and replacing) 8 locomotive batteries into the battery boxes of the #5057, plus helping out with other necessary jobs on the

locomotive to get it to the point where it could be started. Very active member Steve Habeck (who has spent a great number of his days off from work this summer at Portola working on many different projects) also helped out, by replacing the air hoses and adding new signal lines to both ends of our U25B.

The "big day" for the #5057 came on June 23, when the batteries were wired up and current put into the circuits. At 7:30PM, with the assistance of a can of "quick start" ether, the 5057 belched and roared to life, throwing years of soot and rust from inside the exhaust system out over anyone and everything nearby. Over the next several days, the big FDL-16 that is the heart of the U25B ran a total of 15 hours, while Wayne Monger, Bruce Cooper and others helped to track down and identify small problems seen only while a locomotive is operating, including the usual small oil leaks found on all old GE locomotives. Overall, the internal mechanical systems on our big GE are in surprising very good condition, along with a majority of the electrical systems. But thanks to more electrical problems and some incomplete circuits, the #5057 has yet to move under its own power as of mid-August. Wayne, along with the occasional help and suggestions from Hank Stiles, Bruce Cooper, Steve Habeck and Vic Neves, has been narrowing down the possible problems and getting closer to actual operation. Three full days of efforts were placed into putting back into proper order the major electrical switching circuits that are located under the cab floor. Many of these electrical components had been disconnected and left loose by previous owner Western Technical College of Sidney, Nebraska. In August, some of the people from this college that were instrumental in the donation of this locomotive to us stopped by while on vacation, and were quite happy (and rather surprised) at the progress made on the #5057. Thanks to their positive reaction, our museum may be getting a donation of some small related items still at Western Technical College, leftover from their military contract to train military personnel in locomotive maintenance.

In spite of the work done so far, there is still a long way to go before the #5057 is returned to the condition and appearance it was in when it began hauling freight for the Chicago, Milwaukee, St. Paul and Pacific Railroad, specifically behind the "Little Joes" and the Boxcars of The Milwaukee Road's "Pacific Extension" in the 1960's. The 16 years of spotty maintenance while on the bankrupt CMSt.P&P is still very evident, and will be dealt with as we get the replacement parts. Major items still in need of heavy work are the brake hangers on the wheels, sheet metal work inside and outside the cab, a new cab floor, replacement of the cab doors, straightening of the doors along the hood covering the engine compartment and placement of these same doors back on the locomotive with the new door hinges donated by General Electric. But with the

FEATHER RIVER RAIL SOCIETY
FIRST SUBDIVISION CLUB

For a few years now, there has been some desire on the part of the FRRS members that live in the San Francisco Bay Area to become more involved with the museum, inspite of the four hour plus driving time one way to Portola. Thanks to the efforts of members such as Gary Cousins, Vic Neves and Erv Hartung, there is now a set time and place for regional FRRS members to socialize, talk and learn about the latest at Portola without actually having to travel there. This loosely organized social meeting has been dubbed the "First Subdivision Club", named after the Western Pacific's First Subdivision line between Stockton and Oakland. There is already some interest in starting a "Second Sub Club" for the members in the Stockton/Modesto/Lodi/Sacramento area and a "Third Sub Club" for the members in the Marysville/Chico/Redding area of the Sacramento Valley.

The first meeting of the "First Sub Club" was held on April 1 at Victor Neves' house in San Leandro. Thanks to the efforts of membership officer Joe Way, notification of this meeting were sent in the mail to all FRRS members that live in the Bay Area region. In all, 27 members showed up to pack Vic's house with lively discussions and suggestions of how we as members can best help the museum and our society grow. FRRS Board member Wayne Monger and his wife Lynda Monger passed out a prepared members questionnaire to the people present to get some solid feedback as to what the membership as a whole are concerned about and what they would like to see done to increase involvement in our organization. (The results and suggestions from this survey were presented to your Board of Directors the next day in Portola.) Many great suggestions came from this first meeting, some of which included better facilities and accomidations for the working membership, setting up a regional phone message line to help with updated museum information and carpooling to and from Portola, order forms for individual name badges, a well publicized prioritized work projects list and the possibility of the regional groups getting together to concentrate on a specific project at our museum. Other items discussed during this first meeting was how extensive was the interest in modeling information, possible video and multi-media productions and the need to make the meetings of the "First Subdivision Club" a regular event. Before the evening's discussions came to an end, it was decided that the "First Sub Club" would meet about every three months. After this, the activities continued with slides from some of the participants on hand, and WP videos from Vic Neves' extensive collection. We all have to thank Gary Cousins for "getting the ball rolling" on this idea and then following up on it to a productive end. Unfortunately, the Cousins'

family moved from the Bay Area to Redding about a month before this first meeting, but Gary did make it to see just how well his efforts paid off.

The second meeting of the "First Subdivision Club" took place the evening of June 10 at the beautifully restored Southern Pacific Niles Depot in the old Niles district of Fremont, California. This meeting saw only 17 of the regional FRRS members show up for an evening of discussions led by Erv Hartung and Wayne Monger, refreshments (including two pizzas delivered to the depot), a tour of the large model railroad being built in the basement, and slides from some of the people on hand. Thanks to the generosity of the people at the Niles Depot, the "First Sub Club" now has a very classy and impressive "home" to meet in. Most of the discussions at this meeting centered around the summertime plans at our museum and developments since the first meeting.

We hope that many more of our members from not only the San Francisco Bay Area but other areas will attend the next "fun-filled" meeting of the "First Subdivision Club". The next meeting is:

SATURDAY SEPTEMBER 16, 1989
7:00PM

At The OLD SP NILES DEPOT
(Located Along Mission Blvd. in the Niles District of Fremont)

* Tell a Friend and Bring Along A Neighbor!*

FOR MORE INFORMATION CALL:

Erv Hartung at (415) 727-0253

or

Victor Neves at (415) 352-4373

con't from page 5
doors off and the internal works exposed on the #5057, this locomotive has been a favorite display of many of our visitors this summer, allowing them to see what actually makes a locomotive run.

With some luck and lots of spare time for the people working on the #5057, this member of the collection at our museum that represents a very important step in the evolution of the diesel locomotive will be fully restored and repainted in less than two years. Meantime, the work will continue at a slow pace, and the sound of the FDL-16 prime mover will occasionally break the current all-EMD sound found at our museum.

Late breaking news: On September 4th 5057 moved under its own power. All systems seem to be working properly. The engine shut itself down several times due to a low-water protective device - typical of early GE's according to WP engineers...

SIXTH ANNUAL NATIONAL TRACK MOTORCAR

CHAMPIONSHIPS

AUGUST 5, 1989

This years National Track Motorcar Championships was by far the best attended, the most watched and the most fun of any of the motorcar races held at the Portola Railroad Museum yet! And as is the real reason for having this event, our museum's Gift Shop, snack bar and donation box saw a very good flow of the "green stuff" that makes our museum run.

Work on the 1989 version of the NTMC was begun by co-chairman Ron Butler of Salinas back in May, when he and his very busy computer sent out notices to the nearly 100 interested people that own motor cars. In June, the other co-chairman, Wayne Monger, put together announcements, registration forms and waiver for Ron to send out to the motor car owners.

The real work of getting the museum grounds ready for this event took place on August 4. Steve Habeck took care of directing the switching operations needed to clear out the tracks for the motorcars. Ron Butler with Wayne and Lynda Monger spent the day setting up the picnic area for the post-race Bar-B-Q, getting the announcers stand set up, putting in place the scoreboard, hanging up the Welcome Race Fans banner and numerous small jobs that were required. By mid-afternoon, people with their motorcars were already arriving at Portola, unloading them and getting in some warm-up time on museum trackage. As the sun set, there was an almost continous "putt-putt" sound coming from all corners of the museum property.

The final preparations for this event shifted into high gear on Saturday morning. Various work crews directed by Gordon Wollesen, Steve Habeck, Norm Holmes and Gary Cousins took care of the final decorations for the start and finish lines, checking operation of the radios, placing the handcar and velocipede on display and many other details. Vic Neves loaned the use of his P.A. System for announcing the races to the public and even found time to set it up between working on his and other motorcars. Wayne and Mel Moore made sure that all motorcar operators were properly registered. Finally, with everything ready, all motorcar owners/operators and personnel involved gathered at noon in the meeting room for a rules and orientation meeting. Following the meeting, the motorcar operators had another half hour to fine tune their cars.

As in the past, the start line for the race was the concrete walkway leading to the diesel house, while the finish line is 300 meters (967.5 feet) to the west near our picnic area.

This 1989 race was the best attended in terms of operating motorcars. At the start of the race we had 20 cars ready to go. The cars were divided into three classes based upon what each motorcar is powered by and what modifications, if any, have been made. Finally, the number of cars in each class was more evenly split, with eight in each of the "one-piston" and "two-piston" classes, and four in the "unlimited" class. Each motorcar had three runs for a best time over the course.

The top of the "one-piston" class was dominated this year by the big S-2 cars. First place was earned by Ron Allen of Carson City with his ex ATSF S-2 getting a low time of 30.7 seconds. In second place came Bob Mahan of Ventura with his ex American Crystal Sugar S-2 time of 31.7 seconds. Third place was taken by Errol Spangler on his stripped-down "micro" ex Quincy RR M-9 with a time of 33.6 seconds. A very surprising fourth place was taken by Wayne Monger on his ex WP M-19 with a time of 39.3 seconds. Fifth place went to new motorcar operator, Bruce Cooper, who made the run in 42.4 seconds. Sixth place was taken by Bill and Scott Vogel with their ex Sierra M-9's time of 42.8 seconds, followed by Paul Jarmusz's M-9 in 48.4 and Dale Wyant's M-19 who's best time was only 55.0 seconds.

In the "two-piston" class Vic Neves and Ron Butler swapped finishing positions from last year. Vic Neves got the first place blue ribbon on his former SP Mt-19 with a low time of 29.9 seconds. Second place was captured by William Kaminsky on his M-19AA with a time of 30.5 seconds. Third place was taken by Ron Butler with a Mt-19 in 31.3 seconds. In fourth place was Hank Stiles at 32.7, fifth place went to Dave Anderson. In sixth place was Chad Newman, followed by Andy Carlson and John Stahl.

The contest for first place in the "unlimited" class this year was over even before the races started. FRRS members Bob Beattie, Fred Nesselrode and Tom Joblonski volunteered to rebuild the ex WP Fairmont A-8 gang car that your Society had obtained from the UP last year. These guys, all employees of Mallory Electric in Reno, volunteered their time and the parts to turn this car into a truly impressive "motorcar" equipped with a rebuilt super-charged flathead Ford V-8 with drag racing parts. This car was over 5 seconds faster

than its nearest competitor - but of course what do you expect from something that has six more cylinders and a few hundred horsepower than anything else running that day! The winning first place was an amazing 21.6 seconds. It certainly was a crowd pleaser.

The other three cars in the "unlimited" class were Mt-19s modified with rubber tires. Taking second place ribbon was Gary Boots from Paradise with a time of 26.9 seconds. Taking third place was Tom Mercer with a best time of 27.8 seconds and in fourth place was Dudley Newman with a top time of 29.5 seconds. This is also an impressive performance to have all participants in this class under the magic 30 second mark.

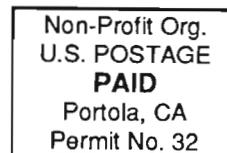
Upon conclusion of the races at 4:15 PM, the awards ceremony was held on the announcer's stand. Then at 5:00 PM, most of the motorcar owners and pit crews plus many of the remaining spectators headed for

the picnic area for the post-race Bar-B-Q. The evening activities concluded in the meeting room with home videos of other motorcar trips made by various FRRS members.

Special thanks goes to the people that helped make this event run so smoothly this year for both Wayne and Ron. These people were Steve Habeck and Gordon Wollesen who together worked the stop watch and finish line. At the start line, there was Gary and Pat Cousins who gave starting directions to the motorcars and directed operations at that end, plus Mel Moore for taking care of the recording of the results on the chalkboard. Holding down the lonely outpost at the track #3 switch was the "smiling switchman" Dale Greenig. And a real special thanks to Steve Milward for being the announcer for three hours in the hot sun.

-Wayne Monger and Ron Butler-

The Train Sheet
Feather River Rail Society
PO Box 8
Portola, California 96122



Address Correction Requested

Dated Material - Please do not delay