

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 57

September/October 1992

## The FRRS Welcomes Silver State TRAIN '92 Conventioneers



*Baldwin AS-616 O&NW #4 leads Train 4, the Gondola Train, on Railfan Day, September 19, 1992. Photo by Norm Holmes.*

### Inside this Issue:

- Reports from around the museum.
- Results of the National Track Motorcar Races.
- News of the Silver State TRAIN '92 Convention.



# Feather River Rail Society \*\*\*\*\* Portola Railroad Museum

Preserving

*"The Feather River Route"*

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

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

*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 Western Pacific Railroad or the Union Pacific Railroad.*

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

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### Membership

Associate----- \$15.00  
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Life----- \$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the The Headlight.

# From the Desk of the President



**COOPERATION.** While there is a certain amount of competition among various museums and tourist railways for passengers, visitors and equipment at certain times and in certain areas, we are all more or less in the same business: Railroad Preservation.

Occasionally we learn of some piece of equipment that may be available. If we do not want it for whatever reason and know of someone who can use it, it behooves us to let them know. We would expect the same courtesy in return. The same applies to telling visitors or passengers of other railroad attractions in our area. Our brochure rack contains a number of flyers from other museums.

We can all benefit from cooperation.

--Norman W. Holmes

## Membership Directory

As announced in previous issues of the Train Sheet, we will be publishing our first membership directory. As now decided by the Board of Directors, it will contain only the name and city of each member. If any member does NOT wish to be listed at all in the directory, OR wishes that their address and/or telephone number be included in the membership roster, they must inform the FRRS in writing before December 15, 1992. If we do NOT hear from you, your name and city WILL be included in it.

## Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
- Issue 7 Double Issue with color cover, Western Pacific FT's.

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

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# The FRRS Welcomes Silver State TRAIN '92 Conventioneers

A brief description follows of the Feather River Rail Society and the Portola Railroad Museum for the benefit of Silver State TRAIN '92 Conventioneers and for the many newcomers to the Feather River Rail Society.

The Portola Railroad Museum in Portola, California, is located at the 5,000 foot level in the Sierra Nevada Mountains, near the headwaters of the Feather River. The museum is a 39 acre former locomotive service facility in use by the Western Pacific Railroad from 1954 to 1974. The non-profit, tax exempt Feather River Rail Society was formed in February 1983 by local rail enthusiasts and railroad employees solely for the purpose of promoting the idea of preserving the history and equipment of the Western Pacific Railroad. The Feather River Rail Society operates the Portola Railroad Museum.

This site includes a 16,000 square foot, 220 foot long shop building and two and one half miles of trackage. Western Pacific's last remaining "covered wagon" diesel unit, 921D, an EMD F7, was donated to the museum in August 1983, at Portola's first annual Feather River Railroad Days. Numerous donations of Western Pacific equipment from Union Pacific followed. Union Pacific's last built double engine "Centennial" locomotive was donated to the museum in August 1984. During the past several years, members of the Feather River Rail Society have spent thousands of volunteer hours and tens of thousands of donated dollars on the improvement of the museum grounds, plus the purchase and repair of historical railroad equipment from other lines. The work continues on a year round basis.

The theme of the Portola Railroad Museum is a living museum in the form of a small railroad locomotive facility typical of the 1940's, 50's, and 60's. We hope to provide our visitors with an "up close and personal" experience of what it was like to be around such a facility. Unlike other railroad museums, we encourage our visitors to climb up into the cab of a locomotive and sit in the engineer's seat, or to ride in a caboose behind a freight train.

The FRRS has a unique Rent-A-Locomotive program that allows people to fulfill their wildest dream by operating a real diesel locomotive with their own private instructor.

Scheduled events include Track Motorcar Races, Feather River Railroad Days and Railfan Day, on which trains of the 1930's, 1940's, and 1950's are re-created and run for the joy of photographers and history buffs. We also operate a Christmas-time "Santa Train."

FRRS Mission Statement: The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, the railroad history of Northern California and the history of the evolution of the diesel locomotive in North America over the past 50 years.

To this end, the Feather River Rail Society now has at Portola, one of the largest and most historic collections of diesel locomotives in the United States.

Enjoy your visit!

## FRRS Locomotive Roster

Road	No.	Mfr.	Model	Bldr. No.	Blt.	Acqrd.	Hpower.	History
FR&W	1	PLY	ML-8	4504	-43	12-86	250hp	x WCTU 1, xxUSA QMC (gasoline)
KCC	2	ALCO	RS-3	78371	11-50	8-85	1600hp	x American Smelting
KCC	3	ALCO	RS-3	78372	11-50	10-85	1600hp	x American Smelting
O&NW	3	BLH	AS-616	75470	5-52	5-92	1600hp	x SP 5274
O&NW	4	BLH	AS-616	75449	3-52	4-92	1600hp	x SP 5253 xx McCloud 34
USS	16	BLH	S-12	75912	10-53	10-92	1200hp	x McCloud 30, xx Rayonier 203
NVR	51	BLW	DS-4-4-660	73042	11-46	11-90	660hp	x MF&M 1, xx SNC 51
FR&W	80	GE	80T	15671	8-42	7-88	500hp	x USA 7376
FR&W	81	GE	80T	31853	-53	7-88	500hp	x USA 1694
KCC	104	ALCO	RS-2	77888	1-50	11-85	1500hp	(Nevada Mines, Ely) x KCC 908
WP	501	EMC	SW-1	906	8-39	2-88	600hp	x Corn Products 1, xx SN 401
WP	506	ALCO	S-1	69687	5-42	8-88	660hp	x ST&E 506
WP	512	ALCO	S-1	69514	11-41	11-88	660hp	x USA 7372
FR&W	541	ALCO/GE	MRS-1	80352	6-53	10-91	1600hp	x USA 2119, xx USN
FR&W	544	ALCO/GE	MRS-1	80355	6-53	9-91	1600hp	x USA 2122, xx USN
LI	604	ALCO	FA-2	81086	6-56	7-87	1600hp	x L&N 314
WP	608	EMC	NW-2u	1000	5-40	12-84	1200hp	x UP 1001
WP	707	EMD	GP-7	17031	10-52	2-87	1500hp	
WP	708	EMD	GP-7	17056	10-52	11-84	1500hp	
KMC	778	GE	125T	33348	4-58	10-85		x Chino mines 104 (electric)
WP	805A	EMD	FP-7A	9004	1-50	7-87	1500hp	x L&NW 49
UP	849	EMD	GP-30	27558	9-62	7-86	2250hp	
WP	921D	EMD	F7-A	8979	1-50	7-83	1500hp	
WP	925C	GMDD	F7B	A214	-55	5-91	1750hp	x CN 9190 upgraded to F9B specs.10-72
WP	2001	EMD	GP-20	25623	12-59	7-85	2000hp	
WP	3051	GE	U30B	36451	9-67	1-85	3000hp	
SP	4004	ALCO	RS-32	84029	3-62	4-90	2000hp	x SP 7304
SP	4404	EMD	SD-9E	20206	4-55	12-91	1750hp	x SP 5428 xx SP 3906
MILW	5057	GE	U25B	35640	6-65	8-87	2500hp	
UP	6946	EMD	DDA40X	35520	9-71	8-84	6600hp	

## Professionalism, Part II

By David Dewey

In our previous article, we mentioned that the standards used to care for a museum's collection define its professionalism. This time, we'll look at one of the accepted standards.

Since nothing is forever (Although the exception has been accepted to be "Death and Taxes"; but now they're changing the tax codes and re-defining what can legally be defined as death!), a suitable length of time to safely preserve an object must be defined. Most conservators (those who preserve, not usually restore objects) like to follow procedures that are believed will allow the object to retain its original conditions for 100 years. This is a somewhat arbitrary number, based on the belief that, within that time period, new technology will introduce methods to continue the object's preservation. Of course, 100 years from now we cannot know what preservation technology will be like, nor what value society will place upon the collection.

OK, you're thinking; but our stuff is outside and in use much of the time; what can we do? If our mission is to maintain an operating museum, then we can establish standards that will permit us to operate the units in their preserved state for the next hundred years. This requires researching at what rate parts normally wear out, how often units need to be run to keep seals intact, what spare parts to have in reserve, and anything else that causes deterioration. Operation of the equipment then follows these guidelines. There may be some pieces of equipment that will be seldom used because of their level of significance to our collection.

Obviously there are many factors that are out of our control; unexpected breakdowns, accidents, availability of fuel, etc. What defines our professionalism is how we handle what factors we can logically control, and the consistency we use in following our standards.

As far as I know, we will be on the "cutting edge" of the museum community by establishing such standards; the idea of an operating museum is still in its infancy, and we're helping write the book.

Now some more "buzz word" definitions.

**Interpretation:** As defined by Freeman Tilden in 1957, "An educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information." He also adds, "Interpretation is the revelation of a larger truth that lies behind any statement of fact," and: "Interpretation should capitalize mere curiosity for the enrichment of the human mind and spirit." WOW!

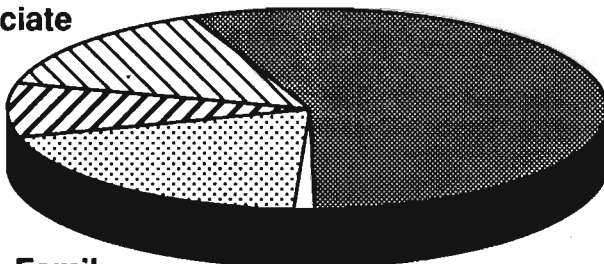
**Docent:** This is an old word, first utilized by the Boston Museum of Fine Arts in 1907. A docent, traditionally, is a person (normally a volunteer), trained to interact with visitors in an educational manner. Today docents are also volunteer personnel who do specialized work that assists the museum in its educational pursuits (this can cover a wide variety of work, including feeding the other volunteers!).

## Membership Report

as of October 20, 1992

149 Associate

85 Life



571 Active

201 Family

12 Sustaining

Total FRRS membership is 1,018.

Of these, 30 are Charter members.

## Donations

The following people have made generous cash donations to the FRRS to help us to continue to operate:

*Norman Anderson*

*Stephen Brown*

*David Burton*

*James Connell*

*Joseph Fernandes*

*Jim Folsom*

*Erik Frodsham*

*Joseph & Martha Fuhriq*

*Barry Garrett*

*Warren Gilleran*

*William Hartley Family*

*Wayne Isaef*

*Bob Keene*

*John & Janet McCormick*

*Walter Ozanick*

*Bruce Parkinson*

*Dan & Margret Parnell*

*Spencer Pattison*

*Marwin Pitts*

*Stuart Robinson*

*Erwin & Virginia Rosa*

*Richard & Susan Stevens*

*Robert Stevenson*

*Kenneth Thompson*

*Michael Tolich*

*Joe Vondracek*

## New Life Members

The following people have recently joined the ranks of FRRS life members. Thank you all; we're glad to have you aboard.

**David Bergman**

from Canoga Park, CA

**Leigh Bradbury**

from Monterey, CA

**Graham J. Cruz**

from San Diego, CA

**David R. Neighbors**

from North Highlands, CA

**Andy Petersen**

from Beaverton, OR

**Colleen Thompson**

from Santa Paula, CA

# Results of the 1992 (9th Annual) National Track Motorcar Races

held on Saturday, August 1, 1992 sponsored by the FRRS.

By Wayne Monger

The format of the NTMC is that each motorcar operator/owner operates 3 times from a standing start over a 300 meter (976 feet) length of track in an attempt to post a competitive time. At the end of the races, the best time from each participant is selected and is compared with others in the same class. 1st, 2nd and 3rd place ribbons are awarded with participant ribbons to all others. Due to popular demand, a "Women's Class" Exhibition division was initiated with great success and enthusiasm and will be continued in the future.

The 1992 NTMC had a total of 32 motorcars participating with a total of 39 operators competing. Due to the size that the NTMC has grown to, the 1993 NTMC will be modified to allow each participant only 2 runs each instead of three to cut down on the length of the competition. In 1992, the competition ran nearly 5 hours long instead of the usual 3 hours.

FRRS members that worked at the 1992 NTMC and made sure that it was a success were: Vic Neves and Gary Cousin as the P.A. announcers; Errol Spangler, Norm Holmes, Larry Hanlon, Hank Stiles and Ed Warren at the start line; Gordon Wollesen and Steve Habeck handling the timing at the finish line; Jim Ley with the radar gun at the finish line; Julie Anderson, June Anderson and Lynda Monger at the scoreboard plus Pat Cousin who designed and produced the Women's Division ribbons.

The next day on August 2, 1992, 31 motorcars (many of the ones listed below plus a few additional cars owned by the FRRS members that worked the NTMC) operated two round trips of 28 miles each on an FRRS-sponsored motorcar excursion over the Almanor Railroad at Chester, CA. To cut down on the time problems of loading and unloading motorcars at Chester, the motorcars operated in 2 groups of 16 and 15 cars each. The first group of cars was under the command of Vic Neves and Walt Ozanick, while the second group of 15 cars was under the command of Wayne Monger and Hank Stiles. The two groups met twice at the only siding on the Almanor Railroad 5 miles west of the UP/Almanor connection of Clear Creek Jct. Next year, this run will be an MOW run and will require MOW (ARRO) insurance for all operators.

The final NTMC results follow showing the best elapsed time:

Class "A" Factory-built motorcars with 1-cylinder 2-stroke engines.

(Fairmont M-Series and S-series cars)

1st Place - Bob Mahan, Ventura, CA, 34.52 seconds. Fairmont S-2 built 1957.

2nd Place - Wayne Monger, Benicia, CA, 47.21 seconds. Fairmont M-19 built 1941.

3rd Place - Roy Gabriel, Sacramento, CA, 50.78 seconds. Fairmont M-9 built 1956.

Class "B" Factory-built motorcars with 2-cylinder 2-stroke engines.

(Fairmont cars equipped with "A-A" engines.)

1st Place - Bill Banta, Turlock, CA, 42.68 seconds. Fairmont ST-2-AA built 1972.

Class "C" Factory-built motorcars with 2-cylinder 4-stroke engines.

(Fairmont MT-series and ST-series cars and others.)

1st Place - Mel LaBoyne, Renton, WA, 30.78 seconds. Fairmont MT-19B built 1987.

2nd Place - Gil Dominguez, Fair Oaks, CA, 32.40 seconds. Fairmont MT-19A.

3rd Place - George Inness, Portland, OR, 32.68 seconds. Fairmont MT-19B.

4th Place - Richard Brickell, Reno, NV, 33.06 seconds. Buda car.

5th Place - Erik Young, Sutter Creek, CA, 33.09 seconds. Fairmont MT-19A.

6th Place - Joe Nemmer, Sonora, CA, 33.40 seconds. Fairmont MT-19A.

Finishing 7th place through 23rd place in order were: Steve Alley, Don Massey, Tom Shelnutt, Gerald Marsh, a tie between Dave McClain and Dave Anderson, Glenn Hanson, Mike Raposa, Allen Hansen, Ron Allen, David Dewey, Vern Montague, John Cottingham, Glenn Beier, Don Connelly, Howard Hansen and Bob Lindley.

Class "D" Factory-built cars equipped with 2-cylinder 4-stroke engines AND rubber tires. (Fairmont MT-series cars.)

1st Place - Gary Boots, Paradise, CA, 25.48 seconds. Fairmont MT-19A built 1967.

2nd Place - Walt Ozanick, Milpitas, CA, 25.65 seconds. Fairmont MT-19A built 1978.

3rd Place - Joe Boots, Paradise, CA, 25.71 seconds. Fairmont MT-19A built 1967.

4th Place - Tom Mercer and Dale Greenig, Sacramento, CA, 30.67 seconds. Fairmont MT-19A built 1970.

Class "E" - Exhibition Class. Includes all cars that do not fall into the above classes, such as: All cars with 4-cylinder or larger motors, homebuilt cars, alternate powered cars, rail bikes, hi-rail equipped vehicles.

Bob Beattie, Carson City, NV. 24.68 seconds. Fairmont A-8 gang car built in 1950 modified with a V-8 Ford engine upgraded with drag racing components.

John Phillips, Oakland, CA, 32.96 seconds. Homebuilt car built in 1990.

Class "W" - Women's Division Exhibition Class - an unrestricted selection of cars was used for this competition.

1st Place - Janet Dominguez, Fair Oaks, CA, 31.68 seconds. Fairmont MT-19A.

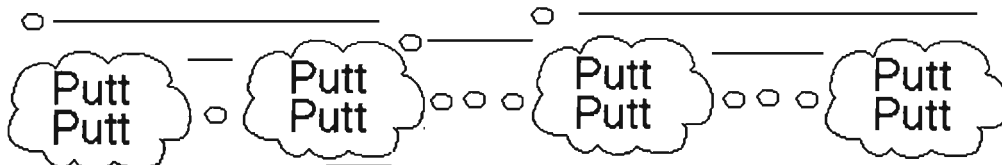
2nd Place - Melony Evans, Palmdale, CA, 34.37 seconds. Fairmont MT-19A built 1972.

3rd Place - Gayle McClain, Colfax, CA, 37.18 seconds. Fairmont MT-19 built 1981.

4th Place - Pat Cousin, Redding, CA, 38.06 seconds. Fairmont MT-14 built 1984.

5th Place - Carol Foster, Sparks, NV, 40.56 seconds. Fairmont A-3 gang car built 1953.

6th Place - Becky Hawkins, Sparks, NV, 41.56 seconds. Fairmont A-3 gang car built 1953.





# Around the Museum

A record! Between September 2, 1992 and September 18, 1992, three diesel locomotives were started that had not run for as much as 12 years. SP 4404 was delivered with a broken piston rod which damaged the "P" pipe and crankcase when it let go. Bill Alexander and son Robert, with a lot of assistance from Hank Stiles, repaired the block, installed new liners, rods, pistons, rings and bearings. On September 2, 1992, the engine was started and it ran fine. Reinstallation of removed electrical equipment was made and the unit moved under its own power on September 7, 1992. O&NW BLH AS-616 No. 4 was first started after an eight year rest early in September. After completion of reattaching the traction motor cables, it moved under its power on September 18, 1992. On September 13, 1992, ALCO/GE MRS-1 No. 541's engine was started for the first time in probably 12 years or more. The engine ran fine! New fuel was put in the tank (the old fuel - some 1500 gallons, was mixed with 7600 gallons in our fuel tank car as it tested OK, but was weak). The batteries were charged -- yes 20 year old batteries, dead for 12 years or more took a charge and started the engine. Work on the electrical and air systems will be needed before the unit can operate. Also we discovered that all the radiators were leaking on the bottom, probably because of freezing. Hank Stiles, assisted by Jim Ley and Dave Anderson removed a set of radiators from one of the soon-to-be-scraped units at LMC in Richmond and brought the 1760 lbs. of radiators back to Portola to be exchanged later.

Thanks to the efforts of Jerry Todd, we now have a track pan located on No. 3 track at Terminal. It is made of galvanized steel - 60 feet long and will drain into the oil-water separator which WP used when this facility was active. The

pan was needed so that the oil and sludge that we wash off locomotives with our high pressure washer will have some place safe to go. We paid only for the materials, Jerry donated the labor.

New FRRS member Merrill Turpin, an experienced glass man, replaced all of the badly frosted plastic windows in the MP 13878 caboose. Now our riders will be able to see out! Also replaced was a cracked windshield in WP 501. More glass replacements will be forthcoming.

Look for Larry Hanlon's 805A Report in the next issue.

## Lease transfer

During our earlier growth period, some of the equipment at our museum that was donated by Union Pacific was actually given to the City of Portola. Now that we have the lease on the property and the City is no longer involved, we asked the City to transfer title of this equipment to our Society. Therefore, we now own WP 921D, WP 2001, UP 6946 and five freight cars that were formerly City property. We wish to thank the Portola City Council for their cooperation.

## New equipment

Gain one - lose one. Member Ed Long, an Amtrak engineer called us recently with the information that US Steel/POSCO at Pittsburg, CA, was disposing of its four Baldwin diesel switchers in favor of two GMD SW 1200 units on lease from RELCO. A call to USS/POSCO and RELCO confirmed the fact. One unit, No. 16, was purchased new by McCloud River Railroad as their No. 30. It was sold to Rayonier in 1963 where it became No. 203 and subsequently sold to US Steel. This S-12 was deemed to be a desirable addition to

our collection and Board permission was given to Norm Holmes to negotiate a satisfactory deal to acquire the locomotive and, if available, spare parts. A satisfactory price was agreed upon for the locomotive and arrangements are underway to move the unit to Portola. As of this writing we are still discussing acquiring the large supply of spare parts. The unit now has roller-bearing trucks, so we do not expect a problem with moving it on its own wheels.

Back in 1986, USS/POSCO donated a GE 80 ton center cab diesel to our organization. The unit had very bad wheels, one engine needed repair, the electrical cabinet needed rewiring, the windows were all broken (while it was outside their plant awaiting shipment) and the body needed repair. It was loaded on a flat car and shipped to Portola. Since that time we have acquired two larger GE 80 ton diesels in much better condition and have put the US Steel GE up for sale for parts or whatever. A man in Washington state wanted to buy it for a display piece so we decided to sell it. The sale price will go towards the purchase cost of the US Steel Baldwin S-12. Complete details will appear in the next Train Sheet.

## E9s

Union Pacific's E9s, 951, 949 and 970B were moved in June to VMV Mfg. Co. in Paducah, Kentucky for rebuilding. Railfan & Railroad Magazine said, "in a span of 17 years, 970B was neutered, sold three times, wound up in the hands of its original owner and returned to the same shop where it was neutered to be rebuilt into a powered unit again."

As most of our readers know, 970B was purchased by the FRRS from the Alaska Railroad. After learning of the Union Pacific's interest in reacquiring it, the FRRS then donated it to the Union Pacific. We would like to invite all three E units to our 10th anniversary covered wagon celebration to be held in July, 1994.

## Ken Roller

Work has been going on to refurbish our UP outfit car which some time ago was named "Silver Debris." The object has been to provide suitable living quarters for our well-known track man and artist, Ken Roller. Ken needed a new place to live and agreed to reside at the museum so that we would have someone on the property at all times, and specifically a night watchman. Assisting in the renovation have been Gordon Wollesen, Norman Holmes, Barbara Holmes, Bob Garrigan, Rose Hersted, Dave Bergman and Art Bergman.



# WP LIVES!

## Railfan Day

Our seventh annual Railfan Day, September 19, 1992, featured operation of no less than nine (9) diesel locomotives from our collection. In addition MRS No. 541 had its diesel engine running. Next year we will try for 12! During the course of the day from 10:00 AM until 5:00 PM twelve trains were operated with different freight car consists for photographers and visitors. Of special interest was a first day of operation of O&NW BLH AS-616 No. 4, which had only moved under its own power the day before since coming to Portola. SP 4404 our SD-9 "Cadillac" also pulled a train for the first time since it was repaired. We had three Cotton Belt box cars stored for Doug Morgan, so an SP consist with an SP caboose was operated.

Following the day's activities, Sue Cooper prepared a great spaghetti dinner. A slide show by Vic Neves and others was interrupted after dark by the need to have a night photo session featuring O&NW 3, 4 and caboose 300. Operating crews for the day consisted of conductors Ed Warren and Mark French, engineers Dave McClain, Jim Ley, Hank Stiles, Steve Habeck and Wayne Monger. Trainmen and Firemen were Peter Langdon, Mardi Langdon, Larry Hanlon, Jack Palmer, Tom Clabaugh, Matt Barton and Charlie Tronoff.

Preparations for the event and returning the cars and locomotives to their usual locations were carried out under the direction of Steve Habeck with the help of a number of crew members listed above. It took the better part of two days to get everything in place and a day to return it. Our train and engine crews do nice work!!!

We had 82 paid gate admissions; maybe next year we can get more publicity, -- where else can one find so many first and second generation diesels operating in one day?

## We are sorry

Issue #8 of the Headlight has been delayed. We expect to have it published within the next 30 days. Your continued patience is appreciated. Look for Chris Skow's story about the Sperry Car on the WP among many other interesting features.

## Southern Regional Meet

President Norm Holmes finally was able to attend the FRRS Southern Regional Meet held this year on October 17, 1992. This is the third year this event has been held and it has become a popular get-together for our members who live in Southern California (although one member flew out from Tennessee!)

The all day event, held in the LaHabra Senior Center, was well attended with about 85 members participating. There were two WP modeling clinics as well as several slide shows by Ken Rattenne and Norm Holmes. A WP model display and a best of each category contest were held. A raffle of donated prizes completed the meet, where seven new members were signed up. We wish to thank Peter Solyom for hosting the event and his helpers: Sue Solyom, Tom Bacarella, Tom Clabaugh, Steve Phillips, John Brown and others who helped to make this meet a success.

## TRAIN Convention

The Tourist Railway Association Convention takes place November 4-8, 1992. We wish to thank the Nevada State Railroad Museum and the TRAIN convention committee for all their help in planning and helping to carry out the numerous details necessary for a successful convention. Complete details of the convention will appear in the next issue of the Train Sheet. For now, the FRRS welcomes all who are attending the Reno Silver State Train '92 Convention.

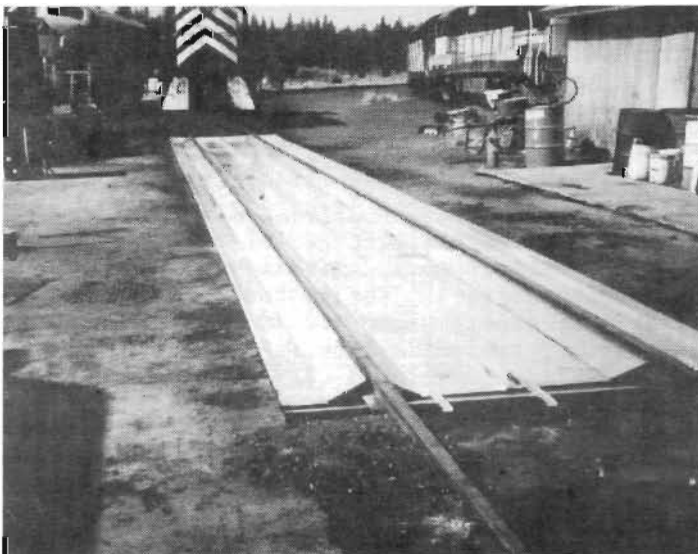
## Reno Air

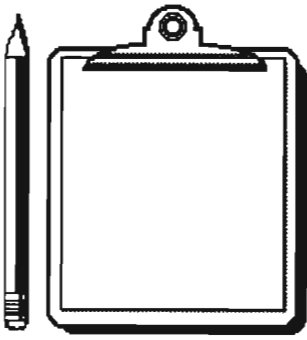
For FRRS members in Southern California who say it's too far or too expensive to visit our museum in Portola, we have just learned that a new airline, "Reno Air," is now flying from Los Angeles, San Diego and starting November 1, 1992 from Ontario to Reno. The current fare is \$55 one-way with a 14 day advance purchase required.

## New CMO

Due to the resignation of Mardi Langdon, we are in need of someone to take over the duties of the Chief Mechanical Officer. If you think you would like the job, if you feel qualified and have the time to devote to the job, then please let president Norm Holmes know as soon as possible.

*Below left: Thanks to the efforts of Jerry Todd, we now have a galvanized steel track pan located on No. 3 track at Terminal. Below right: Hank Stiles (front left), Bill Alexander (front right) and his son Robert (on locomotive) worked extensively on engine SD-9E SP 4404 repairing the block, installing new liners, rods, pistons, rings and bearings. They started the engine on September 2, 1992; it moved under its own power on September 7, 1992, and it was used on Railfan Day as a result of their efforts.*





# Report From the Board of Directors

By Wayne Monger  
*Secretary of the Board*

## Board of Directors Meeting, August 9, 1992.

The Plumas County Board of Supervisors presented two awards to the FRRS Membership. The first award recognized the efforts of publicizing and promoting tourism in Plumas County making June 16 "Feather River Rail Society Day" in Plumas County each year. The second was a proclamation to Bruce Cooper for his efforts in the establishment of the "Rent-A-Locomotive" Program and his efforts in publicizing and promoting tourism in Plumas County. Newspaper reporters were on hand for the presentations.

Gordon Wollesen reported that brush clearing was taking place within 25 feet of the tracks as suggested by Forest Service Personnel.

Norm Holmes reported that the final meeting of the groups involved with the Pacific Limited will be held in Salt Lake City on October 2, 1992.

Jim Ley brought up a proposal for a specific hard hat rule that the board decided to table until the September meeting.

Wayne Monger reported on the Motorcar races and turned over the profits of it to the treasurer. Bruce Cooper suggested requiring all participants next year to bring their own crash helmets. There was high enthusiasm to continue the Women's Division next year.

Norm Holmes reported receiving correspondence notifying us of the sale of passenger cars by Amtrak which were mostly ex-U.S. Army hospital kitchen cars.

The board voted to immediately purchase "Key Person Term Life Insurance."

Regarding the status of the "Pioneer," Sam Girdler has offered to donate his half of it to the FRRS as soon as the FRRS gets an appraisal on the value of the car. The board voted to accept his donation. As a late note, this offer has since been withdrawn.

The need for a new sewer line for the bunk cars was discussed.

The board next discussed the publication of a membership roster. They voted to announce in the Train Sheet that the FRRS will be publishing a membership roster consisting of names and city only. If any member does NOT wish to be listed at all OR wishes that their address and/or telephone number be included in the membership roster, they must inform the FRRS in writing before October 15, 1992. [See update on this matter elsewhere.]

Under restoration, the board approved 3 types of locomotive paint job classifications. Class 1 would be complete stripping of most of the old paint to metal, Bondo rough areas, straighten out metal parts, prime, and complete paint job. Class 2 would be complete paint job, but would require removal of rust and loose paint, lightly sanding of old paint, prime bare metals. Class 3 would be strictly touch up paint following removal of rust and loose paint only, spot primer and paint on damaged areas only (such as was done recently on engine 707). The board voted to complete WP 608 as a Class 1 paint job now, then complete WP 2001 as a Class 1 paint job. Upon completion of 2001, there would only be one class 1 or class 2 restoration at a time while other locomo-

tives would fall under Class 3 to improve appearance of the fleet.

Next was a discussion that the City of Portola had dropped fire insurance on the museum property at the same time the lease was transferred to the FRRS. Discussion followed of the need and possible fire damages within the building with the agreement that we could not be self-insured. Fire insurance coverage will be looked into.

Next was a report about having a contractor install track pans at the terminal area.

Then the board elected new officers.

Vic Neves brought up that the entire Board of Directors should attend the Spring 1993 Railroad Preservation Symposium.

## Board of Directors Meeting, September 13, 1992.

On publicity, discussion followed regarding the merits of continuing advertising in certain publications throughout the winter. Also the FRRS has joined a group called Shasta-Cascade Wonderland, which promotes tourism in Northern California.

Discussion followed on various ideas for steam locomotive acquisition.

Under grants, Kent Stephens reported on a proposed grant from Santa Fe Pacific Corp. for restoration of AT&SF caboose 999414. They want more details from us.

On the facilities report, Gordon Wollesen reported that a slight problem with the new electric roll-up doors had been repaired under warranty. The Silver Debris is being repaired and modified to permit Ken Roller to live on the museum grounds as watchman.

Kent Stephens reported finding a 1941 doctoral dissertation from U. C. Berkeley on the history of the WP. Kent was given permission by the board to explore the possibility of using this to develop a 96-page book.

The following hard hat rule was approved by the board: Everyone is required to wear a hard hat when working with a crane and when working with the forklift or loader and when loads are being lifted higher than 6 feet above ground level. A hard hat is also required when working under a locomotive spotted over the inspection pit and at any other time when there is danger of anything falling from overhead work.

The University of Nevada Press is republishing "Railroads of Nevada and Eastern California," parts 1 and 2. The gift shop will be carrying them as soon as they are available.

Norm Holmes reported that the track pans are now in place and we will exchange installation labor for "rent-a-locomotive" time.

Modifications to the FRRS mission statement were discussed with Kent Stephens to bring in a rewrite to the October 1992 meeting.

Gordon Wollesen reported that he plans to start some slight modifications to the facility this winter to come into compliance with the Federal Americans with Disability Act.

Next was a discussion of several prospects for diesel locomotive acquisitions.

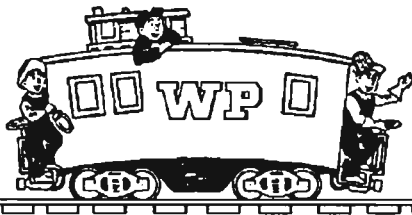
The November TRAIN Convention was discussed.

Norm Holmes brought up next that the Pacific Limited group is now an official corporation that will operate future excursions for the UP. The merits of the FRRS remaining in the group were discussed with no action taken until Norm brings back information from the October 2, 1992 meeting.

The board then heard Chief Mechanical Officer Mardi Langdon read her letter of resignation.

Hank Stiles proposed a plan to fill in with gravel and concrete the east half of the inspection pit on track 2 inside the enginehouse allowing for a set of steps to be constructed at the current center of the pit area.





# Caboosing with Hap Manitt...

...the museum's diary

June 14, 1992 Dirk Wightman assisted Bruce Cooper with rebuilding the master cylinder on the fork lift.

August 15, 1992 Norm Holmes was interviewed live on radio station KGO about the museum. Matt Barton worked on headlights of engine SP 4404. Pete Langdon worked on making outdoor benches on caboose MP 13878. Mardi Langdon updated locomotive inspection reports.

August 17, 1992 Gordon Wollesen and son Will assembled new brush cutting machine.

August 18, 1992 Norm Holmes and Matt Barton moved engine WP 608 out of the house and Norm then sprayed it with a primer coat.

August 20, 1992 The yard was switched in preparation for Railroad Days. The clean-up crew consisted of: Hap Manitt, Ed Crary, Tom Brann, Matt Barton, Hank Stiles and Norm Holmes.

August 21, 1992 David Dewey repaired and spruced up the ticket booths to be used on Railroad Days. Gordon Wollesen, Steve Habeck and Ken Roller joined the crew in preparing for Railroad Days.

August 22, 1992 Feather River Railroad Days took place on this day and on August 23, 1992.

August 26, 1992 Hank Stiles and Matt Barton replaced gasket on engine 707 to stop oil leak. Rose Hersted sanded primer on engine 608.

August 27, 1992 Hank Stiles worked on engine O&NW 4 to prepare it for starting.

August 30, 1992 Engine 608 was painted on this day by FRRS member Dino Drakos from Sacramento. Norm Holmes painted the inside of the Silver Debris.

August 31, 1992 Hank Stiles and Bill Alexander worked 10 hours on this day reassembling the prime mover of engine SP 4404.

September 2, 1992 Bill Alexander and Hank Stiles worked extensively on engine SP 4404 and after a hard day's work on it, started it and made further adjustments and repairs to it.

September 3, 1992 26 people from Elderhostel toured the museum and had 4 hours of locomotive operation with Bruce Cooper. Matt Barton and Eddie Chase dug out around the track at terminal for installation of new track pans.

September 4, 1992 Norm Holmes and Barbara Holmes painted the inside of the Silver Debris car.

September 5, 1992 Labor Day weekend train rides began on this day. The kitchen crew throughout the weekend consisted of Bruce Cooper, Sue Cooper, Edna Ede, Lola He-

witson and Rose Hersted.

September 7, 1992 Bill and James Alexander and Hank Stiles worked hard on engine SP 4404; it moved under its own power on this day.

September 9, 1992 Jerry Todd installed new track pan on the track at terminal.

September 11, 1992 Gordon Wollesen did winterization work around the museum from this day onward. Lola Hewitson and Rose Hersted prepared the Beanery for the weekend operations. Rose also cleaned both rest rooms and sorted and labeled bolts in the shop area.

September 13, 1993 Mark French, Hank Stiles and Vic Neves worked on engine O&NW 4 hooking up traction motor cables and other work. The USN MRS-1 engine was started on this day.

September 17, 1992 The final switching was done in preparation for Railfan Day.

September 19, 1992 A busy schedule of vintage trains took place today on Railfan Day. The kitchen helpers included Bruce Cooper, Rose Hersted, Sue Cooper, Norm Holmes and Barbara Holmes. The ticket booths were staffed by Kent Stephens, Wayne Monger, Peter Gross, Richard Canino and Deborah Canino. Barbara Holmes staffed the gift shop. Errol Spangler, Bob Lindley and Jim Gidley, Sr. were switch tenders. John Walker and Dean Hill staffed the vendor's tables during the day.

September 20, 1992 The FRRS yard was switched with everything being put back in its proper place after Railfan Day. R.M. Garrigan helped Doug Jensen sanding on engine 2001.

September 22, 1992 Rose Hersted cleaned glass display cases, put tools away in shop area, and washed windows in rental locomotives.

September 27, 1992 Hal Shields worked with Norm Holmes on installing phone jack in Silver Debris.

October 4, 1992 A group who had flown into Nervino Airport arrived at the museum to rent a locomotive with Bruce Cooper.

October 10, 1992 Bob Blanch, Larry Hanlon and Dave McClain worked on engine 805A. Kathie Hoxsie and son Evan cleaned car UP 105 and washed windows on engine 6946.

October 11, 1992 Matt Barton, Scott Goodale and Bob Newbury replaced a broken angle bar and hammered down loose track spikes on balloon track.

October 13, 1993 Merrill Turpin worked on repairing windows on caboose MP 13878.

## Gift Shop Items

The long-awaited video, "Western Pacific - The First Fifty Years - 1910-1960," will be released for sale November 1, 1992. Our Society has participated in the development and production costs for this video and will be able to offer it for sale to our members at a 20% discount until May 1, 1993, at which time the regular price will be in effect. The special price to members is \$56.00 postpaid. For California residents, the price is \$60.00 postpaid. Your purchases of this 2 hour tape through the Society which regularly sells for \$69.95 makes a substantial contribution to our publication fund.

We have a supply of the specially made 3985 Pacific Limited brass buckles that were sold on the July 1992 Steam Excursion. They sell for \$7.95. Also available are hat tacs with the UP emblem and Pacific Limited encircling it for \$4.95.

The University of Nevada Press has reprinted David Myrick's "Railroads of Nevada and Eastern California," volumes 1 and 2. Volume 1 includes the railroads of eastern California and Northern Nevada. Volume 2 includes all of the Southern Nevada Railroads. Each volume has an update. Either volume has a price of \$55.00, with the price for the two volumes together being \$100.00. California residents please include 7.25% sales tax. Books will be shipped postpaid.

# What to Save

By Rose Hersted

From time to time the question arises, "Why are you saving THAT?" Usually this question is asked in reference to a piece of equipment that is not a locomotive; although I have heard it asked about our less "glamorous" locomotives, too. This article addresses some thoughts on that question.

The first thing that comes to mind about this question is its inherent bias. Why should any piece of railroad equipment be considered of any greater historical value than any other piece? Although I readily admit that locomotives are of interest because they move under their own power, I do not admit or believe that renders them of more historical significance than non-motive railroad artifacts. To bring this argument to the point of the ridiculous, without rolling stock there would be no reason for locomotives to exist. Railroads were created to move people or things from one place to another - anything involved in this process seems to me to be worth preserving.

The Feather River Rail Society has always been farsighted enough to realize this, and consequently now boasts one of the premiere collections of railroad equipment in the nation. A farsighted person would not be hard pressed to realize that in fifty or a hundred years there will be precious few pieces of equipment such as our WP 11509 (covered hopper), PFE 11454 (ice reefer), WP 19901 (box car), WP 17087 (wood box car), or WP 11012 (hopper car). The museum holds these items in its collection for this reason. One has only to look around today to see the scarcity of items from fifty or a hundred years ago to understand my point. How many Carter Cars, wooden R.P.O. cars, S.P. narrow gauge cabooses, or wooden flat cars are there left now? From this vantage point, it seems a shame to me that we were not around in 1892 to begin saving these items which are all but lost today.

With all this in mind, I would like to caution those individuals who look askance at box cars, or reefers, or outfit cars, or flat cars, or anything else that ran on rails which was not a locomotive, that they might be judging such items a bit too hastily and a bit too harshly. I would much prefer to let our great-grandchildren appreciate ALL that there was to railroading in the "Good Ole' Days," than to decide for them what was or was not worth saving.

# Visions of Railfan Day 1992

Both photos by Norm Holmes



*Railfan Day Train #11 with F7 921D approaches Milward Switch in a very scenic area of the museum grounds.*



*Railfan Day Train #3 with GP 30 UP 849 and tank car train has just made a photo run-by.*

### Help wanted

We have a number of fire extinguishers at the museum that need servicing. Anybody care to volunteer to help on this?

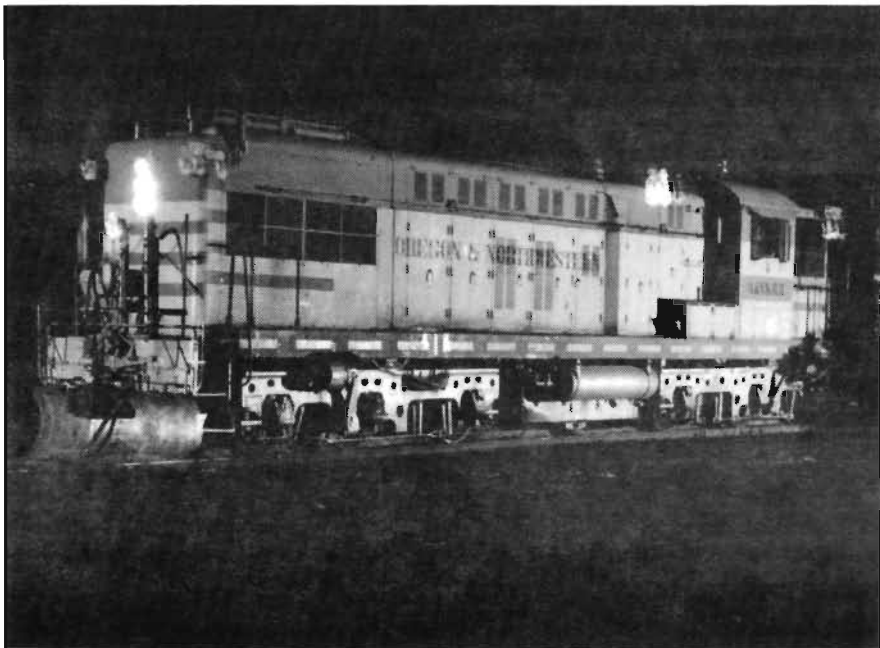
### United Way

This is the time of the year when United Way asks for donations. Our Society is eligible to receive your United Way donation if you so designate. We have several people who now make donations to the United Way and designate all or part of them to the FRRS. Consider joining them. Our UW number is 42609.

\*\*\*\*\*

Longtime FRRS member Grant S. Allen passed away on August 19, 1992. Mr. Allen began his railroad career in 1913 and held just about every position in the field. During his 50 years in the field he became well-known and was deemed a "boomer," which describes a person who has done nearly all the jobs on the railroad from a laborer to dispatcher to a timekeeper. He had written an unpublished book, "Reminiscence of a Railroad Boomer," which will be donated to CSRM at Sacramento. Mr. Allen always took pride in his job of chief train dispatcher at Hoover Dam, where he worked from 1931 to 1934. He retired as superintendent of transportation for Western Pacific in 1963.

\*\*\*\*\*



Baldwin AS-616 O&NW #4 poses for the night photo session on the evening of Railfan Day. Photo by Norm Holmes.

### Railroad Shows

where The FRRS will have tables set up.

#### International Railfair

Roseville, CA  
November 14 and 15, 1992

#### Longs in Morino Valley

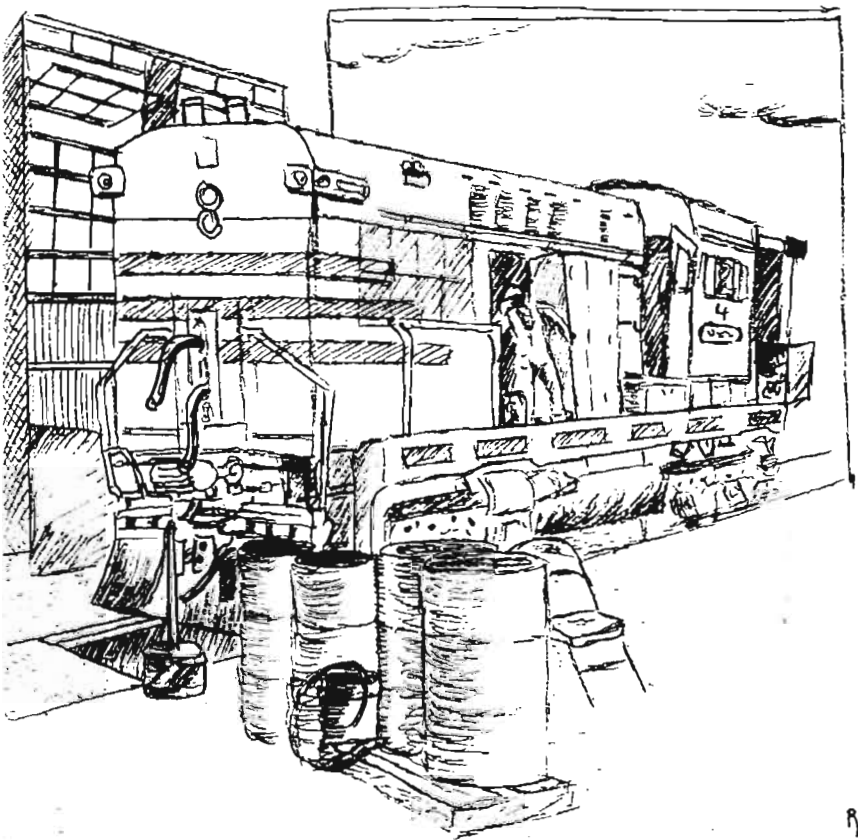
November 14, 1992

#### Great American Train Show

Pomona, CA  
Feb. 6 and 7, 1993

#### Great American Train Show

Costa Mesa, CA  
March 14, 1993



*"Oiling the Baldwin" drawn by Rose Hersted*

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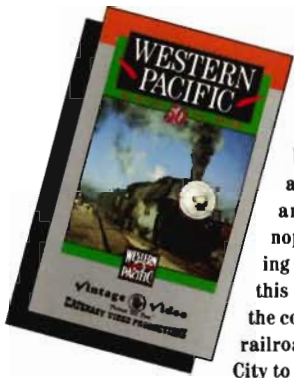


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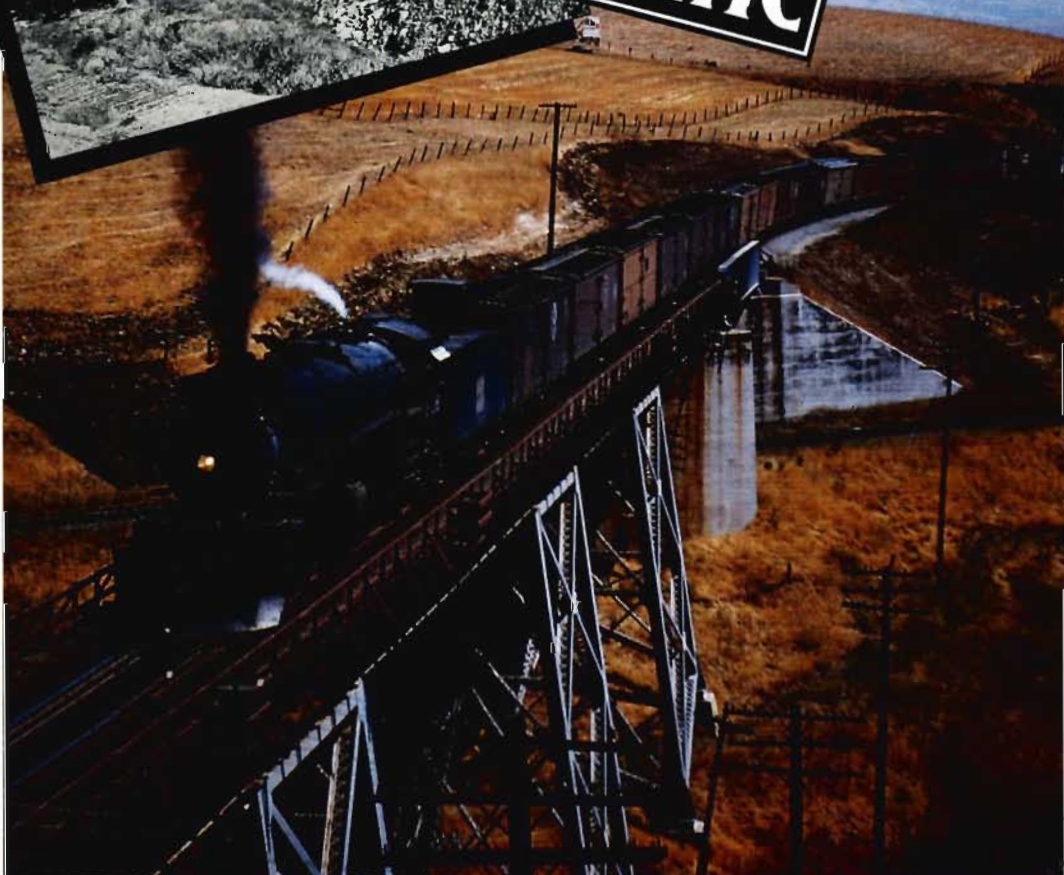
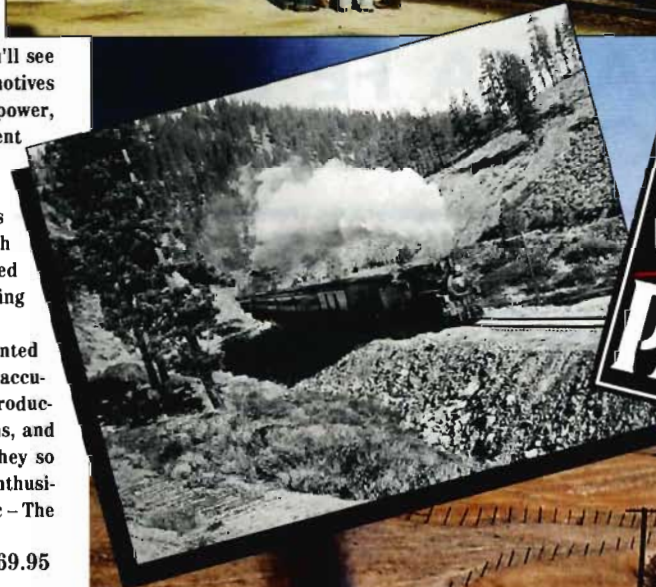
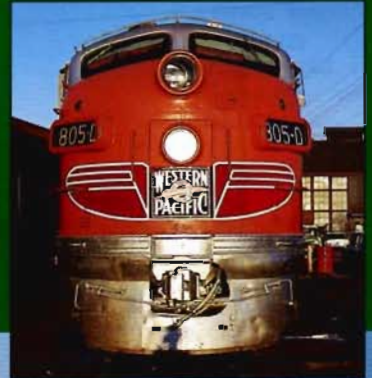


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