

The Train Sheet



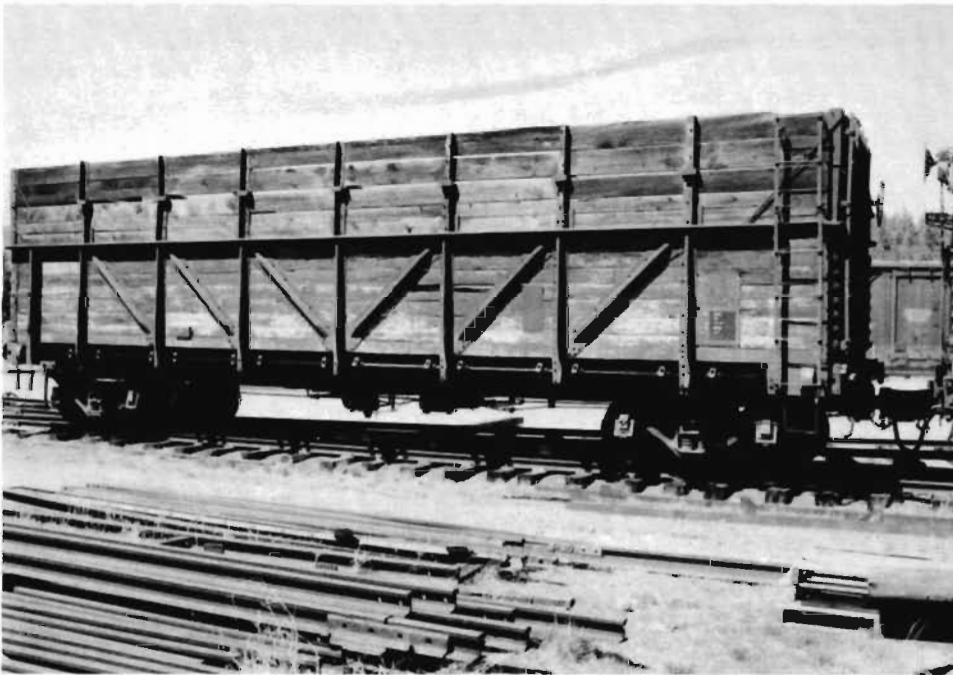
Preserving "The Feather River Route"

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

Issue No. 66

March/April 1994

The BEET Goes On...



The three sugar beet cars that we have received, USGX 60 - ex SP 358262, USGX 149 - ex SP 358646, and USGX 322 - ex SP 359246, represent three variations of composite wood gons. The top extensions were added in the sixties to increase capacity. Shown here at the museum is the oldest of the three, USGX 60, the former SP 358262, built 5/48, which has the inside plank/outside frame extension. These composite sugar beet gondolas survived countless decades of reliable service and were an anachronism in today's railroading. Their dedicated service will be missed but not forgotten. These three will be remembered at our museum and it's a sure bet that one of the trains at this year's Railfan Photographer's Day will be a sugar beet train. Photo by Ed Warren.

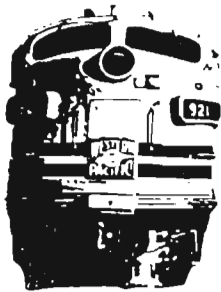
Don't Forget Our Tenth Anniversary Celebration

Less than 30 days remain before our giant Tenth Anniversary event that we are calling, "Circle the Wagons." At this time we have two units coming from California State Railroad museum, F7A WP 913 and E8A SP 6051; a privately owned E3A will probably be coming from Wisconsin, and Nevada State Railroad Museum is sending their 4-4-0 steamer. We may have one or two other units, one or two dome coaches and other equipment.

The pageant is coming along; there will be cowboys, Indians, a hobo, one or more horse drawn wagons and others. This event will be held at 1:00 PM on Saturday and Sunday, July 2 and 3, 1994. We will need help with parking, crowd control, food service, clean up, etc. Please, if possible, let us know if you are coming up to help, so we can assign jobs. Come and join the fun!

Inside this Issue:

- Story of Our Beet Cars.
- Reports on Restoration Work.
- Circle the Wagons Schedule of Events.



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
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Membership

Associate----- \$15.00
Active----- \$30.00
Family----- \$35.00
Sustaining----- \$75.00
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

From the Desk of the President



I made my first Amtrak trip April 8, 1994. Steve Habeck and I wanted to attend a Pacific Limited meeting in Salt Lake City but we didn't want to drive the 600 miles each way. We checked with Delta Airlines, the only service between Reno and SLC, and found they wanted \$337 for the round trip. Amtrak had a fare of \$120 for me as a senior and \$150 for Steve. I had enough night work when I worked for the railroad, but to save money we decided we would take the train. We left Reno (Sparks) at 5:30 PM and arrived SLC at 4:30 AM. Our meeting was at 9:00 AM. A taxi ride to a nearby motel revealed the motel didn't want to rent a room for 24 hours, besides there were 40,000 women bowlers in town and most rooms were taken. We spent two hours in Denny's, then two more hours with the Pacific Limited people for our second breakfast. After the meeting we secured a room at the Holiday Inn and got some horizontal sleep. The Westbound CZ is always late. Its scheduled leaving time from SLC is 12:30 AM. A call to Amtrak revealed it was on time tonight, in fact it was due in 10 minutes early! So much for bed sleep. We arrived at the station at 11:50 PM, the train was there, already split into Desert Wind and CZ. We left at 1:00 AM, 30 minutes late - why? I don't know. Arrival back in Sparks was 10:30 AM, one hour twenty minutes late. The coach was clean and comfortable, the food in the diner was good and nicely served, but I hope it will be a long while before I have to take a night train again.

-- Norman W. Holmes

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, \$5.00.
- 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, \$4.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

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

Send all orders to:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

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Diplomacy and the Disparaging Remark

By guest columnist John S. Walker

It's not uncommon for members of a group to occasionally hear disparaging remarks made about their organization. Sometimes the remark is harmless, even humorous; "How many locomotives have the museum added to the collection this week?" But misinformation and spiteful remarks need to be challenged. Letting these remarks go unchallenged may give them some appearance of credibility and might discourage people from joining our organization, visiting or supporting the museum. Before we can respond to these remarks, we have to examine why the remark was made in the first place and by whom.

Strangely enough, the people who seem to complain the most about railroad museums and the railroad preservation movement in general seem to be railfans! They are not members of our, or any other railroad museum. Yet, they seem to feel some type of righteous indignation if we don't perform to their level of satisfaction! Their remarks may be due to some hidden resentment. Perhaps an offer to help was rejected, a suggestion was scoffed at, perhaps a donation was not appreciated to their satisfaction. Poor attitudes towards an organization can easily be developed through ignorance, rumors or false innuendo.

As members of the FRRS it is important for us to double as museum diplomats. We have to defend our museum by stopping wild rumors, taking the time to explain why the museum has taken a particular action or the process involved in running a particular part of the museum's operation. Sometimes you may not have an answer, but you can always offer to find out or refer the question to the proper authority (your director's phone numbers are listed in the front of The Train Sheet). A simple yet careful explanation will usually go a long way towards defusing a disparaging remark or correcting false information.

Sometimes the person making the remark needs to be challenged. If the person is one of those people who thinks they know everything (but does nothing but complain-you know the type) you may have to deflate them a little to put their remarks into perspective. Ask the person how they would have handled the situation? When was the last time they visited the museum? How many hours did they volunteer last year? What committee's do they serve on? What projects have they been working on at the museum? Ask the person if they are even a member of our organization (If they're not, you might even point out that it's really none of their business then-is it?).

Always remember to be polite. More often than not, an organization is judged by the conduct and quality of its members. Who knows, maybe they do have a better idea (please pass it along to your museum). Maybe after you explain the situation, their impressions will be reversed and you can persuade the person to join the museum or volunteer on a project. Suggest that if they are so interested in the museum, they should join and quit getting their information out of left field.

I don't know of any organization that doesn't have setbacks or occasionally fails to meet its own expectations. Volunteer organizations are composed of hard working, good intentioned people who agree that something should be done-but may not agree on how it should be done.

Even if and when we get frustrated, we must be careful about where and to whom we express these feelings. Just because we may feel that something isn't going right, without a full understanding of the situation, an outsider may get the impression that the whole organization is screwed up!

This editorial was prompted by a remark I recently overheard about the speed of our restorations. I was attending a slide show with some local railfans when a slide of the new California Northern Railroad was shown with a train of old wood sugar beet racks in tow. No sooner had one person expressed relief that we are preserving three of these historic freight cars than another person remarked that the cars were "just going to sit up there and rot away with the rest of their junk"!

OUCH! That really stings (especially when I'm the manager of the Freight Car Restoration Department)! A museum whose collection just rots away... I really can't think of a worse thing to say about a preservation organization! After spending hundreds of hours working on restoring two wooden cabooses last year, I did not let this remark go unchallenged!

I pointed out that the restoration of old railroad equipment is not the same as assembling an HO model kit. Our locomotives and freight cars are definitely not new (There is a phrase commonly heard around the museum that goes "If it was any good to begin with, they wouldn't have given it to us in the first place"). Restoration work, while rather simple when broken down to simple tasks, can be slowed down considerably by an effort to maintain historical accuracy. Good pieces are often salvaged to be reused. Broken and rotted pieces are used as templates to construct new pieces or find replacements. Over 1,000 hours has been spent restoring two cabooses in the last year and we still need more volunteers to pitch in and help! I asked this person to come up to the museum and help me restore the three sugar beet cars. As you might expect, my invitation went unanswered (But a couple of others did volunteer to help work on WP caboose 614).

I don't think I'll ever hear that remark again from any of the people who were in the room that night. Hopefully, if my friends hear this remark someplace else, they will pass along my comments and help spread the word that restoration work is progressing rapidly up at the museum.

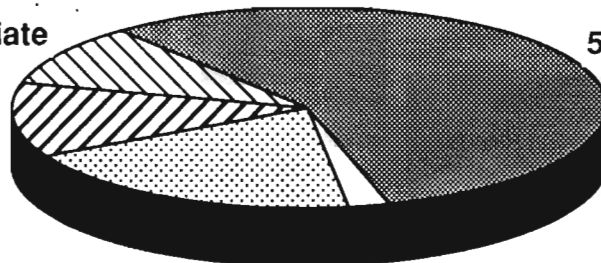
Membership Report

as of May 4, 1994

107 Associate

597 Active

126 Life



204 Family

23 Sustaining

Total FRRS membership is 1,057.
Of these, 28 are Charter members.

CASH Donations CASH

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

Jeffrey Baus
E. A. Benjamin
Mark Alan Cooper
Ron Davis
Erik Frodsham
Mr. & Mrs. William Garner
Tom Graham
Steve Habeck and Family
James Hollett
Michael Howard
David Krieger
George McKenzie
Ken Meeker
David Nelson
Orville Olinghouse
Leonard Rimicci
Charlotte Rodgers
Paul Romig
Kent Stephens
Ken Storey
George Stuart
Roger Verity
Thomas & Brenda Whittington

New Life Members

Welcome the following new life members

to the FRRS:

Jon Haman
from Onalaska, TX

David L. Anderson
from Lynnwood, WA

John F. McLean
from Miami, FL

For Your Info

From "The Sandhouse," newsletter of the Pacific Coast Chapter of the CRHA: The British Columbia chapter of NRHS recently received a donation of Algoma Central coach 409 from the Vintage Locomotive Society. This coach was built in 1910 by Pullman as Western Pacific 313.

When Western Pacific inaugurated passenger service between Salt Lake City and Oakland on August 22, 1910, the trains had steel baggage cars, coaches and dining cars which carried the name Western Pacific on their letter boards. Actually the cars were owned by and leased from the D&RG which was bankrolling the WP in its early years. These cars were returned to the D&RG during 1911-1924 when WP purchased its own cars.

New IRS Rules That Affect Us

We are in receipt of new IRS rules, effective January 1, 1994, that require us, as a 501c3 charitable organization, to provide a written receipt for cash donations of \$250 or more if you wish to use the donation as a tax deduction. The responsibility for obtaining this substantiation lies with the donor, who must request it from the charity. If the donation is in the form of property, then the acknowledgment must describe, but need not value such property. Valuation of the donated property is the responsibility of the donor. If the value of an item or group of like items exceeds \$5,000, the donor must obtain a qualified appraisal and submit an appraisal summary with the return claiming the deduction.

We are preparing a form as a receipt for any donations that fall within the above requirements.

Show Time!

Bill and Melony Evans, Norm and Barbara Holmes shared the fun during the GATS show in Las Vegas Feb. 26-27, 1994. This was our first show at Las Vegas in several years and sales were brisk even with a dog show next door. Norm and Barbara did another GATS show at the Cow Palace in San Francisco March 5-6, 1994 and guess what was going on in the next building? On that same Saturday, Winterall was held in Stockton. David and Linda Dewey with help from Kent Stephens and Jim Gidley, Sr. set up our sales table and did a good business. On March 19-20, 1994, the Woodland Model Railroad Club sponsored a show at the Woodland Mall. David and Linda Dewey with help from John Walker worked this show.

These winter shows give us exposure to potential visitors and members as well as some most welcome income during the slow winter months.

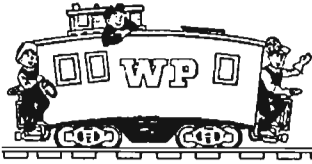
Note

The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

The Headlight is not published on any particular schedule. Headlight issue #10 is the most current issue. ALL mailings of back issues of The Headlight and The Train Sheet are done from Portola. If you feel you have missed a publication, contact the museum.



Charter member W.C. "Bill" Cripe died May 1st. Bill was active in our organization early on, helping with the move of FRSL steam engine No. 8 from Quincy to Portola.



Caboosing

...with Hap Manitt

Giving thanks to people for volunteering at the museum.

- February 16, 1994 Norm Holmes took a hand car and motor car to Reno Stead Airport for a display at a charity event called the Black and White Ball. Transportation was the theme. The cars were well received.
- February 26, 1994 Jack Hathaway and crew came from Reno to clean the UP Baggage car for use as a Gift Shop during our July event.
- March 15-16-17-18, 1994 Norm Holmes removed couplers and air equipment from DODX flat car sold for use as a bridge.
- March 18, 1994 Dan Ogle worked on electrical on 805A.
- March 25, 1994 Gordon Wollesen ran new wire for the gift shop phone.
- March 27, 1994 Jack Hathaway and two helpers again worked on UP baggage car.
- March 28, 1994 Justin Brewer came to Portola for a week's vacation to help around the museum.
- March 30, 1994 Gordon Wollesen completed temporary wiring to UP Baggage car.
- April 1, 1994 Norm Holmes loaded DODX flat car on train for transport to Red Bluff.
- April 3-4, 1994 Dan Ogle worked on electrical on 2873 and 501.
- April 9, 1994 Brian Challendar and two friends worked on 3191 to get it operational.
- April 12, 1994 Tobie Smith graded our parking lot for free.
- April 21, 1994 Pre School group toured the museum and went for a train ride.
- April 22, 1994 Greenville Elementary School toured the museum and went for a train ride.
- April 23, 1994 Crew Training; Gordon Wollesen, Jim Gidley, Sr. and Steve Habeck supervised, 15 attended.
- April 24, 1994 Jim Gidley, Sr., Brian Challendar, Dave Anderson, Kerry Cochran and Jack Palmer helped servicing 1857, 512, 3191 and 921; Hank Stiles was the supervisor.
- April 28, 1994 School group from Quincy toured the museum and went for a train ride.
- May 1, 1994 Crew Training, Gordon and Jim supervised.

Thanks Gordy!

Thanks to Gordon Wollesen we now have two more light fixtures in the Gift Shop and the light switch is an indicator to remind us to turn off the lights when not needed.

Material Donations

Jack Hathaway donated a new battery powered Makita electric drill, a 1/2" electric drill, a Skill wood saw and a nice bench vise. Jack also donated the cost of 48 orange and green vests for our Circle event volunteers to wear. A retired railroad signal man donated two old voltage meters for us to use.

Ingersoll - Rand Unloaded

Available time and good weather finally arrived which enabled us to unload our Ingersoll-Rand box cab locomotive from the flat car onto museum trackage on March 26, 1994. Ken Roller and Norm Holmes installed a No. 4 frog and a sharp switch point on the rip track to allow movement to the ramp. Steve Habeck, Mardi Langdon, Vic Neves, Norm Holmes and Gordon Wollesen spent all one day switching cars to spot the flat car against the ramp and to rearrange other equipment around the yard. After the flat was spotted, tie down cables were released, chocks removed and the short connecting rails hooked up to the flat car rails. Four flat cars were used as idlers to go up the ramp, coupled onto the box cab and it was then moved down the ramp. It was the first time it had moved on its own wheels in over 20 years. The I-R didn't like our sharp switch point and decided not to stay on the top of the rail. One wheel derailed. The sharp curve, dry center castings (prevented the truck frame from swiveling easily) and not enough spikes and gauge bars all contributed to the derailment. The next day the first wheel was finally put back on the top of the rail. A little more forward movement resulted in a second wheel leaving the rail. This was repeated a third time before the unit finally reached good track.

Later, the I-R was placed on track 1 east of the shop where Norm Holmes replaced the roof mounted air cleaners that were removed in Montana because of height clearance restrictions. Still later the unit was placed in the shop so the holes cut in the frame to enable it to be lifted could be welded up. The cut out pieces were saved and Peter Langdon welded them back in place, ground the weld smooth so that when painted you would never know the holes were cut. We expect to have the unit painted and lettered before July 1.

805A Update

By guest writer David Dewey

Spring is here, and the cosmetic restoration of 805A will soon be in full swing. There's lots to be done before our big July celebration. The nose is almost ready for paint, but there's still lots of sanding and filling to do before it will look right.

The cab interior needs sanding and painting, also repairs to the floor are needed before the new "battleship" linoleum can be laid. The seats require repair of their stands, painting, and re-upholstering. After re-wiring, the interior ceiling panels can be re-installed. The door thresholds require extensive repair or replacement.

On the exterior, the roof has it's share of rust to be removed before refinishing. Also, two patches are needed on the right side panels before they can be painted. After patching there will be lots of sanding needed before the high-gloss orange paint can be applied. The stainless panels still need more polishing to hide the grinding marks left by the "other" railroad's efforts to remove the WP lettering.

The pilot needs straightening, and it would be nice to reinstall the "stirrups," although that can be done later, as can application of the missing "attachment" bolts, which were bypassed when the pilot was rebuilt after an accident on the WP.

There are many missing cosmetic parts still to be found: cab side window frames, window opening mechanisms, door thresholds, order light lenses, and numerous small items. We are hoping to find these in Montreal, where some units are reportedly being scrapped.

This is an ambitious project, and WE NEED YOU! to help us complete it in time. There's lots of stuff to do that doesn't require special training (unfortunately most of it is VERY repetitious, but that's what most restoration work is!), so if you can lend a hand or two, please do!

Can You BEET This?

By Vic Neves

When asked, "What is the most significant aspect of California railroading?" What peaks your interest? I can't help but say the sugar beet campaign harvest throughout California. It is a 20th Century anachronism that goes beyond pictures and words. Seeing solid train sets of wood composite gondolas vibrating down the mainline sends shivers down my spine. In the thousand upon thousand photos and unknown expeditions with these venerable beet gons, there comes a time when even a wood car will fall apart. This was the case with the USGX cars. After the end of 1993, the 40 year old rule on old friction bearing trucks would take effect. After the last 1993 harvest, Imperial Holly Sugar Corporation would idle the remaining fleet of beet gons forever.

In the early 80's, the Southern Pacific decided to either retire the fleet or offer them to the shippers Speckles Sugar Co. and Union Sugar Co. It was decided to split the 1,000 between the two sugar companies. Spreckles was assigned the reporting marks ASRX and retained the original SP numbers while Union Sugar renumbered theirs in a three digit class. Soon after Spreckles Sugar Co. decided to abandon rail operations and scrapped their fleet of sugar beet racks. Union Sugar was bought by Holly Sugar Corporation by 1990. At this time it was doubtful if Holly would continue the tradition of hauling out sugar beets by rail to the processing facilities. Corporate leaders retained the use of rail and for the time the venerable "woodies" would carry on into the nineties. In 1991, Imperial Holly Sugar Corporation bought 60 rebuilt coal hoppers with extended sides for sugar beet service. They were painted white with the Holly emblem. It was thought this was the beginning of the end; by this time there were less than 300 "woodies" left in the fleet. Any kind of a major bad order repair would retire a car. Although the folks at Betteravia did an excellent job of maintaining the cars, they were showing their age. During many a trip to Betteravia to record the various campaigns, I became acquainted with various officials within the Holly Corporation. Donating beet gons for preservation was in their best interest. As the process began with phone inquiries, changes within the company began. Jan Pond's position as Director of Distribution and Traffic was being eliminated. Randy Bauer - Agriculture Manager was being transferred. After being forwarded to officials at Colorado Springs regarding a donation, I was again told to refer to the folks at Sugar Land, Texas. At about this time, the plant at Betteravia stopped receiving loads of sugar beets. Another era in sugar beet processing had ended. Contact was made with Bill Coker, Vice President - Transportation and Traffic. It was explained that the 40 year rule of interchange cars would take effect after the first of 1994.

A letter for request of a donation of three composite sugar beet gons was sent to Bill Coker. By the first week of December, an acceptance letter was received and returned by the museum. At this time, it was agreed by the Board to accept the donation. Bill Herndon, President of the California Northern Railroad agreed to move the cars from Hamilton City to the SP interchange at Davis. While the paper work was processed, the cars were stored at the end of the Hamilton City branch. The cars were released to our ownership on December 20, 1993 with their moving from Hamilton City to Maxwell via the Corning local. On December 21, 1993, they arrived at Woodland. An arrangement had to be confirmed with the SP as to which local would best suit the interchange with the UP at Haggin yard. On December 23, 1993, the California Northern interchanged the cars with the Dixon local and set them out at Haggin. On Christmas Eve

Continued on Next Page

Blue Flag #2

Freight Car Restoration Report

By John S. Walker

It has been a couple of months now, since we've reported on the progress of the Freight Car Restoration Department. But, that does not mean that we have not been working hard this winter. Due to the winter climate at the museum, the SN 1632 caboose project has been put on hold until spring. But, before we closed up shop for the year, we succeeded in rebuilding the cupola, repainted the exterior, reattached the ladders, reinstalled the windows and had a new roof put on by a local roofing contractor in Portola.

The new roof is a rubber based material that has a water proof membrane. The roof is easily repairable and should last for 20 years. There was some discussion about putting on a new canvas type roof similar to the original roof covering. I rejected this idea because we currently have little or no knowledge about stretching and sealing canvas and we would have to spend a great deal more preparation time and probably have to hire an outside contractor from another railroad museum to supervise the work. With eighty other freight and passenger cars to attend to, we simply can't afford to spend that much time and effort on one car. And, due to the climatic conditions at Portola-the roof probably would have to be repaired again in a few years anyway. A nice thing about the new roof is that it passes for a canvas tarpaper type roof anyway (if I hadn't told you-would you have noticed?).

The SN 1632 project has taken a lot longer than we originally hoped. The primary reason for this, is that we simply did not know how much water damage had to be repaired. This car was built in the late 1930's, and most of the construction seems pretty strange by today's standards. Repairing the car-and trying to keep it historically accurate-was no simple task. On one occasion, Clyde and I had to apply 1930's technology (i.e. a manually powered, air cooled wood planing tool) to get the right fit of an end sill against the side of the cupola.

Apparently, our SN 1632 was involved in a wreck at some time in it's career. The result being that whoever repaired the car, did not do as good a job as the guys who built it in the first place (Maybe this was due to the damage involved). Surprisingly, the centerline of the roof on the long end of the caboose is off by 1 to 2 inches where it joins the cupola!

By the time you read this, we should be installing the new roof walk, repainting the interior and finishing the exterior lettering. We still need volunteers for the interior restoration.

When completed, we would like to install full size figures and period accessories to show how the car looked in regular service. I think this would be a great interpretive learning display for our visitors and can still be used in train service on special occasions. We're still looking for photos of WP/SN/TS cabooses for display inside WP 614 when that car is finished. Please send them to the museum in care of the Car Dept.

Meanwhile, Clyde Lippincott has been busy refurbishing the interior of the volunteer shower-lounge car. A new shower, kitchen area, changing room and dining area have been constructed. I'm sure that this work will be greatly appreciated by our volunteers. This project should also be completed this spring. Again, volunteers are needed for painting and other tasks.

The WP 614 caboose project got off to a slow start (a severe case of wood caboose restoration fatigue on my part) but has been progressing over the winter when weather conditions permitted. Many hours have been spent preparing the interior for repainting, repairing dry rot problems and pre-

Continued on Next Page

Circle the Wagons

Less than 30 days remain before our giant Tenth Anniversary event. There are still a lot of details to be completed, but we are working diligently trying to remember everything. At this time we have two units coming from California State Railroad museum, F7A WP 913 and E8A SP 6051; a privately owned E3A will probably be coming from Wisconsin, and Nevada State Railroad Museum is sending their 4-4-0 steamer. We may have one or two other units, one or two dome coaches and other equipment.

The pageant is coming along with Jim Beckwourth and Arthur Keddle being represented. There will be cowboys, Indians, a hobo, one or more horse drawn wagons and others. This event will be held at 1:00 PM on Saturday and Sunday, July 2 and 3, 1994. We are still a little short on food service people, but this should be worked out OK. We will need help with parking, crowd control, food service, clean up, etc. Our sleeping space in the museum equipment (caboose, Pullmans etc.) may be tight, so if you have a camper vehicle, space in our balloon parking area will be available. All volunteer worker vehicles will be parked in this area at least for Saturday and Sunday. Please, if possible, let us know if you are coming up to help, so we can assign jobs.

Feather River Special Trains

As previously reported, the Westwood turn July 9, 1994 is sold out. However all other runs: July 1 Fremont to Portola, July 2-3 Portola to Keddle and Reno Jct., July 4, Portola to Fremont, Fremont to Oroville July 8, and Oroville to Fremont July 10, all have seats available. Probably not dome seats, but coach seats are available. We are also selling short segments such as Fremont to Sacramento or Oroville to Portola. Check with us or Pacific Limited in SLC for more information.

Conclusion of Can You BEET This

By Vic Neves

the UP picked the three beet gons and brought them into South Sacramento yard where they sat until December 27, 1993. Because of a lack of paperwork, the UP returned the cars back to Haggin thinking they were destined for the SP. WRONG! After a few phone calls to Omaha, the cars again returned to South Sacramento yard on the 28th where they sat for at least 4 days. They were later picked up and arrived at Portola on January 4, 1994.

These beet cars that the museum received represent three variations of composite wood gons. The extensions were added in the sixties to increase capacity. USGX 60 is the former SP 358262 built 5/48 and has the inside plank/outside frame extension. USGX 149 is ex SP 358646 built 10/49 with the outside plank/inside frame extension. USGX 322 was the ex SP 359246 built 11/49 and has the plywood extension, the last style modification done to these cars. Other variations include different locations of the hand brake and different styles of end sills. The composite sugar beet gondolas that survived countless decades of reliable service were an anachronism in today's railroading. Their dedicated service will be missed but not forgotten. Three will be remembered at our museum and it's a sure bet that one of the trains at this year's Railfan Photographer's Day will be a sugar beet train.

Conclusion of Car Restoration Report

By John S. Walker

paring the exterior for a new Silver & Orange paint scheme.

The construction of WP 614 poses some interesting questions. We have found four different shades of green on the interior of the caboose (Was the WP a little short of paint on the day they built this car?). There are lots of 1/2 inch holes drilled into the side of the car and filled with wood plugs. These holes do not serve any apparent function! You may also note that there is no "plug" where the old boxcar door use to be on these cars (They were rebuilt from boxcars). In fact, the new exterior of the caboose is composed of single boards that stretch the entire length of the car! In addition, the interior of WP 614 reveals an imprint of what appears to have been a WP metal herald! At this point, I can only conclude that when these cabooses were constructed, the old boxcars were stripped down to the metal frame and rebuilt using some pieces of wood from the original car(s)! Do any of our members have information about how these cars were built?

The WP 614 should be painted inside and out and moved to the museum for mounting on trucks, installation of brakes and (Quick-somebody hold me back!) another new roof (after the roundup) by the time you read this in the newsletter. Hopefully we will have a silver & orange caboose to match the 2001 and 805 by Railfan's Day in September!

New in the Gift Shop

The long awaited Diesel Builders, Volume Three "Beautiful Baldwins," by John Kirkland, will soon be available through our Gift Shop. The book contains 359 rare black and white and 20 color photographs previously unpublished. 296 pages - \$59.95 Shipped postpaid (Calif. res. add \$4.35 tax).

We have on hand 5 each Overland brass WP F7A and F7B models in HO scale. This is a special purchase which we can sell for \$225 each. Shipped post paid (Calif. res. add \$16.30 tax).

Once again name badges are available. The badges are green metal with gold letters. Your name and Feather River Rail Society are on front with a pin type back. Send \$3.00 to Jack Hathaway, 1190 Williams Ave, Reno, NV 89503. Pick up at the museum or include \$1 extra for mail orders.

Winning ticket drawn on April 24, 1994

By Chris Skow

We are pleased to announce that Feather River Rail Society member Jim Atkins of Sacramento won the 6th Annual Fund Raising drive sponsored by Trains Unlimited, Tours and the Feather River Rail Society.

Jim has won a free trip on the Rocky Mountaineer Ralltours "Rocky Mountaineer" passenger train which operates between Vancouver, British Columbia and Jasper National Park and Banff in the Canadian Rockies. His tour package includes lodging, food and even roundtrip air from California on Canadian Airlines.

Jim is a signal maintainer for the Union Pacific and takes care of the Feather River Canyon up to Portola. Jim has been a Society member for many years and we congratulate him as our 6th winner in this worthy cause.

The Feather River Rail Society was able to raise close to \$2700 on our 6th Annual Fund Raising Drive for the Portola Railroad Museum. Within the next few months, Trains Unlimited, Tours and the Feather River Rail Society will announce the 7th Annual Fund Raising Drive and drawing. We thank everyone that supported this project by buying tickets.

Circle the Wagons Schedule Of Events

Friday, July 1, 1994

Museum grounds closed for preparation and rehearsal.

Union Pacific passenger train schedule:

Lv. Fremont	8:30 AM
(free shuttle bus from Fremont BART)	
Stockton	10:25 AM
Sacramento	11:30 AM
Oroville	12:40 PM
Ar. Portola	5:55 PM

FARES: Fremont-Portola coach	\$129
Sacramento-Portola	99
Oroville-Portola	69
Fremont-Stockton	35
Fremont-Sacramento	39

Connecting bus service:

Lv. Portola	6:15 PM (Sierra Nevada)
Ar. Reno	7:15 PM (Sands Hotel)
Lv. Portola	6:15 PM (Amador Stage)
Ar. Oroville	8:45 PM
Ar. Sacramento	10:00 PM

Arrival at Amtrak Station and parking garage 11th & Eye Sts.

One way fare \$10

Portola-Oroville \$15
Portola-Sacramento \$15

Saturday, July 2, 1994 & Sunday, July 3, 1994

Feather River Transportation Pageant 1:00 PM

Union Pacific passenger train Portola to Keddle and Portola to Reno Jct. round trips:

Lv. Portola	9:15 AM - 2:15 PM
Lv. Keddle	11:00 AM - 4:00 PM
Ar. Portola	12:30 PM - 5:30 PM
Lv. Portola	12:45 PM - 5:45 PM
Lv. Reno Jct.	1:30 PM - 6:30 PM
Ar. Portola	2:00 PM - 7:00 PM

Portola-Keddle RT coach	\$34; dome \$59
Portola-Reno Jct. RT coach	\$20; dome \$30
Quincy Jct.-Portola RT coach	\$25; dome \$45
Portola-Quincy Jct. OW coach	\$20; dome \$35

Shuttle Bus service between Reno and Portola; \$20 RT (Sierra Nevada); leaving from the Sands Hotel

Lv. Reno 8:00 AM	Ar. Portola 9:00 AM	Lv. Portola 9:00 AM	Ar. Reno 10:00 AM
11:00 AM	12:00 AM	1:45 PM	2:45 PM
2:45 PM	3:45 PM	4:00 PM	5:00 PM
5:30 PM	6:30 PM	7:00 PM	8:00 PM

Monday, July 4, 1994

Union Pacific passenger train schedule; fares same as July 1:

Lv. Portola	9:30 AM
Oroville	2:30 PM
Sacramento	3:50 PM
Stockton	4:55 PM
Fremont	7:00 PM

For Fremont-Portola & Portola-Fremont
Ticket & Reservation Information, Call
Pacific Limited 801-355-5871

Connecting bus service; fares same as on July 1 bus service:

Lv. Sacramento	5:30 AM Parking garage 11th & Eye and Amtrak Station (Amador Stage)
Lv. Oroville	6:45 AM WP station
Ar. Portola	9:15 AM
Lv. Reno	7:30 AM - 8:00 AM Sands Hotel
Ar. Portola	8:30 AM - 9:00 AM

Breakfast served at the Museum July 2-3-4, 6:30 AM - 9:30 AM
Lunch served at the Museum July 2-3-4, 11:00 AM - 3:00 PM
Dinner served at the Museum July 1-2-3-4, 5:30 PM - 7:30 PM

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

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