

The Train Sheet



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

Issue No. 67

May/June 1994

The FRRS Celebrates its Tenth Anniversary



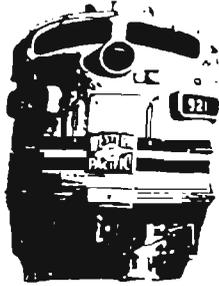
Left: The 805A was the star of the our Tenth Anniversary Celebration "Circle the Wagons." It is shown here, with its new paint job, and with the B unit in the transportation pageant with eager onlookers taking photos and with Skip Englert directing the move.

Right: Steam operates in Portola once again! On short-term loan to us is Nevada State Railroad Museum's 4-4-0 No. 8 which put on quite a show for us. It will be pulling our caboose train rides on Saturday and Sunday, July 23, and 24, 1994. Both photos by Ed Warren.



Inside this Issue:

- 805A is a star with its new paint job.
- Jack Hathaway donates passenger cars.
- Preliminary reports on Circle the Wagons.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

P.O. Box 608

Portola, California 96122

(916) 832-4131

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

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.

Board of Directors

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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



For our recent Board of Directors election we had 14 candidates running for the four seats that were up for reelection, plus the two new seats if the amendment to our By Laws passed. Their pre-election statements contained a variety of opinions about how they thought the museum was run in the past and where it should go in the future. The position of a member of the Board of Directors carries a responsibility to participate in the work of the museum to a greater degree than what is expected of other members. I know it's a long way to Portola for some, but if one is to be in a decision making position, one needs to understand the work of the museum and that can only be done by participating in the work. I feel confident that we have a Board of Directors who will work to complete the goals of our organization.

-- 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.

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.

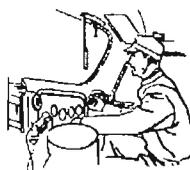
YOU! Can Operate a Diesel Locomotive
for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

The Ultimate Experience!

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.



CASH Donations

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

- Mark Acuna
- James Case
- Scott Crawford
- James Dias
- Tim Diaz
- Robert Diehl, Jr.
- Don Douglas
- Gary Griffin
- Steve Habeck
(through PG&E)
- Dennis Hill
- Alan Jacobson
- Jeffrey Jamason
- John Lenz
- Robert Lindley
- Kent McDougall
- Ken Ritz
- Ralph Shafer
- Ed Slintak
- Graham Snyder
- Georg Wahl
- Mr. & Mrs. Eugene Walker
- Walter B. Whitman

New Qualifiers

The FRRS Operating Department announces the qualification of the following people:

Kerry Cochran
Conductor

Peter Langdon
Conductor

Terry Decottignies
Brakeman

Brian Challender
Passenger Engineer

Congratulations People!

Gift Shop Items

The Gift Shop was stocked heavily for the anticipated large number of visitors for our Circle the Wagons event. We had a good turnout, but not at the numbers planned for. Consequently we have a very large inventory of items in the Gift Shop to sell this summer. Some of which are as follows:

- 10th Anniversary Tee Shirt, 9 colors on ash color shirt, the most beautiful shirt produced according to the manufacturer. M-L-XL \$10, XXL \$12
- 921 Tee Shirt, 4 colors on pepper corn shirt, a redo of the 921 previously produced, but with proper freight scheme. M-L-XL \$10, XXL \$12.
- 10th Anniversary ceramic black 14 oz. mug with white printing. \$4.50
- 10th Anniversary gray poplin cap (limited supply) \$4.95
- 10th Anniversary program with equipment roster. \$2.00
- WP Merchandise box car, green and yellow in 4 different numbers. HO gauge. New production especially for FRRS. \$15.00

Above items are available by mail. Checks, VISA or Master Card are accepted. California members please include tax. Thank you for your support.

New Life Members

Welcome the following new life members to the FRRS:

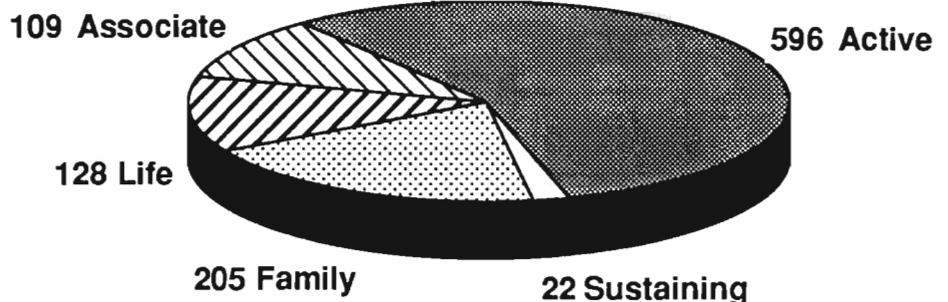
Ray E. Moser, II
from Henderson, NV

Gerald E. Gorzoch
from Sierra Vista, AZ

Thanks people!

Membership Report

as of July 11, 1994



*Total FRRS membership is 1,060.
Of these, 28 are Charter members.*

Eleventh Annual National Track Motorcar Championships

Saturday, August 6, 1994; 12 Noon at the Portola Railroad Museum.
Presented by the FRRS and Motorcar Operators West.

All owners and operators of railroad motorcars are hereby challenged to a day of friendly competition! If you are willing to pit your knowledge of motorcar safety rules and your motorcar operational skills against others, you are invited to bring your machine. Plan now to attend this one day of fun, food and friendly competition. Learn tips and mechanical trouble-shooting from fellow MOW "experts." This is the ideal event for "rookies" and "old heads" alike.

On a trial basis, the format of the NTMC will change in this, the 11th year of the event. Using 2,000 feet of museum trackage, each motorcar operator will be tested and judged on compliance to/knowledge of MOW operating book of rules as well as general railroad operating rules. Judging will include proper flagging at road crossings, proper throwing of switches, use of track repair tools and safe handling of motorcars. Each participant will be allowed two separate runs over this closed section of museum trackage to try for a best time. The best times of all motorcars in each class will be compared at the end of the race. 1st, 2nd and 3rd place winners plus all participants will be awarded ribbons during the awards ceremony following the conclusion of the NTMC. New in 1994 will be separate awards for "Best of Show" and "Ugly Duckling" as determined by popular vote of the participants!

In 1994, the NTMC will be divided into the following classes:

1. Belt-drive cars (Fairmont M-series).
2. Gear-drive cars (Fairmont MT-series cars and others) Men only.
3. Gear-drive cars (Fairmont MT-series cars and others) Women only.
4. Exhibition class - includes all cars that do not fall into above classes, as judged by FRRS and MOW personnel, such as: all homebuilt cars, alternate powered cars, rail bikes, hi-rail equipped vehicles and anyone wishing not to compete for time in this event.

Once the NTMC is done, the fun isn't! Everyone is invited to a pot-luck Bar-B-Q at the museum's picnic area near the finish line. We supply the soft drinks and side dishes, you bring something to throw onto the grill for yourself and your family. Museum trackage is open to motorcar operation until 9 PM. Also, MOW director Gary Cousin and other MOW officers will be holding a motorcar repair clinic for the assembled motorcar operators.

NTMC entry fee = \$20 per operator
Signing an FRRS liability waiver is required.

There will be a motorcar excursion on Sunday, August 7, 1994 over the 14-mile long Almanor Railroad at Chester, CA. MOW organization rulebook will apply. Signing a liability waiver before entrance onto the railroad is required! Total cost for BOTH the NTMC and Almanor trip is \$55.00.

For entry forms and information contact NTMC Chairman Wayne Monger at: 1409 Tillman St., Suisun City, CA 94585 phone (707) 426-5510 or E-mail at CompuServe #73563,2652.

Feather River Railroad Days

Saturday and Sunday, August 20 and 21, 1994

Our second biggest event this year will be the community's Feather River Railroad Days. This annual event has a parade on Saturday, August 20, 1994 at 10 AM, followed by other events in the City Park. We will have music and model railroad displays in the museum shop building and will for the first time operate a passenger car train along with our regular caboose train. The train rides are stepped up to run every 20 minutes. As before, we need volunteers to help on the train crew, ticket sales, parking and food service. We are charging admission this year - \$5 for adults, \$2.50 children and \$15 for a family ticket. The ticket is good for admission and unlimited train rides. Please call or write Gordon Wollesen at the museum if you can help.

9th Annual FRRS Railfan Photographer's Day

Saturday, September 17, 1994
9:30 AM to Midnight

This popular event will feature a number of trains operating on a printed schedule and will include:

- Restored ex-California Zephyr FP7 WP 805-A on A-B-A set pulling freight and passenger trains.
- The only 1994 SP sugar beet train using wood beet cars.
- Operational VIA Rail passenger train with ALCO FPA-4, ALCO FPB-4, 2 coaches and a sleeper car. (More on the ALCO's in the next Train Sheet.)
- Four Baldwin diesels in use on freight trains.
- Group night photo session.
- Multi-media shows.
- Locomotive cab and caboose rides.
- Spaghetti dinner.

Every diesel unit that is operational will be running. Last year we had 11. Come out this year to see us establish a new record. We need operating people to help with this event. Also needed are ticket sellers and food service volunteers. Admission will be \$12 advance or \$15 day of event per person (under 16 yrs. old is free). Working members, of course, will be admitted free. We put a lot of effort into setting up this event and we really put on a great show.

FRRS Southern Regional Meet

Saturday, October 8, 1994
La Habra Senior Citizen's Center
La Habra, CA

Featured Speakers this year are:

- Art Lloyd; his background is late 40's early 50's with WP in public relations. He was primarily responsible for the California Zephyr promotion.
- Dave Stanley; with 20 years of assorted duties with WP/UP.
- Norm Holmes; he is FRRS president with over 40 years WP/UP engine service.

See next issue of the Train Sheet for further details and/or call Pete Solyom at 310-691-4139.

Board of Directors Report

Board of Directors Meeting, May 7, 1994.

There has been no progress on any steam acquisition projects - the deal with Nevada State Railroad Museum for YSPL Shay is in "hibernation."

Hank Stiles reported on his progress on finding parts for Ingersoll-Rand #110-1 by making contact with I-R personnel in San Leandro, Ca. and is awaiting word back. Norm Holmes mentioned that he has discussed with Hatch & Kirk in Napa, Ca. about finding I-R parts. Dave Dewey mentioned that the push rods and other parts are in the process of being made at Butte College in Oroville.

Gordon Wollesen reported that 3-Phase 220-V wiring is being installed for the welder. Wayne Monger suggested looking into a new geo-textile material for placing between tracks that was advertised in recent issue of Railway Age. Kent Stephens received positive response from Green Rock Quarry at Eley that fine ballast will be donated to the FRRS.

Norm Holmes has recently purchased a cylinder compression tester for EMD's and has found someone in Reno that is interested in doing the work. A wheel-truing machine has been purchased but has not arrived yet. Wayne Monger mentioned that he has asked Jeff Forbis at McCloud Railway for a cost estimate for doing the work to replace all wheels on both trucks of 921-D at the McCloud Ry. shops.

The purchase of GE U33C SP 8653 was discussed; then the board voted to overturn the previous decision to purchase it.

Discussion followed on purchase of operational FPA-4 that will replace the 921-D in the Rent A-Locomotive program following the sale of our Long Island FA1 to Illinois Railroad Museum.

The board discussed problems with RPO Car on Napa Valley Wine Train. There are possible major problems moving the car due to friction bearings and the mention from people that have worked on the car that there may be serious problems with the underframe. It may have to be trucked if we go ahead with the purchase.

There was a brief discussion of the continuing problem of ownership/donation of passenger car "Pioneer" and of needing a resolution of the problem with Sam Gerdler.

There was an update from Kent Stephens on negotiations for the purchase of ex-SN 146 44-ton GE from North-western Oklahoma Railroad.

Next was a report of a party based in Sacramento who is interested in leasing from the FRRS the ex-O&NW track tamper for use for 6 months in exchange for doing repair on machine and returning to do track tamping on museum track for free. Hank Stiles made report on it saying that it is only in need of new batteries and some minor repairs to the fuel system. The board voted to continue investigating before allowing any lease.

Hank Stiles estimates that cost of parts to finally fix prime mover on WP 501 will be around \$2,500. Due to the historical significance of the unit, there was a general decision that we should make top quality repairs that will last.

Board of Directors meeting June 12, 1994. *Brief overview of high points.*

A shop class from Portola High School has started repairs on our caboose UP 25049. By the end of school in June, most all of the yellow paint on the outside of carbody had been stripped down to the original brown paint.

The Board reevaluated the proposed purchase of SP U33C. The prior decision to cancel the purchase held by 3-3 tie vote. Our offer to purchase 44-ton ex-SN 146 from North-western Oklahoma RR was discussed.

Agreement was made on the proposed new format for the 1994 National Track Motorcar Championships being held on August 6, 1994.

Circle The Wagons

We are just now starting to relax after the very busy time we put in preparing for our Tenth Anniversary Celebration. In the next Train Sheet, we'll have a complete listing of the members helping and the work they did; but for now, suffice it to say, the Circle the Wagons celebration was an unqualified success. We planned for more than twice the number of people that showed up, but 2,000 or so isn't bad. Nevada State Railroad Museum sent their 1881 4-4-0 steamer that operated on all three days and California State Railroad Museum sent WP F7A 913 which also operated with our 921D. The steamer was trucked from Carson City, 913 was brought up from Sacramento courtesy of Union Pacific. Other visiting locomotives did not make it for a variety of reasons. If you didn't visit our museum during the July 2-3-4, 1994 holiday, you missed a great show. The pageant was outstanding. The Pacific Limited train, looking magnificent and powered by Union Pacific's E9's, rumbled in and out of Portola during the festivities.

Annual Membership Meeting

The annual membership meeting on June 25, 1994 was attended by about 30 members. A great London broil and breast of chicken dinner was prepared by Mardl Langdon and Sue Cooper, assisted by Linda Lippincott. The highlight of the evening was the unveiling of our WP 805A. David Dewey had just finished the nose wings and Odie Lorimer painted a WP herald, with the proper curve and handle notch, to complete the job. Some painting on the roof and back remain to be done, but it really looks great.

Election Results

With over 400 votes cast, the By Laws amendment to increase the number of members of the board of directors passed with only 3 "No" votes.

The following people were elected:

- Steve Habeck
- William "Hank" Stiles
- Gordon Wollesen
- Vic Neves
- Peter Langdon
- Sue Cooper

Steve, Hank, Gordon, Vic and Peter were each elected to a two-year term, Sue was elected to a one year term.

We thank all who ran for the Board for their interest in shaping our future.

Help Wanted

Work on the Silver Shower Car at the museum is moving right along. We still need assistance in completing it. We need to:

- complete painting the interior.
- install hot water heater.
- install fixtures.

Contact Gordon Wollesen at the museum if you can help.

Portola Steam-Up!

The 4-4-0 steam locomotive that the Nevada State Railroad Museum loaned to us for the Circle the Wagons event, will be pulling our caboose trains at Portola on Saturday and Sunday, July 23, and 24, 1994 from 11 AM to 4 PM. Come up and see steam at Portola!

805A Update

The unveiling...

Our restoration painter, David Dewey, really buckled down on the 805 project and finished it in time for the Circle the Wagons Celebration. He first painted the interior of the cab so it could be blocked off with cardboard as we have had difficulty in finding replacement side windows. About a month ago, David finished the prep work on the nose, then he primed and painted it orange. The side panels were next on his list as they were orange also. Larry Hanlon furnished a stencil for the nose "wings." It was laid out and the wing area was painted white, then the outline of the wings was laid out with one inch masking tape, and the remaining untaped area was painted red. The tape was removed and "voila," there were the wings! Odie Lorimer painted the WP herald, and he had a stencil that showed the exact contour of it; the contour being necessary because it is mounted on a curved surface on the front door close to a round headlight housing and a door latch. Odie's stencil matched it perfectly.

By this time the Annual Membership meeting was at hand. After the meeting, the beautiful restoration job was unveiled to the "ooohs" and "aaahs" of all of the eager members in attendance. It was a sight to behold.

After the meeting, and about a week later, Larry Hanlon installed a working mars light. Because of time constraints, the pilot and the rear of the locomotive were hand brushed with silver paint, and the trucks were sprayed silver. The locomotive was then ready for the Circle the Wagons celebration. Some painting on the roof and back remain to be done, but it really looks great. Thanks go to all of those who helped make it happen.

New Equipment

Through the generosity of member Jack Hathaway, our museum now has three passenger cars. Jack thought we needed some passenger equipment to round out our collection, so he presented his proposal to the Board and it was agreed he would go to Canada to select 2 coaches and a sleeper from VIA's surplus equipment. All the cars were manufactured by Pullman-Standard and used by VIA until replaced by Budd stainless steel cars when train service was reduced. The coaches were located in Montreal and the sleeper in Halifax. Jack purchased the cars in November, 1993, and we immediately made a request to the Union Pacific and Chicago North Western for free transportation between Chicago and Portola. Union Pacific responded favorably, but CNW declined our request because we were not located in their service area. UP then interceded on our behalf and the request was granted. The cars were delayed at the border due to customs problems, but finally the two coaches arrived in Portola on June 5, 1994 and the sleeper on June 9, 1994. All the windows on one side of one coach were broken enroute, otherwise no damage was found although evidence indicated they were occupied for at least part of their 4,000 + mile journey. We really appreciate this gift from Jack and also thank UP and CNW for providing free transportation, the value of which was over \$3,000 per car.

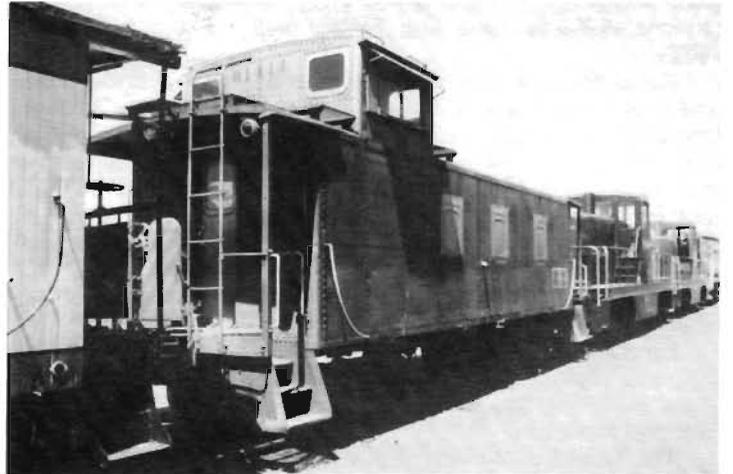
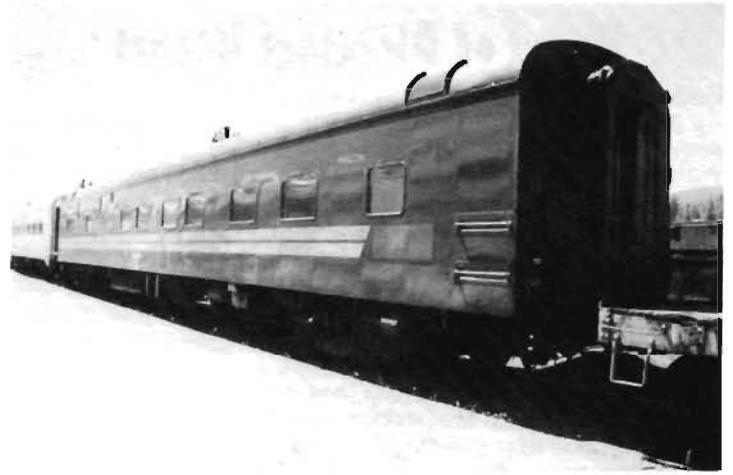
Passenger car details:

VIA 1112 Third in a series of 52 cars built for CN in 1954 for use on their "Super Continental." All cars in this series were named after Canadian cities and towns whose names begin with "E." Our car is named "Edenwold." It has 4 sections, 8 duplex roomettes and 4 double bedrooms. It is in excellent condition.

VIA 5742 - 52 seat coach, built by P-S in 1949 as a sleeper for Florida East Coast Ry. and named "Havana." Sold to CN in 1967 and named "Petawa River," rebuilt to a coach by CN in 1978 and numbered 5742.

VIA 5743 - 52 seat coach, built by P-S in 1948 as a sleeper for The Milwaukee Road and named "Lake Coeur d'Alene." Sold to CN in 1967 and named "Wanapitei River," rebuilt to a coach by CN in 1978 and numbered 5743.

Another new addition to our equipment collection is Rio Grande caboose No. 01414, built 5-41. This caboose is owned by Bob Lindley and is on a long term lease to our museum. It was delivered by Dobbas Trucking from Roseville on May 11, 1994. Since WP and Rio Grande were closely related from Day One, it was felt this caboose would represent that affiliation.



Top Photo: Shown is one of the passenger cars (VIA 1112, Edenwold, sleeper) that FRRS member Jack Hathaway generously donated to the museum. Center: Rio Grande caboose 01414 is owned by Bob Lindley and is on long term loan to the museum. Left: Our beautiful 9 color Circle the Wagons tee shirt is available from the gift shop. Photos by Ed Warren.

Photos by Ed Warren.