

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 73

May/June 1995

WP 805-A is Re-Dedicated



People attending the 805-A Re-dedication ceremony on May 27, 1995 at the Museum were treated to a beautiful, gleaming 805-A, interesting speakers, and delicious food. Shown seated at the head table in front of the 805-A from left to right are: Wayne Monger, Norm Holmes, Mrs. Eleanor Lloyd, Steve Habeck and Gordon Wollesen. Standing at the right is the keynote speaker, Mr. Art Lloyd. Photo by Ed Warren.

Inside this Issue:

- Complete report of the 805-A Re-Dedication.
- Details of the Pacific Limited Excursions.
- Acquisition of M60A3 tanks.

Tanks, They Said It Couldn't Be Done

By Bruce Cooper

2nd Vice President, FRRS

During the course of the December 1993 meeting of the FRRS Board of Directors, Norm Holmes brought up, almost jokingly, that we ought to look into getting a tank to put on one of our DODX flatcars. Everybody thought it was kind of funny, but didn't think that it was likely to occur. I told Norman that I would like to take it on as a personal challenge, to see if I couldn't get us a tank for the flatcars.

Well, to make a long story short, it's taken a year and six months, but we now own 2 operational M60A3 battle tanks. These vehicles cost approximately 1 million dollars apiece. One of them has less than 50 hours on it, and the other has approximately 150 hours run time. They are 31 feet long, 11 feet 8 inches wide, 10 feet 7 inches high, and weigh 114,000 pounds each. They are capable of carrying 62 rounds of 105 mm ammunition for the main cannon, and can carry 6,000 rounds of 7.62 mm machine gun ammunition, 800 rounds of .50 caliber machine gun ammunition, and approximately 50 different types of smoke and anti-personnel hand grenades.

We have them here at the Museum, on display. I'm going to turn the gun barrels into time capsules, for PR reasons. I'm working with the City of Portola, Plumas County, and the school districts in order to get information to put in the barrels. They will be registered with the state of California, to be unsealed in the year 2025.

Sue and I went to Washington state, where we went through a training course at Camp Murray, running these machines. Since I have a lot of experience with tracked equipment, it was pretty easy to pick up on it. They will be kept under very strict control, for obvious reasons, especially after the incident in San Diego.

I think they will be quite an addition to the Museum. I am getting calls from all over the country, people and military historians who want to come see them. They are quite a prize, because we are the only organization in the country, outside of the military, that has operational tanks. Even though the guns are disabled, they are still fully operational, as far as everything else goes; most of the sighting equipment has been left with them. I think they're another thing we can use for public relations, to help keep us on the map. I'm getting a lot of response from the news media regarding these tanks.

Some of the organizations I had to do business with were: The Center for Military History, in Washington, D. C.; the Pentagon; Camp Murray, Washington; Fort Lewis, Washington; and the U. S. Army Tank Automotive Command in Warren, Michigan. The influence of a couple of Senators was also instrumental in getting these things donated. At one time, the process hit a snag because there was a person in the Pentagon that was a little leery about letting operational tanks go. It took a few months to overcome that with a lot of letters and phone calls.

They are getting tremendous response. I want

to represent the Museum in the Railroad Days parade by entering one of these vehicles in the parade, and then have the color guard ride the tank.

So, on your next visit to Portola, look me up for a guided tour of the inside of a real battle tank, since I'm the only one with the keys to them, and I'd be more than happy to show you. Once you see these things up close, you'll realize why the military relies so heavily on the railroads to move them around, which is where the idea came from in the first place.



All decked out for Memorial Day 1995 with American Flags flying, our two M60A3 tanks are shown on the flat car on which they were shipped, posing for the camera shortly after their arrival. The top photo shows the tank's front view, the bottom photo shows the gun facing to the rear in the stowed position. Both photos by Ed Warren.

The Case of the Missing Headlight

When the Feather River Rail Society was first formed in 1983, dues were \$10 per year. A year later the dues were raised to \$15 per year. In 1985 a "Life Membership" category was made available at \$300. This money was to be placed in a special savings account with the interest to pay membership costs (Train Sheet, membership renewal and cards, etc.). We now have over 150 Life Members and over \$50,000 in the Life account. We have let the interest accumulate and compound so as to have a capital reserve.

In 1987 we changed from an annual membership renewal to a periodic renewal date to make it fair to anyone joining during the year. This also spreads out our membership income throughout the year. At this time a change in membership classes was established. Associate @ \$15, Active @ \$25, Family @ \$30 and Life @ \$300. During the fall of 1989 the first issue of the "Headlight" appeared as an added benefit to Active, Family and Life members.

Due to a number of reasons including increased postage rates, printing costs and general operating costs, a dues increase of \$5 was added to Active and Family categories. A new Sustaining category was established @ \$75.

What has this to do with the "Headlight?" It was our original intent to publish the "Headlight" on a quarterly basis to include WP historical and modeling information and leave museum activities to be included in the bi-monthly Train Sheet. As they say "the road to ---- is paved with good intentions." Due to one thing or another publication of the "Headlight" fell farther and farther behind its original quarterly goal. With 36 plus pages in each issue, the time demands involved in publishing it are immense. We have now reached a point where if we are going to continue to publish the "Headlight" we will have to have a paid editor. Past issues have been very popular with our membership, some fifty hobby shops were selling over 500 copies of each issue and our gift shop continues to sell available back issues.

The last "Headlight," No. 10, was published February, 1994. The FRRS, to help compensate for the delay in getting out the "Headlight," sent out nice 1993 pocket calendars to all of our members who receive the "Headlight," then sent out in 1994 and 1995 a pictorial 12 page calendar, then sent out the Tenth Anniversary program and equipment roster. These were sent out by the FRRS as compensation to the members as a gesture of good will.

Train Sheet mailing and membership renewal costs associated with each member amount to about \$4 per year. With a production run of under 2,000 "Headlights," the cost per copy and mailing amounted to about \$4 for each copy depending on the number of pages. The remainder of the dues go to restoration, acquisitions, and operating the museum. Our electric bill alone costs about \$3 per member.

Our membership dues are "in line" with other organizations with similar needs. Historical and Technical Societies such as UP and Santa Fe have very nice publications, but do not have a museum to maintain. We do NOT anticipate a dues increase to fund a resumption of the publication of the "Headlight," but this may be necessary in the future due to recent increases in postage, paper and printing costs, etc. We would like to keep our membership dues as low as possible for those who may not be able to afford a higher rate and encourage those who can afford to, to add "a little extra" with their dues renewal.

We hope this answers the questions of the missing "Headlight" and "what am I getting for my dues."

FRRS Member Benefits

The following new benefits are now in place for all FRRS members in good standing:

- 10% discount on all items in the FRRS Gift Shop, purchased in person or by mail.
- 50% discount for fee paying special events.

Please mention your membership number to receive your discount. Each member's membership number is on their address labels, and their membership card.

Also:

- No extra charge for Member coats.
- Qualifications for entrance into different departments will be established.
- Hats & shirts of different colors will be established for each department; these will be sold at cost to the members.

Take a Shower

We now have operational at the Museum, a really nicely fixed up shower for the use of members working at the Museum. There is a nice tiled shower area, and this is separated from the newly installed toilet. Also in the "Silver Shower" car is a new sink which is just right for washing up after working. Clyde Lippincott was behind the main effort, and several other members helped him do the work. Several members used the shower on the Annual Meeting day, and they commented on how nice it was.

This is another effort the FRRS is making to offer the members a pleasant experience when visiting and working at the Museum.

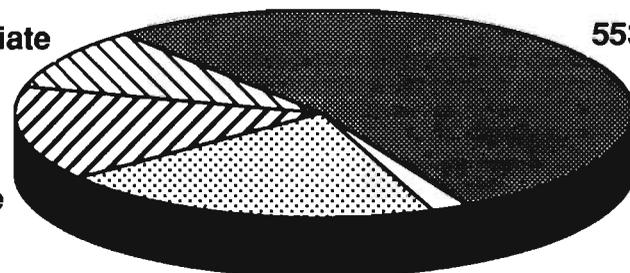
Membership Report

as of June 30, 1995

103 Associate

553 Active

152 Life



210 Family

20 Sustaining

Total FRRS membership is 1,038.

Of these, 27 are Charter members.

"Behind The Scenes"

By Steve Habeck

One of the more difficult things we "locals" must do is report on the activities at the Museum in the Train Sheet. Why is this difficult?

In order to accurately report on Museum activities, we must be careful to include the planning, setup, and preparation time spent for an event. Often, the planning and preparation occurs, or is ongoing, weeks, or even months, before the actual event. In the day-to-day operation of the Museum, this preparation can fade into the background, and its importance to the event's success gets taken for granted. I have strived to ensure that credit is given for everyone's contribution, large or small, toward the success of a Museum project, and it bothers me when anyone's contribution is overlooked.

In this article, I'll take some recent events and activities that have occurred at the Museum and highlight the efforts put in "behind the scenes." This is also a "thank you" to everyone who has been involved "behind the scenes" - - although your work may not have been properly acknowledged at times, please be assured that it is definitely appreciated.

Silver Shower: Although Clyde Lippincott has been the main effort behind this car's renovation, others who have made significant efforts include David Dewey's cousin, Norris Schultz, who laid the linoleum floor, and Art and Dave Bergman, who installed, braced, and plumbed the new hot water heater, to name just three.

WP 614 caboose: Most of the work done on this car to date was actually done in Oroville, before it was brought to Portola, by John Walker and many other volunteers who spent many weekends making it look as good as it does.

Railfan's Day: This is a classic example of an event that doesn't just "happen." The script for this event is usually drawn up in July/August by Directors Wayne Monger and Vic Neves, who also handle the advertising, tickets, timetable, slide shows, and the spaghetti feed. This event also requires lots of work by the Mechanical Department under Director and CMO Hank Stiles to prepare locomotives, and by the Operations Department under Director and Superintendent Gordon Wollesen and Yardmaster Steve Habeck to do the switching.

TTX Special, 4/5/95: When Director Wayne Monger first heard of this special, he contacted Mike Blaszak of TTX and suggested that they extend the scheduled crew change stop in Portola to about 1 hour, so they could visit our Museum. The TTX people agreed to the change, and then Wayne notified us that this special would be coming. He also arranged to have route guides and FRRS "Circle The Wagons" books available to the TTX people before their trip up the Canyon, which was actually taken care of by Executive Director Norm Holmes and Director Vic Neves (Wayne was at a jobsite in Oregon and could not be here). Vic was also on hand when the train arrived in Portola to assist in conducting Museum tours for Mike Blaszak and other TTX people. (All this information was not included in the report on this visit in the last Train Sheet.)

UP Human Resources group visit, 4/6/95: Museum Executive Director Norm Holmes was the driving force behind this event, arranging the caterer, tables/chairs acquisition and setup, speakers, and train rides.

You read about the results of this work in the last issue. Other articles in this and future issues of the Train Sheet will include more coverage on the "behind the scenes" efforts that sometimes are not given enough credit. In conclusion, things rarely occur spontaneously at the Museum - - someone, somewhere, is working "behind the scenes" to make Museum activities succeed, and this work is always appreciated, if not always properly credited.

The FRRS Annual Meeting

By Steve Habeck

The FRRS Annual Meeting was held in the Beanery at the Museum on a very warm Saturday, June 24, 1995. An excellent dinner of steak and chicken, beans, bread, and salads was put on by Sue Cooper and her crew, which consisted of Bruce Cooper, Linda Lippincott, Lolli Bryan, and Edna Ede. While many of the 60 or so people in attendance topped off their dinner with some cake, the ballots on hand were tallied by a group consisting of Director Hank Stiles, Trainmaster Jim Gidley, Sr., Asst. Trainmaster Kerry Cochran, Linda Dewey, and Janis Peterson. After careful counting and cross-checking, the results were handed to me.

On this year's ballot were two bylaws change proposals, one affecting life and sustaining memberships, the other a proposal to grant Founder Norman Holmes a permanent seat on the FRRS Board of Directors, and to add a tenth Director. Due to a typographical error that was not caught in time, The FRRS Board of Directors, at the June 18 meeting, voted to invalidate the results of the ballot proposal affecting life memberships. The correct text of this proposed change, with a ballot, is included with this Train Sheet, to allow the membership to vote on the correct proposal. The other proposal, to grant Norm a permanent seat on the Board, proved to be a controversial issue. When the Directors voted on this proposal, I had to cast a tie-breaking vote to send this proposal to the membership. This issue created a polarization, such that people were either strongly in favor, or strongly opposed, to the idea. These sentiments came through on the vote; this proposal was approved by the membership by a 178-133 tally (57% to 43%). By approving this proposal, the membership has granted Founder Norman Holmes a permanent seat on the FRRS Board of Directors, and added a tenth Director to the Board.

There were six people running for the four available Board seats, including all the incumbents. Since Norm was granted the permanent seat on the Board, the candidates with the 4 highest vote counts, except for Norm, were elected to two-year terms. Incumbents Bruce Cooper, Sue Cooper, and Wayne Monger will be joined by Clyde Lippincott when the Board holds its next meeting on July 16, 1995. Congratulations go to Norm, Bruce, Sue, Wayne, and Clyde. I also wish to recognize John Walker, who authored the well-written argument opposing the permanent seat for Norm, and who was the sixth candidate on the ballot. His input is valued and needed as the FRRS continues its growth.

After the election results were announced, I conducted an open-forum meeting, discussing recent progress on Museum projects. We heard a membership update from Ed Warren, and discussed other items of concern to the members in attendance. The farthest distance traveled to attend the meeting went hands down to Mike Wallington, a life member from England.

Slide shows and videos rounded out the evening's activities. It finally began to cool off outside later in the evening, providing some relief. The shower car, Silver Shower, which had just been placed in service, was very popular, and much appreciated.

I want to thank all of you who participated in this year's election and meeting, and encourage everyone to follow the activities of the FRRS in the Train Sheet. Let us know your opinions (many of you have already done so), so the Directors can carry out the wishes of the membership. After all, it's YOUR Society.

WP LIVES! 

Feather River Railroad Days

The Thirteenth Annual Feather River Railroad Days will be held on Saturday and Sunday, August 19-20, 1995 in Portola.

The Museum will be mobbed with visitors, and we will shift into high gear for this big event to accommodate large numbers of visitors who attend the festivities in town and at the Museum. There will be a parade on Saturday, August 19, 1995 at 10 AM, followed by other events in the City Park. We will have music and model railroad displays in the museum shop building. We will operate trains all day long each day. The train rides are stepped up to run every 20 minutes. We can use all the help we can get to cover a multitude of jobs both before and during the event. As before, we need volunteers to help on the train crew, ticket sales, parking and food service. Please call or write Gordon Wollesen at the museum if you can help. Come up and join in the fun. Support YOUR Museum.

First Sub Club Meeting

The First Sub Club of the Portola Railroad Museum will hold a meeting on Friday, September 8, 1995 at the historic Niles Depot.

The Niles Depot Museum is located at 36997 Mission Blvd., in the Niles District of Fremont, California.

Besides Feather River Rail Society Members, First Sub Club Meetings are open to anyone interested in the activities of the Portola Railroad Museum, fans of the Western Pacific Railroad, or current Union Pacific operations on the WP, modelers, and other rail historical organizations.

Railfan Photographer's Day

Saturday, September 16, 1995

9:30 AM to Midnight

This popular event will feature trains made up especially for the day and operating on a printed schedule. Trains run in the past have included: 1940's freight train, 1950's freight train, wrecker train, tank car train, streamlined passenger train, "beet" train, military train, and many more. Expect a fantastic night photo shoot, also.

The first train of the day takes spectators to the hill area near the balloon track. This is an excellent vantage point where all of the day's trains can be viewed and photographed in a scenic setting. We put a lot of effort into setting up this event and we really put on a great show.

We need operating people to help with this event. Also needed are ticket sellers and food service volunteers.

For more information, contact Wayne Monger at: 1409 Tillman St., Suisun City, CA 94585, phone (707) 426-5510.

Don't forget...

The Twelfth Annual National Track Motorcar Championships

They will be held later this year than in the past.

Saturday, September 30, 1995

at the
Portola Railroad Museum

Plan now to attend this day of fun, food and friendly competition.

To get details on the event, contact NTMC Chairman Wayne Monger at: 1409 Tillman St., Suisun City, CA 94585, phone (707) 426-5510 or E-mail at 73563.2652@compuserve.com

WP Fans and Modelers.. and Others!

6th Southern Meet

Saturday, October 14, 1995

By Pete Solyom

Over the past two or three years a number of parties have indicated to me and others involved with the FRRS Southern Regional Meet to consider opening the function to other roads. Some have proposed a "joint meet" approach to say western roads. This year the FRRS Southern Regional Meet committee is opening the meet to just that, a prototype modeler's meet featuring western roads. This feature will hopefully bring additional participants to the meet with a greater variety of display and/or contest models. The organizational committee will be notifying the historical Societies of western roads about the meet and hopefully they will be able to publish some sort of notice in their magazine and/or newsletter.

The speakers this year will reflect the opening of the theme. First off, we again have invited Mr. Art Lloyd, who was unable to make it due to a last minute scheduling conflict last year. In addition, Mr. Anthony Thompson, of the Southern Pacific Technical and Historical Society will be a feature speaker. He is the author of the recently published book, "PFE Reefers." And as if that is not enough, Mr. Dave Hussey will be presenting. Dave is a contemporary modeler extraordinaire and his models of locomotives and freight cars have graced the pages of Mainline, RMC, and most recently Model Railroading magazines.

We believe the success of the WP meets in years past has made an impact on the modeling community and now that the meet will entertain all western road themes, there would be no reason not to participate. I hope all of you will encourage not only yourself, but fellow fans and modelers to participate in this meet. I believe the speakers will have something for everyone and there will be many models everywhere to admire throughout the day. I do believe there will be a discount admission price to all who bring contest and/or display models.

This year's meet is scheduled for Saturday, October 14, 1995. We will be holding the meet at a new location at the "La Habra Clubhouse" located at 200 W. Greenwood in La Habra. For those of you who are out of towners, a very large well stocked RR swap meet is usually held the same morning by the Pomona Model RR club. We look forward to seeing you there. Please contact me at 310-691-4139 if I can provide any additional information.

New FRRS Members

Please join us in welcoming the following new FRRS members:

Bob Anderson from Huntington Beach, CA
Tim Cakebread from Livermore, CA
The Cummins Family from Woodcrest, CA
Charles Davis from Seattle, WA
Bob & Babs Donoho from Chico, CA
Richard Drazan from La Mirada, CA
Bruce & Noreen Evans from Ukiah, CA
Rodney Guggenheim from Lake Elsinore, CA
Gary Hall from Santa Rosa, CA
Robert Hurney from Pinole, CA
David Katz from San Mateo, CA
Dr. Irvin Lathrop from Beckwourth, CA
Marc Malnekoff from Chicago, IL
Michael Mucklin from Huntington Beach, CA
Ken Noren from Salinas, CA
Jeff Palmer from Santa Rosa, CA
Walter Raymond from Reno, NV
Art Young Family from Santa Rosa, CA

CASH Donations CASH

The following FRRS members have made generous cash donations to help us operate:

Mark Acuna
Jeffrey Baus
Scott Crawford
Tim Diaz
Robert J. Diehl, Jr.
Erik Frodsham
James Hollett
Timothy Martin
Kent McDougall
Ken Meeker
Leonard Rmlccl
Ken Ritz
Elana Smith
Richard Thompson
Walter B. Whitman

New FRRS Life Members

Please join us in welcoming the following new FRRS Life Members:

Bruce Cooper
from Portola, CA

Gary Hall
from Santa Rosa, CA

Werner Lang
from Hausen, Switzerland

Robert Sarberenyi
from Fremont, CA

John Rodgers
from Napa Valley, CA

FRRS Gift Shop News

Your museum was represented at the California State Railroad Museum's Railfair on June 16-17-18, 1995, by Norman and Barbara Holmes and by David and Linda Dewey, with Dave Anderson also helping with the sales and information booth. Friday was slow due to the weather and it was a weekday, but on Saturday and Sunday the crowds appeared and sales were brisk. On Sunday, June 25, Norman and Barbara, with help from Kent Stephens, set up two tables at the Great Western Railroadiana show in Sacramento. These are the last shows until fall when the circuit again starts.

New at the museum are the MDC Western Pacific 50 foot outside braced box cars. They come in two styles, one with an end door and one without. These are authentic styled WP cars designed by John Ryczkowski. They are available through our gift shop for only \$8.98 each. (plus tax if CA and shipping; \$1.50 for one, \$2.50 for two or more) MDC now also has a WP wood sheathed caboose lettered for WP at \$7.98. It is not exactly an early WP caboose, but it is close.

We have a large supply of HO scale tank cars manufactured by Red Caboose. The cars are modeled after our DODX tank car and are available for \$9.95. They come in the following names: Shell, Sunoco, Gulf, Dow, Cities Service, Standard, UTLX, SHPX, GATX, Deep Rock, Sinclair, Union 76, Dupont, Texaco, Mobil, Phillips 66 and undecorated.

Model Report

By Pete Solyom

1. Kato NW-2 HO Scale not available in WP paint.
2. Atlas PS-2 Covered hopper HO scale not available in WP paint.
3. MDC outside braced 50' boxcar HO scale WP factory paint (See recent Mainline Modeler article by Ski).
4. Microscale 87-680 WP PC&F Beer cars white scheme, 87-18 WP Frt. cars, 87-871 Beer car decals yellow scheme.
5. E & C shops WP 50' double door PS-1 boxcar HO scale WP factory paint.
6. Stewart F-7A with overhanging, peaked rear roof. HO Scale not available in WP paint.
7. Intermountain 50' double door PS-1 boxcar HO Scale WP factory paint.
8. Walther insulated boxcar in WP yellow scheme, "Fruit Growers Express."

Sorry about all the HO items, I have not seen much N or O, etc. Please contact me if I am missing things.

It has come to the attention of the FRRS gift shop that W & R enterprises will not offer to the FRRS, or any historical society group, any models they import for sale. This is their policy. This means that the upcoming WP 2-8-8-2's will not be able to be purchased through the Society Gift shop. My recommendation is to contact your regular brass dealer to try and reserve a model of your choosing. We tried.

Free Trip Winner

B. Noland Suddeth, Jr. from Charlotte, NC is the winner of our seventh annual "opportunity drawing." The prize is a free trip for two on one of Trains Unlimited, Tours: A choice of British Columbia Spectacular, Nevada Northern Steam Special or Fall Colors Express. This year's drawing earned \$2,695 for our building fund.

Chris Skow is a Charter Life Member of the FRRS and has donated a free trip as a fund raising prize through his Trains Unlimited, Tours. If you would like more information on Chris' tours, write to him at P.O. Box 1997, Portola, CA 96122.



Caboosing

With Hap Manitt

- May 25, 26, 27, 28, 1995 Season Opening and 805-A re-dedication took place. The volunteers who helped to get ready and who participated were: Bruce and Sue Cooper, Lolli Bryan, Clyde and Linda Lippincott, Ed Crary, Ken Roller, King Felton, Bob Carr, Melissa and Judy McGrath, Ken Iverson, Gary Hall, Kent Stephens, Steve Habeck, Norman and Barbara Holmes, Jack Palmer, Kerry Cochran, Jack Hathaway, Tom Graham, Jim Gidley, Sr., Don Borden, Chuck Dunlap, Art Foster, Wayne Monger, Phil Gosney, Don Clark, Mark French, Ed Warren, Brian Challender, David and Linda Dewey, John Walker. Forgive me if I've forgot anyone, but all help was greatly appreciated.
- June 4, 1995 Peter Langdon welded new hose reel brackets to fuel tank car. Gordon continues to plumb same.
- June 10, 1995 Doug Morgan and Norm Holmes went to Chilcoot to remove couplers from UP box car donated to fire dept.
- June 12, 1995 Norm Holmes and Tobie Smith went to Chilcoot to load truck and couplers with Little Giant crane.
- June 13, 1995 David Dewey starts long delayed restoration of engine 2001.
- June 17, 1995 New set of batteries was installed in 608 by Steve Habeck and Gordon Wollesen.
- June 19, 1995 We took delivery of 7,400 gallons of diesel fuel.
- June 23, 1995 Bill Alexander comes from Colorado to help with locomotive electrical problems.
- June 24, 1995 Hank Stiles services 707, including changing the oil; and removing freeze damaged air compressor from engine 2873 with help from Ken Iverson.

Ongoing work: Ken Roller is rebuilding model railroad and doing track work near the crossing by the picnic area. Skip Englert, Bruce Cooper, Mardi Langdon, Norm Holmes, Jack Palmer, Hank Stiles and Brian Challender are doing locomotive rentals. Bruce and Sue Cooper, Lolli Bryan, Edna Ede, Ellen Housen and Linda Lippincott are working in the Beanery. Norm and Barbara Holmes, Lolli Bryan, Hap Manitt and Linda Dewey are working in the Gift Shop.

Operating Department News

The FRRS Operating Department is pleased to announce the following new assignment:

Kerry Cochran
Assistant Trainmaster

Congratulations Kerry, nice going!

Help Wanted; Grant Procurer

We can use someone who can identify funds that have grants available for organizations such as ours and make out the applications for these grants. There is money available if we can find it and make proper application to receive it. Kent Stephens was in charge of this department, but he had to resign because of a lack of time to devote to the work. Let Steve or Norman know if you are interested in helping on this most important aspect.

Rails of Memory

Written by Ellen Shirmer
Submitted by

FRRS Life Member Errol Spangler

You might say the blood runs through my system on rails. My dad was a railroad man. He was a brakeman/conductor on the Union Pacific for several years, a conductor on the Oregon & Northwestern Railroad many years and finally retired as Superintendent. My husband Bill is a retired conductor off the Milwaukee Road.

As we finished our travels this summer and headed for home in Green Valley, it seemed only natural to cross Northern California following the famous Feather River Route. Our drive took us up steep winding grades as we crossed the Sierra Nevada Mountains. There were places where we could look hundreds of feet down into the canyons to see the rapids of the Feather River and the rails following the twisting and steep climb to the summit.

Near the summit of the Feather River Route is the small town of Portola, California, which was a crew change point on the Western Pacific Railroad. The line is now owned and operated by the Union Pacific.

As we approached the city limits, we looked across town to see a huge building with a sign "Railroad Museum" painted on the roof. Like an old engine headed for the roundhouse, we turned in, crossed a high bridge over the railroad yard and found our way to the parking lot of the Portola Railroad Museum.

This was a real find for us. We grabbed the cameras, prepared to spend hours wandering around looking over the old familiar equipment.

As we neared the entrance of the huge shop, I wandered off down another track.

All of a sudden, I came face to face with a memory. There right in front of my eyes, all freshly painted and gleaming in the bright sun was old number 300 -- the Oregon & Northwestern Railroad caboose!

"Bill, come quick!" I yelled. He thought I had fallen or something worse and ran to me fast as he could.

"Look," I cried! "It's my dad's old caboose!" What a find! Whose is it now? How did it get here? Can I get inside?

We went into the shop, found a couple of members who told us the caboose was now owned by two men from the Bay Area who used it as an RV when they came to Portola to work on equipment. I wrote a note to them and left it in the office, hoping that one of these days I'd hear from them.

They also told us two Baldwin diesel engines of the O & NW were at the far end of the yard. We hurried through the maze of engines and cars to find the two Baldwins. My dad had purchased them for the railroad when he was Superintendent and I was still in High School. We climbed aboard and took pictures.

The caboose doors were locked, but I climbed on and looked around. As I looked through the windows I was relieved to see it still looks as I remembered -- the long bench on one side with the worn leather pad - across from it were the same scratched and worn cupboards and cabinets. I went to the other end of the caboose to look through the door window. There were a couple of very old worn wooden chairs, probably used by dad; a desk, pot bellied stove, the little round stainless steel sink and a metal water dispenser. In the center of the caboose was an opening on each side with inset ladders to climb up into the cupola.

As I stood on the platform, I closed my eyes, and I could hear the clack clack of the wheels and feel the old caboose rock and sway and I was taken back to a day long ago, when I was six or seven years old and rode this caboose with my dad.

The Re-dedication of WP 805-A

By Steve Habeck

Back in 1987, after WP 805-A was purchased from the Louisiana & North West, her new owners contemplated having some sort of celebration at that time in the future when she would again carry the WP herald, red nose feather, and orange & silver paint.

We move ahead to 1994, and after 7 years of work, WP 805-A was highlighted at 3 major Museum events: Circle the Wagons, Railroad Days, and Railfan's Day. Although restoration work was still not complete, the thought of a celebration resurfaced in my mind, and I decided that the time had come.

The concept for a re-dedication ceremony (and a budget for it) was approved by the FRRS Board of Directors in November, 1994, and a date of Friday, May 26, 1995, was set (later changed to Saturday, May 27, 1995). It was agreed that the event would be put on at no cost to all FRRS members and friends, in recognition of everyone's contributions, large and small, to 805-A's restoration.

Over the winter months, the event format began to take shape, and letters were written soliciting potential guest speakers. Mr. R. G. (Mike) Flannery, former WP (and later UP) president, who played a major role in assisting the Portola Railroad Museum in getting established, replied regretfully that he would be back East, and would be unable to attend. He wished us well, and sent a large contribution with his letter. I also contacted Mr. Arthur Lloyd, whose name is synonymous with rail passenger travel, about speaking at this event, and he graciously accepted. Mr. Lloyd's impressive resume includes many years with WP in public relations, followed by ownership of a travel agency that generated much business for the California Zephyr. I suspected that he may have some recollections of the CZ and the WP that he might share with us, and I was not disappointed.

With a keynote speaker lined up, and reconfirmed after the date change, other details were worked out as the date approached. Based on the excellent job he did on the American Cancer Society trip's lunch at the Museum, Dave Gott of Bob's Fine Food in Quincy was selected to cater the meal. Lolli Bryan agreed to put up Mr. & Mrs. Art Lloyd at her Silver Lady Bed & Breakfast. The good folks at the Good & Plenty Restaurant whipped up another batch of killer brownies for us.

With about 2 weeks to go, Facilities Manager Gordon Wollesen and I worked out the table arrangement, and placement of the 805-A. At this point, veteran railfan photographers and Directors Vic Neves and Wayne Monger came up with a simple scheme to adequately light the nose of the locomotive, using high-intensity lighting rigged from the shop ceiling. Two halogen floodlight fixtures were borrowed from the Sierra Pacific Industries Loyaltom mill by mill electrician's helper and Director Peter Langdon, and he and Gordon mounted them on a board suspended from the roof. Vic also provided some blue photo lights to "round-out" the colors from the halogens. The end result was dramatic, even lighting over the nose and cab of the locomotive, especially after dark.

Various ideas were tossed around (and out) for the program to be put out for this event. The problem was conveniently solved during the weekend of the American Cancer Society/Pacific Limited trips, when veteran Amtrak engineer and FRRS member Phil Gosney gave me a striking nose-on photo of the 805-A to use for display at the dinner. I think I did him one better, using his photo for the program. When I

Continued on Page 9

Page 8

Pacific Limited Report

By Steve Habeck

With all seats sold out well in advance, the joint Pacific Limited/American Cancer Society Oroville-Portola round trips of April 29 & 30, 1995 promised to be a memorable experience for passengers and crew alike. Boy, were they ever!

Saturday, April 29, dawned cloudy and cool in Oroville, following heavy rain and high winds the day before, with more of same in the forecast. At the WP Oroville depot, now Gary Quilici's Depot Restaurant, the full trainload of passengers was loaded with minimal problems, due to the good advance planning, and use of signs placed at the anticipated loading points identifying the various cars. Departure was virtually on time at 8:15 AM, and UP E-9's 951/963B/949 had us at track speed in no time as we wound through the foothills above Oroville.

Picking up an escort vehicle at the entrance to the Feather River Canyon at Intake, we began the climb in the Canyon proper at restricted speed as per the storm order. Conditions began to deteriorate, as the wind picked up, and it began to rain intermittently. Our escort vehicle suffered a locked-up guide wheel bearing just below Tobin, and had to set off there. A 40-minute wait for another escort vehicle to arrive from Pulga, plus the deteriorating conditions, made our planned photo stop at the Tobin gravel pit look iffy. Shortly after getting underway again, the cancellation of the photo stop was finalized by wind, rain, mud, and standing water at the pit. Going by Rock Creek Reservoir, at the Honeymoon Tunnels, the train was buffeted by 70-mph wind gusts, and I observed wind-driven rain, and spray off the reservoir, coming in the side doors of the baggage car, blowing straight through the car, and going out the other side.

A short stop was made at Virgilia to pick up 2 Union Pacific Operation Lifesaver representatives, and at Keddie we stopped to pick up a group of Plumas County Visitors Bureau volunteers, including Plumas County Supervisor Robert Meacher, and Bank of America Portola Branch Manager Kris Miravalle, and their liaison, FRRS member and Keddie resident Vickie Krois. Also on board for the entire trip were Plumas County Museum historians Scott Lawson and Jerry Holland.

The rain let up enough to allow an impromptu photo stop just east of the Keddie depot, then it was on to Portola. Upon arrival, the passengers were escorted to the Museum for a catered lunch, and other diversions (see the related article), while the train ran east to Reno Jct., turned on the wye, and returned to Portola.

While the weather during the Portola layover was tolerable, with intermittent light rain and light wind, things were changing fast further down the Canyon. Again with our escort, we departed Portola on schedule. After stopping at Keddie to drop off Vickie and the Plumas County greeters, it was on to Virgilia to drop off the UP Operation Lifesaver people, and meet some eastbound traffic. Then the report came in: rockslide across the track at milepost (MP) 268.75, about 3 miles ahead of us, with 3 eastbounds on the other side of the slide, already east of Belden. The operational headache known as Serpentine Canyon, between Rich Bar and Virgilia, had struck again. UP Manager of Train Operations (MTO) Jimmy Carter, based in Portola, was on board our train as the representative of the Feather River Service Unit, and he immediately headed to the slide with the speed swing (a specialized backhoe that can run on rails) that is kept at Virgilia. Other MofW people were called in, and were heading to the area to assist. The track was made passable in about an hour, allowing the eastbound trains to proceed and clear out for us. At last it was our turn, and we crept past the slide area at less than 10 mph, watching the trackside rocks to en-

Continued on Page 10

The Re-dedication of WP 805-A

The Conclusion

By Steve Habeck

finally decided on the format for the program, and to use Phil's photo, it was Friday, May 19th - - just over a week till the event. I got together with Ed Warren, who had helped with the desktop publishing work needed, and we hired a courier to run from Reno to Portola, get the photo from Gordon at the Museum, and get it to the printer in Sacramento. We felt it was worth the effort, since the printer (Designer's Press) had done a good job on our "Circle the Wagons" programs last year. We think you will agree. The printer finished the job on Thursday, the 25th, and then Wayne and Lynda Monger picked them up on their way to Portola on Friday, the 26th. We have included a copy of the program with this Train Sheet, and have more for sale in the gift shop.

On the day of the event, the shop was a beehive of activity as final setup got underway. The tables, some ours and some borrowed from the American Legion, were set up per the plan, and the chairs, borrowed from Portola High School, were set in place. The crew that did all this work consisted of Lynda Monger, King Felton, Bob Carr, Judy McGrath, Melissa McGrath, Gordon, myself, and several others that I regretfully cannot name. Lolli Bryan then placed CZ tablecloths from her collection, and fresh flowers, at the head table. Lolli also had made up, at her own expense, commemorative CZ menus, which she then placed at each place setting.

Vic also let us use the PA system used at Winterall, tied in to our shop speakers.

Outside, work was underway on the star of the show, as Restoration Specialist David Dewey and Director Wayne Monger worked all day on 805-A. In the early afternoon, a severe thunderstorm rolled over Portola, darkening the skies. David, working in the nose of the locomotive, said, "Geez, I wish I had some light in here." As if in answer, a lightning bolt struck nearby, providing plenty of light, if only for an instant. Wayne, working in the cab, suggested, "Dave, be careful what you ask for!" Cab details were attended to, seats installed, and a good deal of cleanup was accomplished. Also, the WP nose herald was removed in preparation for the ceremony. While all this was going on, Trainmaster Jim Gidley, Sr. and his crew maintained the regular schedule of train rides; after all, this was opening weekend! Late in the afternoon, a switch crew was assembled, and the A-B-A set of WP F-units, 805-A/925-C/921-D, was eased to its spot in the house.

Things were quiet around the Museum for a while, as everyone finished their preparations, washed up, and disappeared into the sleeper and other private areas, reappearing minutes later appropriately dressed for dinner with a silver lady.

Shortly after 6:00 PM, with nearly 100 people seated at the tables, I welcomed everyone to this first-of-its-kind event, and attempted to fill some very long minutes, giving Dave Gott and his crew the time they needed to finish preparations. Soon, everyone was seated, enjoying an excellent tri-tip dinner with all the fixin's. Those that still had room were treated to some of those killer G&P brownies, and Jack Palmer and Gordon Wollesen conspired to surprise a very shy 6-year old Jennifer Habeck (my daughter) with a chorus of "Happy Birthday" from the audience.

With everyone's dinner settling comfortably, the evening's speakers were introduced. Marv Dunn, Manager of Operating Practices in Portola for the Union Pacific, was first up with an Operation Lifesaver presentation. Operation Lifesaver is a program promoted by the nation's railroads, and started by UP, to educate the public about grade crossing safety. Next, FRRS Founder and Museum Executive Director Norman Holmes talked briefly of some of the background information and events that led up to the 805-A coming home. Restoration Specialist David Dewey then provided some insight to all the work that went in to the cosmetic restoration process,

crediting Bill Evans' excellent preparation for the way the nose gleamed under those lights. David put it very well when he said, "All I did was put her makeup on." Between these presentations, I attempted to fill in background information as I thought appropriate, as each speaker reminded me of other tidbits of information relating to the acquisition and restoration.

With great pleasure, I introduced Mr. Art Lloyd as our keynote speaker. Art was very entertaining, and interesting to listen to, as he recounted some of his experiences while working for the WP, many of them humorous. He appeared to be enjoying himself as he recounted events involving the WP, the CZ, and even the 805-A. I was honored that he accepted our invitation, and was extremely pleased with the outcome.

The next part of the program was the actual re-dedication. As I noted earlier, the WP nose herald, created by Odie Lorimer from the original painting diagrams, had been removed earlier in the day and set aside. As David Dewey held up the nose herald for everyone to see, I told the audience that we had a special herald to show, as well. In October of 1971, 805-A's sister cab unit, 805-D, was on its way to EMD as a trade-in for GP-40 #3542 when it paused in Blue Island, IL, on the Rock Island. Lynn Nystrom of the UP Steam Crew, who was working for the Rock in Blue Island at the time, liberated the original enameled WP nose herald from 805-D and had it in his collection. Last year, when the UP excursion train was here for "Circle the Wagons," Lynn commented that he had this herald back in Cheyenne, and that maybe he had found a good home for it. When they returned this year for the American Cancer Society trips in April, the WP herald was on board, donated to the FRRS by Lynn and his wife, Mary. Due to the change in trips and other factors, the herald went back to Cheyenne again, but is now in Portola for good.

As David Dewey displayed both nose heralds, I announced the other big surprise of the evening. When the 805-A was acquired, John Ryczkowski, Larry Hanlon, and I each put up an equal share towards the purchase, with the FRRS as the 4th partner. We had intended to donate our share of ownership to the Museum at some future date, and we agreed that the re-dedication was the right time. It was with greatest pleasure that I announced to the assembled crowd that WP 805-A was now owned solely by the FRRS.

With Larry and Ski assisting David, the enameled nose herald was put in place on 805-A's nose door, and all the bolt holes lined up! The enameled herald still needs some touch-up work, but it looked great where it belongs. Then, as we all looked on, Mrs. Eleanor Lloyd, assisted by her husband, broke a bottle of champagne across the front coupler of 805-A, and the re-dedication was complete. The cab, number board, and headlights were turned on, and Larry, Ski, Norm, myself, Mr. & Mrs. Lloyd, and others took turns posing for photos in front of 805-A. Steps were set up on 805-A and 921-D, and all the carbody lights were turned on, allowing the crowd to walk through the locomotives.

I wish to especially thank some local VIP's who honored us with their presence at this event. Fran Roudebush, former Portola City Councilmember and now Plumas County District 1 Supervisor, headed up the list. Also in attendance were 3 current Portola City Councilmembers: Rolf Gaudard, Helen Kennedy, and Joani Duncan. Terri Nacar, editor of the Portola Reporter, was also there, and had a nice article in the Feather Publishing family of newspapers (including a front-page photo of 805-A in the Portola edition). And, as mentioned earlier, Marv Dunn was in attendance, representing the Union Pacific. Our thanks go to all of you for thinking enough of the FRRS to attend this event.

Pacific Limited Report,

Page Two

By Steve Habeck

sure that they would clear the underbody equipment on the passenger cars. The train made it safely past the slide. During the 2-hour delay at Virgilia, UP Steam Team members Bob Krieger and Lynn Nystrom watched the river rise nearly 3 feet, using a rock in the river as a reference.

Due to the delay, it began to get dark as we approached Rich Bar, and the skies opened. For the next 2 hours, as we moved cautiously down the Canyon, it poured. Rain could be heard beating on the roofs and sides of the cars; the vestibules had waterfalls in them at the diaphragms; the dome windows began to leak. We would find out later that 16 inches of rain fell on top of the ridge at Bucks Lake, and Berry Creek, in the lower Canyon, received 7 inches. Some anxious moments were endured at Pulga, as our train required an inspection due to a dragging equipment detector malfunction at MP 244, and reports came in that the slide below Pulga, which had caused a derailment 2 weeks earlier, was coming down again. We made it safely past these potential problems (although the UP had to get MofW to clear rocks away at the Pulga slide before any more traffic could pass), and, with a collective sigh of relief, left the Canyon behind and plunged into tunnel 8. Running through the foothills toward Oroville, the rain stopped, and stars were visible in the sky. Arrival in Oroville was slightly over 2 hours late, at 10:40 PM, and as weary passengers dispersed, a very tired crew completed trash pickup and minimal cleanup, and headed for the motel.

After getting past the potential problems at Pulga, a very concerned MTO Carter called a meeting in the staff car "Cabarton" with UP Train Manager Bob Krieger and Pacific Limited officers Les Tipple, Hal Lewis, and myself, to discuss our options. The UP was very concerned about the possibility of having a fully-loaded passenger train stranded between rock-slides in the Canyon. With the heavy rain that had fallen, with another major storm in the forecast, the potential for trouble was high. MTO Carter indicated that we could run a round trip to Fremont from Oroville on Sunday, or, if we insisted, we could go back up the Canyon, although he clearly was not in favor of this. Out of concern for passenger safety, we felt we had no choice but to change plans and run to Fremont on Sunday. Jimmy was visibly relieved when we made our decision, as was Bob Krieger.

So, after arrival in Oroville, I made a series of phone calls to leave messages at the Museum, and with several other people, to let them know we weren't coming on Sunday, and for them to notify everyone else who needed to know (caterer, vendors, & Plumas County).

In an attempt to quell some of the rumors and grumbling that I have heard since this event, here are some facts. We know that Sunday's weather was not bad, and a Canyon run could probably have been made, but on Saturday night, we had no way of knowing this, or even if the Canyon would be open at all (the railroad was shut down for a while late Saturday night). The decision to run to Fremont could not be changed on Sunday morning, because the UP had arranged crews for the Oroville-Stockton and Stockton-Fremont legs, and the train was still facing west, since the crew that brought us into Oroville on Saturday night did not have enough time left on their hours of service to run to Binney Jct. at Marysville, wye the train, and return to Oroville, and no crew had been called in Oroville to do so.

The other problem was food service. Although I will be the first to admit that Pacific Limited could have, and should have, done better, I challenge anyone to pick up the challenge we faced: it's 6:30 AM on Sunday morning; you're in

Oroville; with no advance notice, you need to find places in the Stockton area that can provide over 400 lunches, to go, in less than 4 hours.

We first considered buying everything we needed to make sandwiches from the 24-hour discount food store in Oroville, then making sandwiches in the diner the next morning. This could not be done, however, since we had no cold storage space available in the diner. The Operation Lifesaver people in Omaha had filled both the freezer and refrigerator in the "City of Los Angeles" with OLS stuff, and locked them. No one on board had keys to the coolers, so they were of no use to us. (Much of the train's equipment, including the "City of Los Angeles," was scheduled to go out on extended OLS runs upon return to Salt Lake.)

Many places were closed on Sunday, or didn't open till later, and none of them knew we were coming. We made attempts to contact the airlines' food service contractors in the Bay Area, but no one answered their phones late Saturday night, when we tried. We did obtain food, in Stockton, but it wasn't ready until we got to Fremont, which is why we didn't get it on board till we got back to Stockton, eastbound.

On the depot platform on Sunday morning, Pacific Limited and American Cancer Society people were kept busy processing refund requests, as word spread about the change in route. Approximately 40% of Sunday's passengers opted for the refund, and everyone got taken care of before the train was scheduled to depart. With the sudden availability of tickets, we even sold a few seats to walk-ons. Many passengers took advantage of available premium-class and dome seats, upgrading their tickets once we left Oroville. The enterprising members of the Central Coast Chapter, NRHS (many of whom are also FRRS members), made efforts to contact other Chapter members by cellular phone and have them attempt to drum up some business for the train for the return trip from Fremont, but there really wasn't enough lead time to allow the plan to run its course.

The run itself on Sunday was definitely a change of pace from the Canyon, with the 70-mph running down the Sacramento Valley allowing the E-9's to stretch their legs a bit. The weather remained mostly cloudy, with intermittent rain, and got worse as the day went on, due to the approaching storm. We did get in one photo runby on Altamont, westbound, then proceeded to Niles, turned on the wye, and backed into Fremont to allow a freight to get by. After some confusion about food, and then confirmation that the food was waiting in Stockton, we high-tailed it eastbound. The train stopped in Stockton long enough to load food and change crews, and then it was on to Oroville, where pouring rain greeted everyone getting off the train. The next storm was upon us.

After getting the passengers detrained and dumping most of the trash, the train headed east on its deadhead move to Salt Lake City, as the majority of the Pacific Limited crew finished the cleanup items on the platform, and left in search of warm, dry motel rooms.

Despite the reroute and refunds on Sunday's trip, as well as costs for the caterer, etc., at the Museum, these trips turned a profit for the American Cancer Society and the Pacific Limited Group. Phyllis Bond, Doug Flesher, and the other ACS people that were involved with this trip now know what these excursions are like (and how difficult they can be), but they are looking forward to working with us on future trips.

Continued on Page 11

Pacific Limited Report, *The Conclusion* By Steve Habeck

Here is the list of FRRS members who contributed to the success of these trips. Everyone on this list put in 2 very long days on the weekend, plus their time to get to and from Oroville, and some of these people (myself included) had been working on these trips for as long as 9 months beforehand. These volunteers, as well as those who weren't selected for these trips, are deserving of your thanks and admiration. They have represented Pacific Limited and the FRRS well.

Bill Evans, Kerry Cochran, Jack Palmer, John Walker, Melony Evans, David Dewey, Ed LaMantia, Mike Howard, Harold Mulder, Steve Phillips, Linda Dewey, Theo LaMantia, Mike Romiez, David Dodds, Roger Aten, Richard Canino, Leslie Paal, Steve Ferrari, Neil Carlson, Deborah Canino, Marilyn Paal, Jack Hathaway, Steve Habeck

In addition to their on-train duties, several of these people came over to the Museum to assist in handling the crowd; David and Linda Dewey staffed our auxiliary gift shop in the baggage car during this time. Overall, the Pacific Limited staff was rated "excellent" by 94% of the passengers who filled out our surveys on the two days (over 300 responses). A few hosts were singled out, by name, as being "outstanding" by their passengers, including Jack Palmer of the FRRS. As one of the supervisors on these trips, I was very pleased and proud of the job all these people did, particularly on Sunday.

Also, if I overlooked anyone's contribution, I sincerely apologize. The mistake is mine. I used my personal notes, and Crew Chief Bob Harper's lists, in an attempt to ensure everyone who helped out was credited, but errors can creep in. Many volunteers are members of more than one of Pacific Limited's four organizations, and may have been listed under another organization's volunteers. I attempted to identify all FRRS members, regardless of which organization they were listed under.

The excursion train consist:

951/963B/949 rebuilt E-9's
207 power car
Cabarton UP staff car
Sherman Hill concession car
Portland Rose coach
Columbine dome coach
Pony Express baggage car
Texas Eagle coach
Sunshine Special coach
City of Los Angeles diner
City of Salina coach
Colorado Eagle dome diner
Katy Flyer coach
Missouri River Eagle dome diner
Challenger dome coach
208 power car
City of Portland dome diner
Sun Valley lounge
City of San Francisco dome/lounge/observation

The 3 cars behind power car 208 were used for deluxe class service.

Pacific Limited Update

By Steve Habeck

There's still time for you to sign up to volunteer as a car host for the Pacific Northwest trips this fall. These trips actually start with segments to be run as the "Pony Express," on September 2 & 3, 1995, running from Omaha-Kansas City and Kansas City-Salina, KS, in conjunction with the UPHS convention in Omaha. The Pacific Northwest segments start in Denver on September 15, and run through October 8. Train Sheet #69 from last fall has the entire itinerary. We have a particular need for medically-trained personnel (doctors, nurses, EMT's) on many segments. Contact Pacific Limited Crew Chief Bob Harper if you think you may be able to help out:

Bob Harper
2 Pleasant Avenue
Corte Madera, CA 94925
(415) 924-0170

For 1996 and beyond, Pacific Limited and Union Pacific are working up an ambitious schedule. Watch the Train Sheet for details on our future plans, which include trains to the Ozarks, the Democratic and Republican conventions, fall colors trips in the Feather River Canyon (with the E's and 844), and an Inside Gateway trip (Sacramento-Portland, via the High Line, Klamath Falls, Bend, and the Deschutes River Canyon).

There are still tickets available for this year's trips, too. Ride with us, and you'll be on our mailing list for future trips, so you won't miss out.

Pacific Limited Group
P. O. Box 27081
Salt Lake City, UT 84127-0081
(801) 355-5871

Also, those of you who were involved in the Sunday, April 30th trip (rerouted down the valley) should have already been notified by the American Cancer Society that you will be offered a 10% discount on the fare for the 1996 trip, when confirmed. This will be done via our mailing list, so make sure you keep Pacific Limited informed if you move.

The 1996 FRRS Calendar

By Wayne Monger

With plenty of notice that it is my project to produce, I am issuing a general call for photos (WP and FRRS) and railroad historical trivia to be submitted for the 1996 FRRS Calendar.

One member now living in New Mexico has already contacted me about contributing photos to the 1996 calendar project.

A deadline of August 15, 1995 should allow me to have it done with and at the printer by early October.

Please send all photos and historical trivia directly to my home address.

Wayne Monger
1409 Tillman St.
Suisun City, CA 94585
707-426-5510

Tanks, They Said It Couldn't Be Done

By Bruce Cooper

2nd Vice President, FRRS

During the course of the December 1993 meeting of the FRRS Board of Directors, Norm Holmes brought up, almost jokingly, that we ought to look into getting a tank to put on one of our DODX flatcars. Everybody thought it was kind of funny, but didn't think that it was likely to occur. I told Norman that I would like to take it on as a personal challenge, to see if I couldn't get us a tank for the flatcars.

Well, to make a long story short, it's taken a year and six months, but we now own 2 operational M60A3 battle tanks. These vehicles cost approximately 1 million dollars apiece. One of them has less than 50 hours on it, and the other has approximately 150 hours run time. They are 31 feet long, 11 feet 8 inches wide, 10 feet 7 inches high, and weigh 114,000 pounds each. They are capable of carrying 62 rounds of 105 mm ammunition for the main cannon, and can carry 6,000 rounds of 7.62 mm machine gun ammunition, 800 rounds of .50 caliber machine gun ammunition, and approximately 50 different types of smoke and anti-personnel hand grenades.

We have them here at the Museum, on display. I'm going to turn the gun barrels into time capsules, for PR reasons. I'm working with the City of Portola, Plumas County, and the school districts in order to get information to put in the barrels. They will be registered with the state of California, to be unsealed in the year 2025.

Sue and I went to Washington state, where we went through a training course at Camp Murray, running these machines. Since I have a lot of experience with tracked equipment, it was pretty easy to pick up on it. They will be kept under very strict control, for obvious reasons, especially after the incident in San Diego.

I think they will be quite an addition to the Museum. I am getting calls from all over the country, people and military historians who want to come see them. They are quite a prize, because we are the only organization in the country, outside of the military, that has operational tanks. Even though the guns are disabled, they are still fully operational, as far as everything else goes; most of the sighting equipment has been left with them. I think they're another thing we can use for public relations, to help keep us on the map. I'm getting a lot of response from the news media regarding these tanks.

Some of the organizations I had to do business with were: The Center for Military History, in Washington, D. C.; the Pentagon; Camp Murray, Washington; Fort Lewis, Washington; and the U. S. Army Tank Automotive Command in Warren, Michigan. The influence of a couple of Senators was also instrumental in getting these things donated. At one time, the process hit a snag because there was a person in the Pentagon that was a little leery about letting operational tanks go. It took a few months to overcome that with a lot of letters and phone calls.

They are getting tremendous response. I want

to represent the Museum in the Railroad Days parade by entering one of these vehicles in the parade, and then have the color guard ride the tank.

So, on your next visit to Portola, look me up for a guided tour of the inside of a real battle tank, since I'm the only one with the keys to them, and I'd be more than happy to show you. Once you see these things up close, you'll realize why the military relies so heavily on the railroads to move them around, which is where the idea came from in the first place.



All decked out for Memorial Day 1995 with American Flags flying, our two M60A3 tanks are shown on the flat car on which they were shipped, posing for the camera shortly after their arrival. The top photo shows the tank's front view, the bottom photo shows the gun facing to the rear in the stowed position. Both photos by Ed Warren.



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GUEST SPEAKERS:

Anthony Thompson

Author of the recently released book; *PFE Reefers*



Arthur Lloyd

WP Public Relations from 1949 to 1961 in charge of the promotion of the *California Zephyr*

Dave Hussey

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Bring your contest OR display models!

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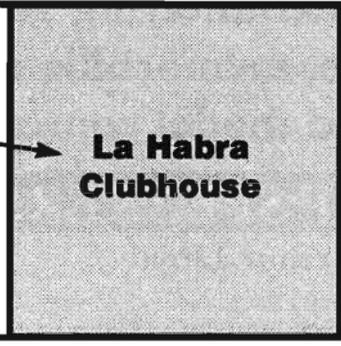




Whittler Blvd

Greenwood

**LOCATION:
La Habra Clubhouse
200 Greenwood
La Habra, CA**



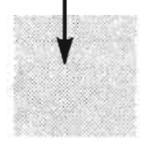
**La Habra
Clubhouse**

Park

Rose

Rose

**Location of pre-
vious FRRS
meets (La
Habra Senior
Center)**



La Habra Blvd

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