

The Train Sheet

Issue No. 94 Preserving "The Feather River Route" Nov/Dec 1998

News from The Feather River Rail Society and The Portola Railroad Museum



ABOVE: Santa Fe hack 999197, in appropriate red paint, brings up the markers on the December 12th Santa Train. —Terri Vacar—*Portola Reporter*

LEFT: Ol' Saint Nick pleases the children at Portola during the December 12th Santa Train. "Have you been good?" Rolph Gaudard played Santa, doing an excellent job from all the smile's on the children's faces. Isn't this what it's all about? Ya... —Norman Holmes

BELOW: WP #608 shows off the Christmas lights put on by our frozen volunteer crew. To the right, the frozen guy's who strung the lights on #608. From left to right: Steve Habeck, Ken Iverson and Bob Carr. —Norman Holmes



—THE FEATHER RIVER RAIL SOCIETY—

—THE PORTOLA RAILROAD MUSEUM—

PRESERVING THE MEMORY OF...

“The Feather River Route”

Portola RR Museum P.O. Box 608 Portola, CA 96122-0608 Museum: (530) 832-4131

Fax: (530) 832-1854 Office Car: (503) 832-1657

The museum is open daily year round from 10:00 AM to 5:00 PM, except for 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 Union Pacific Railroad.*

FRRS Tax ID number is 68-0002774

Member of Tourist Railway Association, Inc.

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific Railroad historical and model magazine of the WPRRHS and FRRS.

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—FRRS MEMBERSHIP—

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00
Sustaining \$75.00 Life \$300 Family Life \$450

These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

Historical membership dues are for 4 issues of the Headlight.

ASSOCIATE memberships do not have a vote, do not receive the Headlight, receive only The Train Sheet, and are for one person only.

HISTORICAL memberships receive only the Headlight, do not have voting rights, and are for one person only.

ACTIVE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person only.

FAMILY memberships receive both The Train Sheet & Headlight and may include all members of one's immediate family, but there is only one vote.

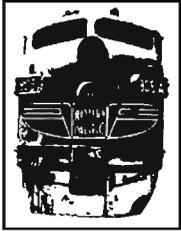
SUSTAINING memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes.

LIFE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person for life.

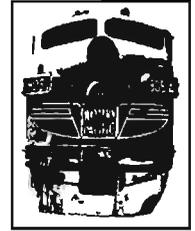
FAMILY LIFE memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes for life.

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—THE TRAIN SHEET—
PUBLISHER—BILL SHIPPEN
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Contribution Deadlines: Second Friday of February, April, June, August, October and December.

—MEMBERSHIP NOTES—

At the December, 1998 FRRS Board meeting it was determined that Kerry Cochran would be the new FRRS Membership Chairman. I want to personally congratulate him on his new position and I wish him well. So where is Bill Shippen going? Not far... I will still be publishing the *Train Sheet*, taking care of mailing, and sending out *The Headlight*. Hopefully, I will be allowed to help with next year's calendar project as well.

In the future I will be helping Frank Brehm with Headlight projects, and hopefully will be able to spend some time at the Museum doing whatever needs to be done. My term as Membership Chairman and Headlight Editor was an educational experience, one I won't soon forget. It taught me to plan my time in a better way, not to tear off more than I can handle, and not to irritate so many people by being late with things such as Membership cards and the like. Of course, FRRS work isn't the only thing I do. SRG does books in conjunction with Four Ways West Publications and also produces several monthly news magazines. By having Kerry take over as Membership Chairman, it will give me back about 40 hours a month of time, which will allow for a bit of breathing room.

For those of you who are still sending your renewals to the Chico PO Box I want to assure you they will be forwarded to Portola for processing. Eventually, this PO Box will be closed as a FRRS box, but will remain as a SRG box. Any stray mail that shows up there will be forwarded to the appropriate person.

In closing, I wish to apologize to FRRS and the membership for any problems that occurred during my tenure as Membership Chairman and I want you to know that I will do everything I can to make the transition to Kerry as painless as possible. I also want all of you to know your support of our museum is always appreciated! High Green Kerry!

—**Bill Shippen**

—TRAIN SHEET NOTES—

Train Sheet #94 was produced the second week of January and mailing is expected to be January 21.

—PRESIDENTIAL NOTES—

Hello again from the Presidents Desk. Sorry to say we were not able to run the first Santa Train on the 5th of December as we have done in past years, but due to miss communications and poor planning, the lights were not on the caboose train or engine, the locomotive was left outside without being drained and it froze to the point that the radiators were damaged, and the engine would not turn over. The extent of the damage has not been determined as yet and will not be until Spring when it thaws out completely.

The second week was different...

Tom Graham and his family came to help decorate along with Steve Habeck, Don Borden, Ken Iverson, Vic Neves, Wayne Monger, Bob Carr, and many others that I did not get their names. They came to work and run the Santa Train, in our winter weather. Barbara and Norman Holmes had the Gift shop ready, Lollie Bryant and her crew supplied refreshments for the evening. Santa joined us also. The results were great, had a good turnout, and people brought their children from far and near. We regret the first train did not run but we can assure you next year both trains will operate.

WP GP-20 #2001, now on the Yolo Shortline for work, will go to Sacramento and Roseville and be a part of the reopening of the new Union Pacific Roseville Rail Yard

and RailFair '99. She will have a prominent place in the activities. The cost of getting the engine ready will be significant and we would welcome any donations to assist us in this project. The #2001 will be displayed with our signs and flyers to advertise our museum and its programs to the thousands of visitors that will come to the California State Railroad Museum in Old Sacramento. Send your donations for the 2001 restoration account to FRRS, c/o Norman Holmes, PO Box 608-M Portola, CA 96122-0608.

A report about the *California Zephyr* cars is coming and will be relayed to all of you in the future. Until later, keep the faith and the Western Pacific will live...

—**Skip Englert**
President

—EXECUTIVE DIRECTOR NOTES—

Nineteen hundred and ninety-nine will bring new challenges to our organization. We will have our WP GP-20 #2001 present at the dedication of Union Pacific's rebuilt Roseville Yard on May 10 then at the CSRM's Railfair in Sacramento June 18-27. Union Pacific and CSRM officials inspected the unit in November and were suitably impressed to have it at their festivities. We need to do everything possible to take advantage of this exposure.

On November 1, 1909, the last spike was driven at Keddie to complete the Western Pacific Railroad. This year is the 90th anniversary of this event. It should not go unnoticed. This year is also the fifteenth anniversary of the opening of our Portola Railroad Museum. We have made a lot of progress in fifteen years. Perhaps a commemorative booklet would be in order.

Hope you all had a Merry Christmas season and have a great New Year.

—**Norman W. Holmes**

GIFT SHOP NEWS

David Dewey and Jim Gidley worked the Roseville International Railfair show on Saturday, November 14 and Barbara and Norman Holmes finished the show on Sunday. The Roseville show is one of our most successful shows. The last show of the year was a Great American Train Show at Pleasanton November 28 and 29. Norm and Barb went to the Bay Area a few days before Thanksgiving to visit hobby shops to check stock of *My Western Pacific Railroad* book and the WPRRHS Headlight magazine. The

Pleasanton show was worth the time and expense. A profit was made for the Gift Shop and we passed out brochures about our museum. The next show will be Winterail in Stockton March 13 and the GATS show in Reno March 13 and 14.

CHANGES

At the November Board meeting Gordon Wollesen resigned as Treasurer, citing health reasons. He will remain on the Board, however. Gordon has been treasurer for as far back as anyone can remember in addition to a number of other hats he has worn. We wish to thank Gordon for all that he has done over the years and wish him good health. At the December Board meeting Steve Habeck was appointed to fill the position. Norm Holmes will continue to make the bank deposits and pay the bills under Steve's direction.

Kerry Cochran has volunteered to take over the responsibilities of Membership Chairman starting January 1, 1999. All renewal mail should be sent to the FRRS address at PO Box 608, Portola CA 96122-0608. The renewals will be processed here and forms sent to Kerry for entry in a database. We wish to thank Bill Shippen for all his work this past year doing this difficult and demanding job. Bill will continue to publish the *Train Sheet*.

OBITUARY

Robert "Bob" Wakefield died December 15, 1998, he was 76 years of age. Bob was a member of our Society until recently and supported our efforts to preserve the Western Pacific. He was an engineer with WP for 39 years and resided in Portola for 35 years.

SANTA TRAIN

As we have done since 1986, we operated a Santa Train for the enjoyment of local children. (Some also came from Reno and other areas). Unlike some other railroad museums we do not charge admission, relying instead on donations to help offset costs.

The train was scheduled to operate December 5 and 12. Work to decorate the train with lights and put up a tree and decorations in the shop building got off to a slow start with most of the work being partially completed for the December 5 train. The weather turned extremely cold during the day with the result that we could not get a locomotive started. Reluctantly, we canceled the evening's train. It was so cold there probably would not have been many visitors anyway.

By December 12, the weather had improved and

thanks to Tom Graham, Judy, Melissa and William McGrath, Steve Habeck and others the train was decorated. An engine was started and train rides began. The Beanery counters were loaded with cookies, coffee and hot water for coca, cider and tea was ready. Rolph Gaudard again sat in for Santa, Ken Roller ran his model railroad, Edna Ede, Missy Iverson and Lolli Bryan served the hungry crowds of children and adults while Barbara and Norman Holmes opened the Gift Shop.

The train crew consisted of Steve Habeck, Vic Neves, Hank Stiles, Tom Graham, Judy, Melissa and William McGrath, Bob Carr, Tom Mueller, Wayne Monger, Don Borden and Ken Iverson. Other prep work before and after the activities was performed by Ed Powell, Doug Morgan and Skip Englert. Hap Manit bought two Christmas trees and decorated them for our event. Cookies were furnished by ladies from the Rebecca and others including: Edna Ede, Ann Foster, Ellen Housen, Patsy Lamm, Marietta Thompson, Leslie Anderson, Tootie Betzer and Elanne Lucas.

—Norman Holmes

—HAP'S CABOOSING—

Other than the Santa Train preparations regular routine work continues. Ken Iverson is keeping our batteries charged and the facilities in order with Doug Morgan. Ken and Doug were busy trying to keep the display, meeting and rest room floors dry. (In winter, ice forms on the north side of the building and when it melts it runs into some of the rooms because of the too low floors. A problem we have tried to fix for years).

A propane heater was installed in the women's rest room to keep the plumbing from freezing. Winter work in Portola is always a challenge. In the week before Christmas the temperature ranged from below zero at night to a warm mid 20's during the day. Then the next week it ranged between 25 and 45 degrees.

—Hap Manit



—MEMBER PORTRAITS—

This is the second of a series of Member Portraits

Harry D. "Hap" Manit is one of our Charter members having joined our organization in 1983, and is now a Life Member. Hap has been active around the museum ever since. He volunteers his time whenever a tour group arrives, helps in the Gift Shop, gets out a broom whenever we have a cleanup day and motivates us to help get the job done. He keeps a journal of day to day activities, which we use to report these activities in the *Train Sheet* under the "Caboosing" heading. Whenever we need to find something or need a part or tool the word is "Ask Hap."

Hap was born in Loyalton on June 10, 1916, his family moved to Portola to work in the lumber mills in 1929, and Hap has lived there ever since. After graduating from High School he worked for the County doing among other things, oiling the dirt roads common at the time. He married Evelyn, known as Sugar, August 3, 1946, and has two sons, Larry and Mike. Larry was until recently a CHP patrolman. He was one of the last motorcycle cops in the Bay Area and was on the Bay Bridge when the Loma Prieta earthquake happened. Mike works for

the Plumas County road department in Quincy.

In 1937, Hap hired out with the Western Pacific working as a clerk. His duties included crew calling, checking all the cars in the yard and working to harvest ice from Grizzly Pond then icing refrigerator cars on the ice deck. His most challenging job was as a call boy. In the early days he would have to "shag" crews on foot or on a bicycle. The called crew would have to sign the call book. Union contracts required that the crew be called one and one-half hours before the reporting time. When the crew, usually five or six members, lived in scattered locations around town it was difficult to get them all called on time.

Drinking was a real problem at times, often having to find one or more crew members in one of the nine bars located in Portola. One time he had four inebriated crew members and one sober man. The sober man wouldn't work with the others so he had to find another drunk to work on the crew.

Portola had nine bars, nine churches and nine houses of ill repute. The town was alive with people on weekends, so much that even at 10 o'clock at night one would have to walk in the street because of the crowded sidewalks. Men would be in town from the railroad, lumber mills at Delleker, Graeagle, Sloat, Loyalton and Calpine in addition to workers from Walker mine.

The telephone and automobile made Hap's work easier, but as long as the rail worker lived within one and one-half miles of the depot he could request to be called in person. Hap also delivered Western Union telegrams. When this was required he had to put on leggings and a Western Union cap, ride a Western Union bicycle and deliver the telegram. The US Army called Hap to serve in WW II, most of the time was spent in the South Pacific theatre.

Hap retired from the Western Pacific in 1976. Hap and Sug's home on the corner of Second and Main was once the Portola Library, they have lived there for 43 years. Hap is now an octogenarian, is in reasonably good health and we hope he remains so, so he can continue to keep us all in line.

—**Norman Holmes**

**—FRRS BOARD MEETING—
—SCHEDULE 1999—**

**Feb20, Mar20, Apr10, May15
(Annual Meeting, Election), Jun19,
Jul17, Aug14, Sep11, Oct16,
Nov13, Dec11.**



**—CMO—
—REPORT—**

**—HANK STILES—
CHIEF MECHANICAL OFFICER**

Work in the Mechanical Department is at a slow pace in Portola this time of year. The weather got really cold early this winter, and the FR&W #1857 suffered some freeze damage. I must take responsibility for this damage. I assumed that someone else would be draining the engine and they assumed that I had. A plan is now in the works for repairs. On a brighter note however, there is a lot going on in Woodland. As many of you know the WP 2001 is in Woodland on the Yolo Short Line. Management of this up and coming former Sacramento Northern Woodland branch, now known as the Yolo Short Line, and the FRRS has entered into a contract that will help us both.

The Woodland weather although not summer like is a vast improvement over the weather in Portola this time of year. This allows us to work on the engine to have it ready for use this summer at RailFair '99. Repair of radiators, work in the cab, repair of brake and brake rigging and electrical maintenance are all things that we will be doing. I would like to invite all of you to come to Woodland on Tuesdays at 8:00 AM at 1965 East Main Street to work on this project. You will not only get to help on this very worthwhile project but you will also get to work with a bunch of great people.

Those of you that are "online" may want to look at Jim Ley's site for this project. You can get a lot of information at this address: www.jps.net/n6lvi/2001.html. This site is worth your time. Jim makes full use of his Christmas present, a digital camera, putting in some very nice shots of us getting down to business. There is a lot of work to do, but with the people we have and your help and your dollars we will have an engine that we can be proud of and will show the world that we can do restorations that anyone would be proud of.

I spoke of your dollars before. This project is going to cost a lot of money to complete. We need to raise the money for this project. Towards that end I would like to contribute the first \$100.00 to a special fund to pay for this 2001 project. I invite all of you to

contribute whatever amount that you can. Every dollar we raise will help us towards having an engine that we can be proud of at RailFair '99. So please make your checks out to FRRS, 2001 Fund and mail them to 2001 Project, Portola Railroad Museum PO Box 608 Portola CA 96122-0608. When you see the 2001 at RailFair '99 this year you will know it was a wise investment on your part.

I trust that all of you had as good of a holiday season as I had with my family and that your New Year is looking bright.

Thank you!

—**Hank “Flat Iron” Stiles**

OPERATING DEPARTMENT REPORT —JIM GIDLEY, SR.—

Have you ever been to the PRRM and seen the caboose train running with happy people riding it, or the switching of cars or engines? Have you thought to yourself, boy how I would like to be on the train crew and do that?

NOW IS THE TIME!

The 1999 Operating Dept train crew training date is April 24. This is on a Saturday. You may want to stay overnight at the museum and help around the museum on Sunday. The second training date is May 2. This is a Sunday, so you may want to help around the museum on Saturday, staying overnight and taking the crew training on Sunday. You will need to have a pencil, gloves, leather foot wear that protects your ankles, sack lunch or lunch in town, if staying overnight a sleeping bag, etc.

The crew training and annual rule exam will start at 10:00 AM, first with the rule exam. From 1:00 to 3:30 PM we will cover the qualification book, hand signals, how to throw switches, getting on and off moving trains, how train brakes work, and how to couple cars.

We do need your help. As the 1998 operating season wound down we did not have enough crew members to safely run a full caboose train and had to cancel them. With RailFair '99 going on in Sacramento June 18-27, we will be very short of crew members.

RailFair '99

RailFair '99 will be held in Old Sacramento for 10 days. PRRM will have #2001 there along with a Portola information booth. This is a great opportunity for you to help us. The information booth will have to be manned along with baby sitting the 2001. You do not have to be a member of the Operating Dept to help. Please bare in mind the museum in Portola will

also be open with trains running. Please let us know if you can be of help with dates and what you are willing to do in Portola or Sacramento. Thanks!

—**Jim Gidley, Sr.**

Senior Trainmaster

trainman2873@yahoo.com

(530) 342-3903

2748 San Jose Street Chico CA 95973

—MAGNOLIA TOWER—

A fund has been established by the Feather River Rail Society to help save the former Magnolia Tower that protected the movements of trains between the WP and SP. Located in Oakland, this SP operated tower controlled the movement of SP trains between Kirkham St and Elmhurst Jct and the movements of WP trains across the SP into their Oakland yard. The tower at its closing had 10 power switches, 12 signal levers plus other misc. equipment. This tower operated from December 29, 1912 to June 23, 1994.

Currently an effort has been resurrected by Mike Huggins to save the tower in cooperation with the Port of Oakland, City of Oakland and the Union Pacific RR. FRRS would like to maintain the tower as a support to this effort. A preliminary site has been chosen along the mainline in Jack London Square, but a volunteer group would be needed to man it. The FRRS has been chosen for that group. If you would like to make a donation to this fund, please make it to the FRRS with a memo stating it's for the Magnolia Tower Fund. Please send it to FRRS, PO Box 608, Portola CA 96122. A special plaque will be displayed inside the tower recognizing everyone that contributed. If you are interested in being a volunteer, please drop me a line at PO Box 23721 Oakland CA 94623-0721 or E-mail me at Winterail@Compuserve.com.

—**Vic Neves, Director**

—FRRS 1999 DATES—

Feb20 Board Meeting.

Mar20 Board Meeting.

Apr03 Locomotive Maintenance Workday.

Apr10 Board Meeting.

Apr16-17 Historical Convention.

Apr24 Crew Training.

Apr25 Workday.

May01 Locomotive Maintenance Workday.

May02 Crew Training.

May15 Board Meeting, Annual Meeting, Election.

May29 Memorial Weekend, Opening Weekend

Jun05 Locomotive Maintenance Workday.

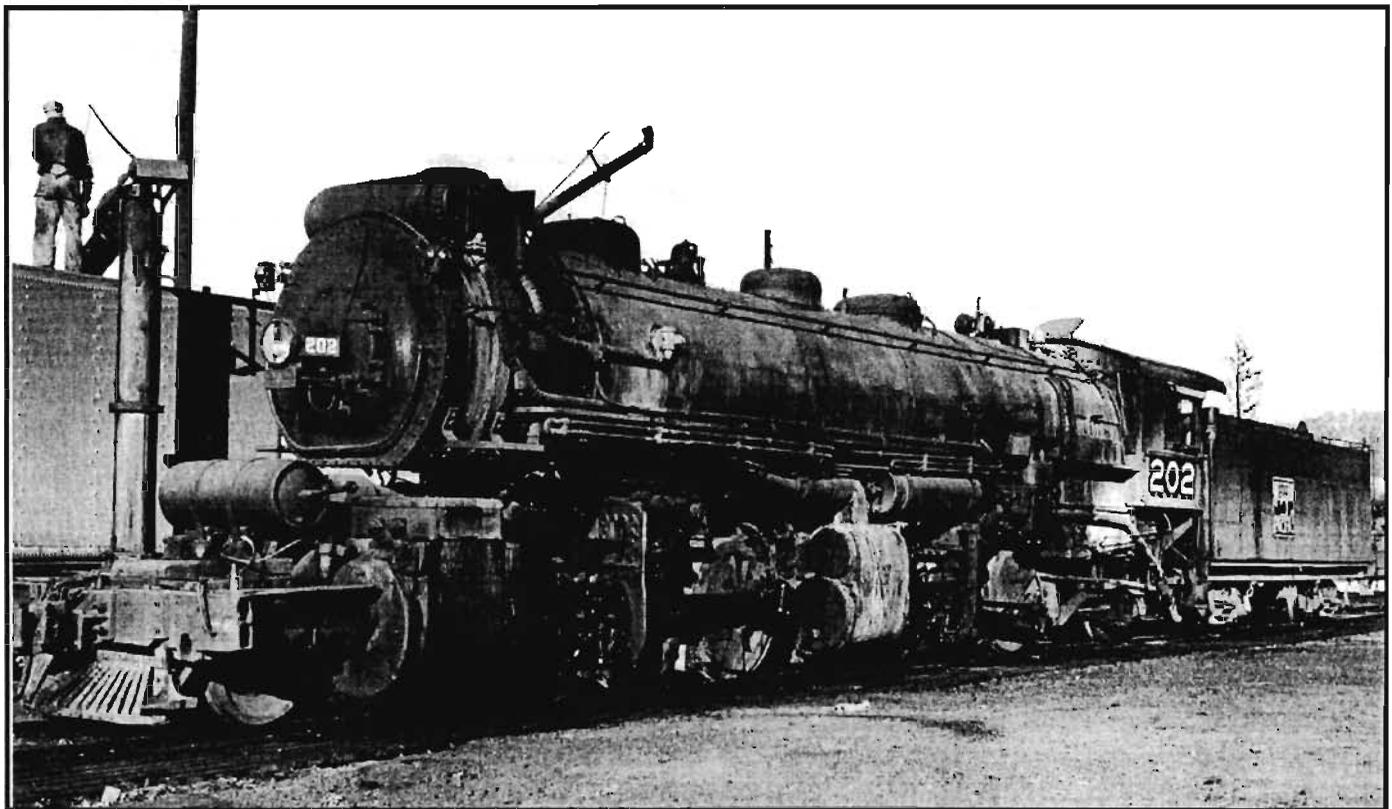
Jun19 Board Meeting.

Jul03 Locomotive Maintenance
 Workday,
 Independence Day Weekend.
Jul17 Board Meeting.
Aug07 Locomotive Maintenance
 Workday.
Aug14 Board Meeting.
Aug21 Railroad Days.
Sep04 Locomotive Maintenance
 Workday, Labor Day Weekend.
Sep11 Board Meeting.
Sep18 Railfan Day.
Oct02-03 Locomotive Maintenance
 Work Weekend.
Oct16 Board Meeting.
Oct16-17 Work Weekend.
Nov13 Board Meeting.
Dec04 Operate one Santa Train.
Dec11 Board Meeting,
 operate two Santa Trains.

-SPECIAL FUND STATUS-

Item	Additions	Balance	Notes
Building	\$921.00	\$20,145.25	(1)
WP GP-9	-	\$13,594.75	
SP 1215	\$576.22	\$24,771.65	(2)
UP 105	-	\$2,120.00	
CTC Board	-	\$300.00	
Library	-	\$501.79	
Magnolia	-	\$250.00	
Endowment	\$9,762.50	\$43,663.08	(4)
WP #2001	\$100.00	\$100.00	(3)

1) Raffle sales. 2) Peter Watkins and interest. 3) William Stiles.
 4) Donation of 275 shares of US Bancorp.



While another steamer gets a drink to the left from the standpipe at Portola, WP Mallet #202 awaits her turn for servicing by the Portola shop crews. The 201-205 series 2-6-6-2's were built at the Dunkirk plant of ALCo in May of 1917 and were originally used for freight service between Oroville and Portola. With the coming of the Highline in 1931 these "Little Mallet's" spent, with few exceptions, the rest of their service life on the Highline until being replaced by internal combustion power in the form of General Motor products. While the diesel's may be more efficient, I just wish, just once, I'd heard a "Little Mallet" whistling around Hollenback Loop with a heavy train. The sound must have been incredible! —Greg Munster Collection