

and may arrive any day, if all goes well????)

Our first operating season is now history. 12 days of safe train operation brought in more than \$4700.00. Since individual and family tickets are sold it is impossible to determine the exact number of passengers carried, but it would be safe to say over 2500 people came to the museum for a train ride. Many hundreds more visited our facility on non-operating days viewing the equipment and patronizing the gift shop. Over 3600 people have signed the guest book since opening day..... In four months time we have already made an impact on Portola and Plumas County. All this would not have been possible without the cooperation of Mr Flannery, Mr Davis, and the Union Pacific System. We are indeed grateful. We also are most fortunate to have a group of dedicated volunteers, some who drive long distances and put in long hours working on the equipment and operating the trains. We thank them all. A special thanks must go the Hap Mani, who nearly every day this year has opened and closed the museum, conducted guests around the facility and opened the gift shop for them.

LAST MEETING

Two dozen members attended our Aug social meeting and pot luck dinner. Plenty of good food was available. The meeting was followed by a film presentation showing South African steam, by Chris Skow.

NEXT MEETING...Oct 19th...

Our next meeting will be held Oct 19th at 7:30 in the Portola City Hall meeting room. A movie will follow featuring Norm Holmes trip to Colo. along with refreshments.....see you in Portola....

OVER 500 MEMBERS

We are now over 500 members strong and heading for 600 and on to 1000. Tell a fellow WP fan about us and help build the membership. We are listed in "PROTOTYPE MODELER" but for some time now we have asked "MAINLINE MODELER" to list us but with little success..someday.....

EQUIPMENT ARRIVALS

Union Pacific has donated a S-2AA track motor car to our group. It arrived soon after Railroad Days and will be used for track maintenance work. We were (are) looking for a larger gang car that could haul trailers so we could move rail and ballast, but this one will have to do for the present.

Arriving on Sept. 20th, was WP Burro crane E-14, This 1936 model small crane was a familiar sight in the Canyon lifting ties and rails and working on bridges. It has outlasted its useful life on the UP and will now see service at our museum. The unit requires some work and a main drum cable, but runs good and otherwise in great shape. Plus its fun to drive and operate.....

(ANTRAK DINER GOT TO PORTOLA ON THE N.P.ST. THE MORNING OF THE 7th IN GREAT SHAPE..... !!)

The FEATHER RIVER RAIL SOCIETY, a tax exempt public benefit California Corporation, operates the PORTOLA RAILROAD MUSEUM in Portola, Calif. and is the HISTORICAL SOCIETY of the WESTERN PACIFIC RAILROAD. Formed in February, 1983, with the purpose of preserving railroad history in general and Western Pacific Railroad history in particular. The WP LIVES in Portola for the benefit of the friends of the FEATHER RIVER ROUTE.

Single membership dues are \$15.00 per Calendar year. Our mailing address is.....
FRRS, Post Office Box #8, Portola, Calif. 96122

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"THE TRAIN SHEET" is Edited and Layed out by John (Ski) Ryczkowski, anyone wishing to send articles/info please write; THE SHEET
Post Office Box 1663, Sparks, Nevada 89432

FROM THE PRESIDENT'S DESK

Barbara and I took a long awaited vacation trip as soon as Railroad Days and the details were taken care of. We drove to Colorado and rode the narrow gauge steam powered Silverton and Cumbres & Toltec tourist RRs. We also rode the Pikes Peak Cog Railway and a restored trolley line in Fort Collins as well as visiting the Colorado Railroad Museum. We saw some beautiful country and observed how other tourist lines and museums "Do It."

On our return through Salt Lake City we spent five days working on the Kennecott Alcos # 3 and 908 plus electric 778. We needed a journal jack to rebrass the journal of 908 and through the cooperation of the local NRHS group we met Rex Firth, President of the Salt Lake, Garfield & Western. He loaned us a 50 ton hydraulic jack, UP provided the brass and KCC furnished the oil-with this equipment the brass was changed. #3 and 778 required minor repairs, the thrust blocks from the #2 in one journal box and an air check. All three units should now be ready for movement to Portola. (Eds Note, they are in the line up for movement to Portola