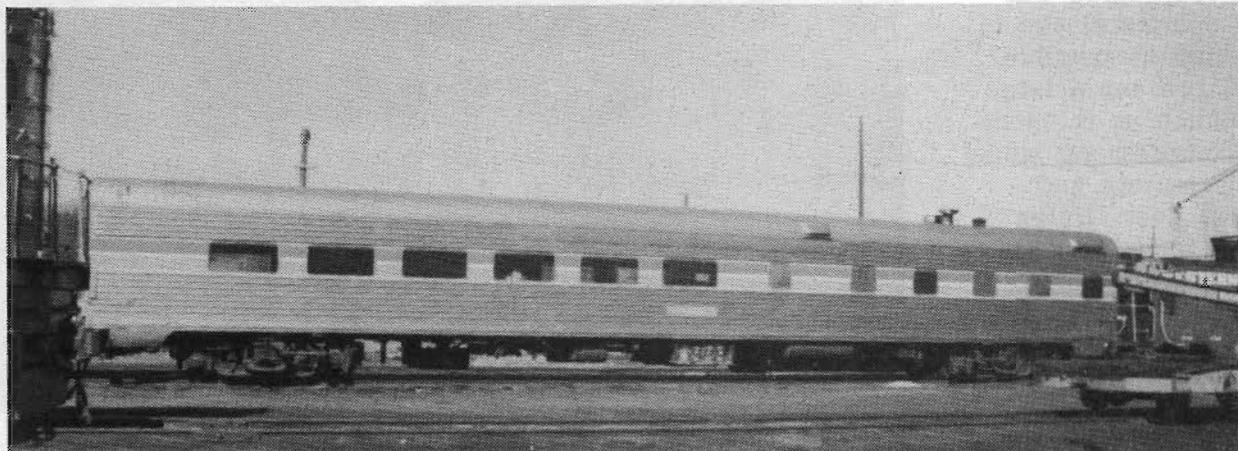


EQUIPMENT ARRIVALS

As reported in the last issue of the TS, our diner (Amtrak 8070 ex ATSF 601) arrived Portola early on Oct. 7th. This former Santa Fe Super Chief car is in fairly good condition considering the usual offerings of surplus Amtrak equipment.

The car left Los Angeles Oct 3rd and was routed via Las Vegas and Salt Lake City. UP certainly gave

us good service in delivering it-and without cost. Ten of the twelve tables are in the car, missing are the chairs, door locks, cabinet and cupboard doors and one diaphragm. All the window glass is intact and all the light fixtures are present. The



carpet and walls are in good condition. A bonus was discovered in the form of eight locomotive size batteries. These alone are equal to one-half the cost of the car.

Plans are to repair and replace the cabinet doors and door locks, Charlene Marvin already is planning the first dinner in the car.

Funds to pay back the purchase price of the car are needed, wouldn't a nice donation look good on your tax return next year? Let Uncle Sam help pay for the car.

One of the last "uses" of our diner was a "cameo" appearance in the TV series **HARDCASTLE & McCORMICK**, Monday Oct 14th. A two second view

at the start and a short segment at the end was all that was seen. The TV show used some stock film of Canadian Pacific Budd equipment, 8070 was fitted with a red band to simulate the CP equipment and was used to film some scenes in LA.

Hap Manit's crew cleaned the car's interior, Norm Holmes removed the red masonite band and Steve Milward replaced the chimney cap to keep the weather out. On a trip to Sacramento, the Holmes located 25 metal office chairs at the state surplus yard and at \$5 each they are not exactly right, but will do until better ones are located....

ALL the ALCO's are in Portola!! As we reported in the last SHEET RS-3 #2 arrived on Aug 17th and that RS-2 #908 was returned due to a hot box. Norm Holmes on his way home from vacation stopped in Salt Lake and worked on the axle of the 908 and made the other two units ready for movement west. On Oct 23rd, in a special train (XSA-1) using UP SD-40 3191 and a caboose, #3, #908 and electric 778 started west out of Garfield, Utah. The train was restricted to 25 MPH because of friction bearings on the engines. 908 again developed a hot box (Hot Journal Bearing) and was set out at Delle. The remaining units proceeded west to Elko, Nev where the train tied up awaiting repairs to 908. The UP rebrassed the bad journal and it was moved west to Clive where it was set out with a hot box again.....



Due to weather it was not until Wed Nov 27th that they headed for Portola over Donner summit. Ski met the load at Truckee and was a pilot car for the trip north into Portola. The body was unloaded by Ski, Steve Milward, Hap Mani, Jim Ley and Mike Attama on to tie cribbing, trucks to be placed under the car at a later date. As the long load was moved thru Portola and down to the museum site it started to rain then snow! Ski who just got back from a long Caribbean Scuba diving trip got used to the cold that all of us have been getting used to for some time..... Old Man Winter has come to the high Portola area early this year.....

The car cost us \$2,500, the trucking bill has yet to come. We need financial help from the membership to pay for this important acquisition. One member already has contributed \$100 toward it's cost, can you help? We still have a REA express reefer coming soon.....

DONATIONS

Former WP engineer Bud Tabor visited the museum on Railroad Days. He was impressed with our efforts and subsequently donated a front number plate from WP mallet 258, two class lamps and a number of diesel engine manuals. Bud also arranged for the donation of a slide and photo collection from retired WP road foreman of engines Norman Roberts. The slides were taken between 1947 and 1962 and show many interesting views of the WP in the Feather River Canyon along with our CVL #8. While picking up the above items at Oroville, Norm Holmes observed some steam locomotive fire bricks stacked alongside the garage. Inquiry resulted in the bricks now being stacked in the engine house at Portola.

A request to Union Pacific for two UP shields to be placed on either end of the diesel shop building resulted in the delivery of two reflective decals mounted on heavy aluminum. When UP does something, they do it in grand style. We have two WP heralds of equal size and after the building is painted these will be mounted on the ends of the building oposite the UP shields. The safe is safe. The Western Pacific office safe from the Portola depot is now in our museum display room. This 3x3x4 foot safe dates from and is still lettered for the Western Pacific Ry. which disappeared in 1916. No longer needed it was donated to the Society.

Effective 9am Nov 14th, crew calling at Portola was transfered to the Crew Management Center in Salt Lake City, Utah. All boards are now maintained at this location. Employees wishing to see their position on the boards are using the computer terminal at Portola. This change made the old crew boards redundant. Through Trainmaster Jack Rich our Society removed both boards, leaving all the names in place as they were when last in use, and moved them to the storage room at the museum. They will be kept there until suitable frames are made for display. Hap Mani was a crew clerk

for many years when these boards were in full use and has many fond memories.....

The three clerks were also out of a job and chose to take severance. A party was held in their honor and Society President, Norman Holmes, presented them with a one year honorary membership in the FRRS. Red Nally, Marion Crumpacker and Lola MacKenzie were invited to come on down and see the crew boards at any time and welcome to the FRRS.....

Marion Crumpacker donated an old oak desk and file unit bought by her husband, Bob (he was a long time diesel house foreman), when the engineman were moved from the diesel house to the depot. The desk had been in use at the Portola depot until the clerks jobs were abolished. Marion decided the desk should return to the house from whence it came. Earlier in the year Marion donated four track jacks and a number of old record books to the Society.....

During last summer's operating weekends, the American Legion set up a hamburger stand in the diesel house to feed our hungry operating crews and visitors. At the October membership meeting, Legioneer Walter Roode presented the Society with a check for \$150, part of their profits from sales. We appreciate them sharing with us and look forward to their participation next year.

Larry Hanlon donated electrical wire and fittings, Cash Donations were received from George Comer, Leland Thwaits.....

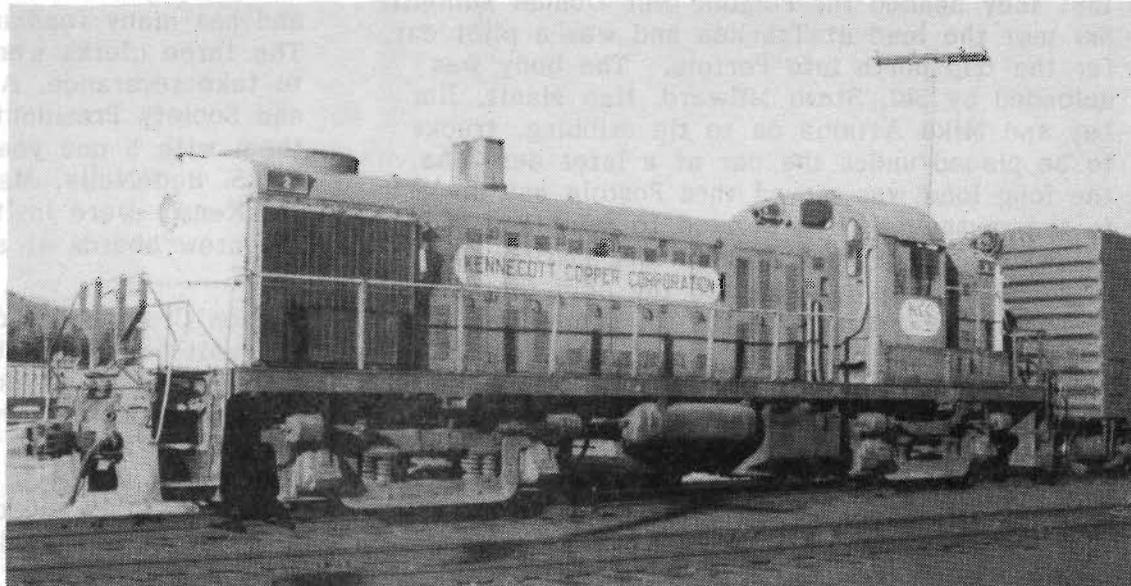
AND AROUND THE MUSEUM

Some of the county workfare people are back with us again. Because of an early snowfall in Oct, we were able to burn the piles of brush cut and stacked last summer. Under Hap Mani's direction, our RV park and picnic areas as well as the overflow parking areas are now clear of brush.

Two days before the Sept 28-29 operating day, our sewer line plugged up. While this may not be exciting news for those of you who live far away, it was very important to those of us at the museum. With a good number of visitors expected over the weekend, sanitary facilities had to be available. The local Deer John firm supplied us with two units we had to pay for them but they were needed. Portola's maintneance crew tried in vain to find the trouble before the weekend, even excavating a ten foot deep hole near the shop building. On Monday, as a last idea before the jack hammers were started, a "snake" was fed down the vent pipe on the roof and the clog disappeared. Thanks to the City crew, we are flushing again.

Last winter we had a serious problem with water coming under the doors on the north side of the building. Water runs off the roof and freezes on the ground creating an ice dam. When it melts,

It was decided to continue #3 and #778 west in their special train and they arrived Portola Oct 26th. Norm Holmes missed the 25mph movement by one turn, but club members Dick Hussey and Chris Skow were lucky? to catch the train and they kept a watchful eye on the equipment enroute from Winnemucca to Portola. The #908 would now need a new axle before it can be moved. Ski checked around and found an axle by calling the exKCC Shop Foreman who now works for Utah



Railway and he knew the location of an Alco axle, and he called KCC to let them know. UP picked up the axle after Norm Holmes relayed all the information back and forth. Again the #908 was moved west in a special train and as luck would have it Dick and Chris got the movement again! They kept a watchful eye on the equipment enroute from Winnemucca across the Black Rock Desert and into Portola.... Coming along with the #908 was a UP flat car with the traction motor and old axle, we now have a new project to replace the motor and change out the axle and return same to KCC. It is quite a sight to now see three Alco RS type locomotives along the engine house. WP 3796 a fifty foot, double door auto parts car arrived from Keddie Nov 5th. This is the only example of this type of car left on the old WP and completes our 1940-50's steel box car collection.....

WP baggage car moved to the museum on Nov 27th..... On Nov 15th, Jim Ley and Norm Holmes loaded blocks, chain and jacks in Norm's pickup,

drove to Tracy, California and prepared WPMW 0912 for a truck haul to Portola. Through the assistance of Jess Porter, owner of Track Railcar Co. and member Larry Hanlon, the car was jacked up, trucks removed and loaded on an extended low bed trailer. The car is a former WP heavyweight baggage car WP 123 blt in Dec, 1923 and converted to an outfit kitchen-diner car in 1953. It weights in at 102,000lbs and is 60' long. It was sold to Tracy Railcar in 1975 and resold to a private party who intended to move it to the Lake Tahoe area as a mountain cabin. After sitting in Tracy all this time their plans changed and the car was available to us at their cost. Only two other WP baggage cars exist, we plan to restore this car to it's original appearance. But it's going to be a useful car in it's MofW style and on the WP it was orange with a silver roof.....

The trucks arrived on a low bed trailer Nov 19th and were unloaded at the museum. The car body had a delay due to a 4,000 lb overload and Murray Trucking of Stockton had to reload it on to a trailer with a dolley to lower the axle loading.

