



6912 PARTS REMOVAL

The last major parts were removed from UP Centennial 6912 May 15th with the removal of the two engines and alternators. UP helped us by using their Portola derrick and crew, assisted by Rail Society members Norm Holmes, Jim Lay, Hap Manitt, Rod McClure and Phil Schmierer. The operation took only five hours and all was done safely and without incident. The engines weighing 18 tons each, and alternators were placed on flat 8522 and gon 6116 for storage until needed. A few minor parts and fittings still need to be removed and then the unit will be returned to UP where it is listed as a trade in on the new SD-60's. It may be years before we are able to put 6946 into operating condition, but thanks again to UP we are a little closer.

KENNECOTT donates railroad equip. to WHITE PINE FOUNDATION.....

Kennecott Corp has donated most of the old Nevada Northern Railway

equipment and is leasing the shop and yard areas to a rail museum in Ely, Nevada. The Ely group is getting the sister Alco to our 104...good luck.....

NEVADA STATE RAILROAD MUSEUM STEAM OPERATING SCHEDULE

August 2 and 3 Engine No 25
 August 16 and 17 Engine No22
 August 30 and 31 Labor Day Engine No 25
 September 27 and 28 Engine No 22
 Oct 31 Nevada Day Engines No 22 and No 25
 Nov 1 and 2 Engines No 22 and 25
 Located in Carson City these beautifully restored V&T locomotives are worth a trip.....
 For further info call 702-885-4810 during weekdays.....

MEMBERSHIP

As a result of ads in CTC Board, Pacific Railnews, Railfan and Trains, our membership is growing rapidly. We welcome all new members and hope you will enjoy your membership in our Rail Society. This issue of the SHEET will be sent to 680 members and friends.

If and when you move, please send us your new address. If the Post Office notifies us of the change-a Train Sheet request, you may not receive your copy and we have to pay 30¢ for the info.

We have lost or have incorrect addresses for the following:

- Douglas Hoyt, San Jose
- Lee Barnett, San Jose
- Thelma Harris, Chico
- Frank Pearsall, Burke, VA

If anyone knows their addresses, please let us know.....thanks.....
 As being the Historical Society for the Western Pacific we are listed under Historical Societies in every magazine except MAINLINE MODEL-ER, if our members would write to Mainline maybe we can be listed there also. I have sent three letters and they are on the Train Sheet mailing list.....some day???

DONATIONS

House cleaning of the Portola Depot and Oroville yard office resulted in the Society receiving two pickup loads of obsolete records, five old typewriters, the operators desk and other miscellaneous items. The desk and typewriters will be saved for

our depot building and everything being stored in one of our boxcars until needed. Thanks to Hap Manitt and local UP officials for arranging for us to save these items.

Bob Harlow has donated a 6X8 foot billboard sign for Museum use.

A snack vending machine has been donated to our museum by friends in Reno and the efforts of Marie Lindley. It has been filled with candy and snack foods for the convenience of our visitors and workers. A canned soft drink vending machine would make a nice addition, if anyone knows of one available for donation.

Through the efforts of Jim Atkins and Union Pacific Superintendent Jeff Verhaal and Chief Dispatcher Byron Schroeder, the "power control board" used in the Sacramento Dispatchers office has been donated to our Rail Society. The two magnetic boards were used to keep track of WP's locomotives using small tabs with the engine numbers. Norm Holmes brought the boards back from Sacto. Hap Manitt saved a number of items from the Portola yards over the years and stored them at his mine claim near Graeagle. The original control shack from the turntable, a tall smokestack from the forge, lots of 45lb rail, ties and timbers are now in Portola returned from whence they came.. Thanks to Hap.

SD-60's on the FEATHER RIVER ROUTE.....

Union Pacific's new EMD super series 3800 horsepower locomotives are now frequent visitors to the rails of the canyon. UP ordered 60 units numbered 6000-6059 and the first seen west bound was 6010 and 6011 on April 28th. The first unit on the point down the canyon was 6008 that had the honor of bring the 105 to Portola.

OPERATING DAYS

An Elks convention in Portola and a railfan field trip prompted our Society to open the operating season early this year. On Saturday and Sunday April 26 and 27th, trains were operated for the benefit of these two groups and other visitors who happened by. Eighteen members of the Promontory Chapter, NRHS boarded Amtrak in Salt Lake City for the all night trip to Reno. There they rented two vans for the trip to Portola and a visit down the Feather River Canyon. A number of visitors from the Elks convention took time out to see our display and take a ride.....

Helping out for the weekend were Brian Challenger, Steve Habeck, Rose Hersted, Barbara and Norman Holmes, Steve Hieb, Doug Jensen, Bob Larson, Jim Ley, Vickie Krois, Dave McClain, Vic Neves, Mat Parker and Ski.

A three day operating session over Memorial Day weekend, May 24-26 marked our first anniversary of the Grand Opening celebration. Steve Habeck arrived a day early and with the help of Greg Brahms, Norm Holmes, Jim Ley, Rod McClure and Steve Milward almost every track in the yard was switched. The long lead toward the balloon track was cleared for operation and No.3 was left clear for safety. Switching operations started at 3:30 and lasted until 1 AM. Lots of experience for our operating crews.

Newly arrived Business Car 105 was spotted against the Santa Fe diner which was coupled to 6946. This enabled our visitors to walk through the three units. The 105 was a special attraction to everyone.

We were somewhat disappointed by the attendance over the holiday, but maybe the steam expo in Vancouver had something to do with it.

Also the Hi-way up the canyon is still blocked, due to be opened by July 4th.

Operating crews were Greg Brahms, Horn Holmes, Vickie Krois, Jim Ley, Dave McClain, Ski, Tom Messer, Steve Milward, George Oels, Jack Palmer, Mat Parker, Graham Snyder, and Bob Wakefield. Barbara Holmes served coffee, ice tea, soft drinks and donuts from the kitchen, Jack Palmer almost single handedly manned the ticket booth.

FRRS SOP

The first addition of the Society's Standard Operating Procedures is on line. Every member of the operating dept, now headed by Steve Habeck, needs a copy of this publication.

They can be had by writing attn: Training. Along with this SOP you need a copy of THE BASIC TRAINING MANUAL FOR BRAKEMEN AND SWITCHMEN, by the Railway Educational Bureau. One or the other of WP or UP SAFETY RULES. These

can be had by going thru the gift shop.

All members of the operating dept will be responsible to know the info in the SOP and by RR days will have to pass a rules class and test on the SOP.

I am trying to set up a system so that all members can get the training they need and want when they can make it to the museum. Please get a copy of the SOP and read it over it spells out every-thing you need to know about advancing thru the operating dept.

By getting a SOP your name will go on a operating dept mailing list and you will be advised as to any dates and changes as to rules classes, operations, crews, etc.....

NOTE
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