

expiration of your membership is on the mailing label.

We have been in the habit of printing Train Sheet mailing labels for only one member to save on mailing costs. This means that the second member to join (usually the wife) will not know when her membership expires till she gets a renewal notice. If you would like to know now, or if you want your own issue of the Train Sheet, or if you have other questions, let us know.

We would like to extend a special Thank-You to George Comer, who was the sole respondent to our earlier query for help with our computer problems. Mr. Comer, even though not a computer person, was able to offer suggestions which resulted in the temporary solution of our data storage dilemma. We'd still like to hear from anyone who might be able to help the Society obtain better equipment, however-- this difficulty will face us again in the future.

Joe Way

#### LAST AND NEXT MEETING

Last Meeting: On December 12, Bob Larson showed a fine slide collection of early (and some late) passenger trains. Twenty members were present who enjoyed the program and refreshments provided by Deborah Canino and Barbara Holmes.

Next Meeting: A social meeting will be held February 20 at 7:30 p.m. in the Portola City Hall. This is our fifth anniversary of our organization. Chris Skow will show a one hour sound film on his recent trip to Argentina where he chartered a narrow gauge steam train among other railroad adventures. Refreshments will be served.

#### DONATIONS

Since December member donations totaled \$1,780, most sending a little "extra" along with their dues. Our restoration program requires a great deal of money for tools and supplies. We really appreciate your financial assistance. The 805A fund received \$55 during this period.

#### FREE TRIP OFFERED

The Feather River Rail Society and Trains Unlimited, Tours is proud to announce that some lucky person will receive a free trip for six days to Guatemala leaving on December 8, 1988.

The winner of our drawing will join Trains Unlimited, Tours trip to this spectacular and fascinating Latin country just below Mexico for six days of charter train riding with steam locomotives, visiting railroad shops, yards, depots, sightseeing or just relaxing.

Free airfare will be provided from anyplace within the United States to Guatemala City, round trip. Also included will be lodging in first class hotels, all charter trains, all charter buses, airport transfers and some meals.

Raffle giveaway valued in excess of \$1,000.

This is a fund raising drive to help build the Portola Railroad Museum's Visitors Center and Depot. This building will house many artifacts and displays, the gift shop and ticket office. We hope to break ground on this building sometime this spring. Raffle tickets for the free trip are \$2 each or 6 tickets for \$10. Let us know how many tickets you want and we will send them to you. Then you can fill out the stub with your name and address and send back to us with payment to:

Feather River Rail Society  
P.O. Box 8 (Trip)  
Portola, CA 96122

Help us out and sell tickets for us or buy some for your friends. We will be glad to send you as many blank tickets as you feel you can sell. Drawing to be held on September 15, 1988.

#### AROUND THE MUSEUM

Norm Holmes and Dean Hill drove to Sacramento December 22 with a pickup load of junk batteries to exchange for a set of good used batteries from scrapped SP locomotives. An agreement was made with LMC Corp. to exchange the batteries pound for pound. We appreciate LMC's cooperation. Each battery weighs 400 pounds and it takes 8 to power a locomotive. While at LMC, we were given permission to remove windows and other small items from a SP SD-45 unit being scrapped.

On December 28, a repeat trip was made exchanging another set of junk batteries for a good used set. Jim Ley and Hank Stiles also went along, in Jim's truck, picking up a gas engine and transmission from Purdy Co. in Ewing as spare parts for our Burro crane. We will need at least one more battery set for our operative locomotive roster.

#### SANTA TRAIN

Our second annual Santa train was operated December 19. Again our hamburger flipper Emery Godard donned a red suit and white whiskers and passed out candy canes to about 50 children. Train rides were free, but adults were encouraged to visit our well stocked gift shop. Two caboose and 608

#### FUND RAISING BEGINS FOR DEPOT

1988 finds the Feather River Rail Society kicking off its fund-raising drive for a new combination depot and visitor center. The drawings for the proposed building have been recently completed by our volunteers. The depot will be a recreation of the Western Pacific depot that used to stand at Pleasant Grove, California (north of Sacramento). Included in the two-story structure will be a new interpretative center for the visitors to the museum, offices of the Feather River Rail Society, and proper climate-controlled storage area for our vast quantity of historical documents from the Western Pacific Railroad. The plans call for the depot to be built to the west of the current museum parking lot, on the north side of our current "main line" at the museum. Once completed, the new visitor center will relieve some of the pressure on the engine house to serve as a multi-purpose building for both visitors and rebuilding projects.

It is true that there are some legal details that must still be straightened out between your society, the City of Portola, and the Union Pacific Railroad before construction can begin. The FRRS Board of Directors realize that it will take at least two years to raise sufficient funds for this project. Of the few monetary grants available to your society for such a project, many are strictly "matching fund" grants for specific, pre-planned projects. **We need to begin to raise money NOW so we can be successful!**

The first big fund-raising project for our new depot/visitor center has been started by member and Gift Store operator Chris Skow. Chris is now working for a travel agency in Oroville putting together railfan tours of South American steam railroads. He has graciously donated a free trip (all expense paid give-away including airfare) for his Guatemala Steam Adventure of December 8-14, 1988. This trip is a \$1,000 value. Raffle tickets for this excursion are on sale for \$2.00 each, or six for \$10.00, and are available to both members and non-members. Tickets are for sale through both mail and at the museum. The address for tickets is:

Depot Raffle - FRRS  
P.O. Box 8  
Portola, CA 96122

Make sure all checks are made payable to the **FRRS Depot Fund**. The raffle for the winning ticket will be held on September 15, 1988.

The second part of the fund raising will follow the lead of the Illinois Railroad Museum. In the December 1987 issue of *Railfan and Railroad*, a news item mentioned that the museum had raised around \$3,000 by collecting aluminum cans for the purchase of a locomotive. We will be starting a similar drive at the Portola Railroad Museum. Beginning this spring the ballast hopper WP 10649 will be positioned on Track #2 at the east end of the engine house. Our aim is to **FILL** this car with aluminum cans by the end of this coming

### Fund Raising contd....

summer! There will be a sign on the side of the car, as well as a set of stairs on the parking-lot side of the track so that both visitors and members can contribute cans to the depot/visitor center fund drive. Thanks for your support of YOUR museum!

### MOUNTAIN DIESEL...

Mountain Diesel Transportation, owner of the six Alaska F7 units at our museum, has leased units 1510, 1512 and 1517 to Western Railroad Builders for service on a former Union Pacific branch in Wyoming. The 108 mile Coalmont branch extends south from Laramie to Walden, Colorado and has 2% grades for a portion of the line. Mark Hemphill, Dale Sanders, and Tom Carver (MDT's owners) constructed a wood frame, plastic covered "hot house" inside the diesel house where the units were painted in MDT's deep orange and black color scheme. A heating system was engineered to overcome our cold fall temperatures. A great deal of preparation work, steam cleaning, sanding, panel replacement, oil and filter changes and other miscellaneous work, was done prior to the final painting and departure. Doug Jensen, Dave McClain and others were employed by MDT to get the units ready. A number of FRRS members also helped, just because they wanted to. Hap Manitt particularly put a lot of effort into going for supplies, etc.

Although the extensive, hurry up job of getting three units ready in a little over 30 days sort of took over our facility, it should be noted that it did not interfere with normal museum activities during this period. A lot was learned from the preparation activity and the paint booth, a \$1,200 value, is ours to use when we paint our units. The OANP picked up the units on December 10 and arrived in Wyoming two days later. When the three year lease expires, the units will return to Portola.

### TIDEWATER SOUTHERN'S...

Western Pacific subsidiary Tidewater Southern purchased its first diesel locomotive in November 1946 at a cost of \$47,761. This locomotive was a General Electric 44-ton unit, a sister to the five similar "mice" purchased by the Sacramento Northern at the same time. Initially numbered TS 135, it was painted into the standard WP orange and silver and renumbered TS 735 in 1952. In 1967, this locomotive was sold to Pickering Lumber, and was moved to the millsite at Standard, California along the Sierra Railroad. After being used as the mill switcher at Standard for 10 years, the 735 (still in WP orange and silver) was sold to Chrome Crankshaft, who then resold it to Pacific Railroad Contractors. Still in orange and silver and lettered Tidewater Southern, this "mouse" was used in the late 1970s on railroad construction projects in Southern California. Until now it had disappeared from sight with no final disposition known. Thanks to George Cockle and friends in the Omaha area, this locomotive has been "found" once again. It is located in a

### Santa Train contd....

provided transportation. Dean Hill, Norm Holmes, Steve Jackson, Hap Manitt, Mat Parker, Hank Stiles and Gene Vicknair were on hand to assist.

### Special Rates for FRRS Members

Member Grant Kern is the manager of the Sandman Motel at 3421 Cleveland Ave in Santa Rose, Calif. He will give special rates to any member.

### T & SWEAT SHIRT SALES

I would like to thank everyone that has ordered shirts your support has put \$380. in the account and all in stock shirts are paid for.... This money will be used to buy painting equipment and paint for the 2001 and 805-A..... Thanks again  
I need more orders.....

## Retired Engineer Pens Ode to Railroad

Retired Engineer John Peterson, Sr., who recently ended 44 years of service to the railroad without a lost-time injury, wrote a poem to his friends called "Tied Up." Arkansas Division Superintendent R.G. Lang submitted it for publication:

*No more will I pull the throttle,  
No more will I set the air  
No more will I pull the whistle cord  
And listen to the blare.*

*Never again will I brace myself  
As I feel the engine swerve;  
Never again will I hold her up  
As she rocks around a curve.*

*The little kids who waved at me  
And the towns that thundered past  
Are lost to me, for father time  
Has taken his toll at last.*

*Those long, dark nights, those eerie dawns,  
The smokestack's roaring blast,  
Those peaceful farms that drifted by  
Are a part of my life that's past.*

*When looking back in retrospect,  
There'll come to me the thrills  
That I felt when she thundered through  
some sag  
Or labored up the hills.*

*I have lived my life; there are no regrets;  
I have no cause to grieve  
But the fellowship of all my friends  
Is the thing that's hard to leave.*

*I leave them now with kindly thoughts  
As I finish this last run  
But with all the grief and hardships,  
It's been a lot of fun.*

-John Peterson, Sr.

From UP's "INFO" Magazine

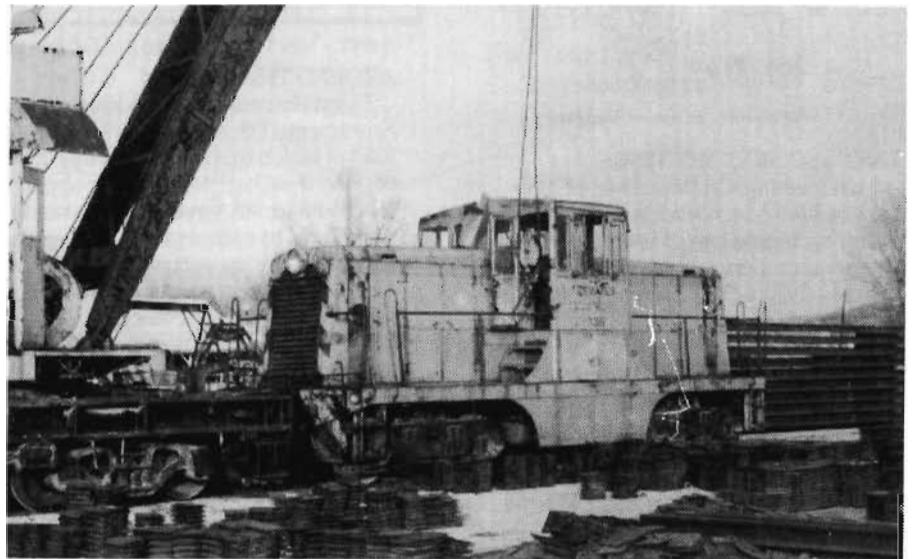


Photo by George Cockle

### CALIFORNIA

Richmond: Southern Pacific Historical and Technical Society North California Spring Meet - April 23, 1988, Noon to 10PM (or later). Slide shows and movies hourly. Model display. Swap tables. Food available. At Golden State Model Railroad Museum/East Bay Model Engineers Society, 900 Dornan Drive, Point Richmond. Information w/SASE from Ken Harrison, 1809 San Antonio Ave., Alameda, CA 94501. Phone messages at (415) 574-6282. Calls returned collect.

railroad supply yard south of Kansas City along the AT&SF mainline at Morris, Kansas. As you can see by the accompanying photo that was taken on December 21, 1987, the years have been fairly kind to it, and it still has its orange and silver paint, lettered Tidewater Southern. Believe it or not!

*CCT 19 exWP 741 is from series 731-779 built in 1910. WPMW1232 is series 1201-1250 company service tank cars. Decals will be made for all phases of use and paint scheme.....*

**WP MODELS COMING.....**

The wooden cupola caboose like WP 779 in Portola is now being done by Overland, with delivery by mid summer.....

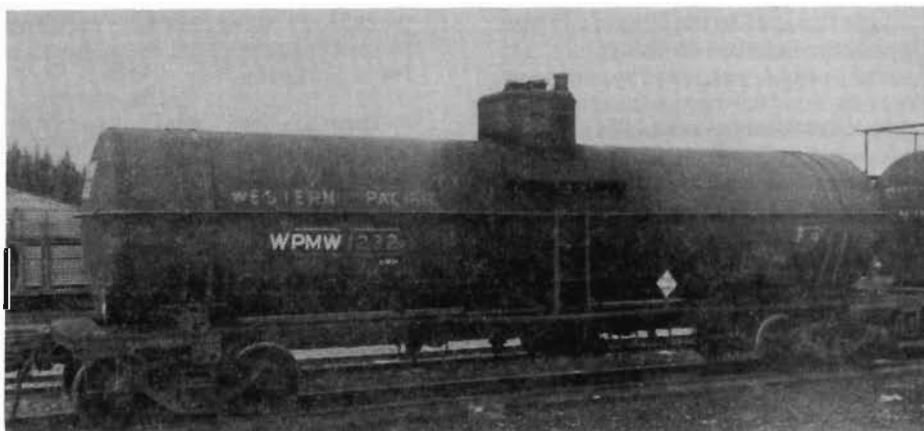
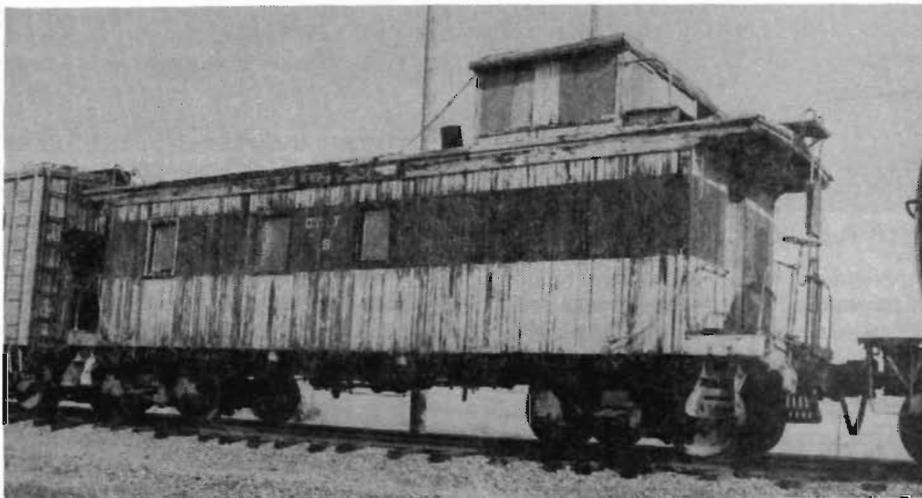
The WP 1201 series 12500 gal tank car is also being done by Pecos River Brass. In two styles one with K brakes and modern with AB brakes.....

Please send in your reservations now and we'll be giving the same discount to members as with the steel bay window.

**OUR GENERAL ELECTRIC U25B**

The past three years have seen a steady redefinition of what the Feather River Rail Society is trying to accomplish at the Portola Railroad Museum. When we began, the museum was to be dedicated just to the preservation of the railroad history of the Western Pacific and the Feather River area. We are still very dedicated to the preservation of the history of our area, but the museum has gained a nationwide and worldwide reputation as one of the leaders of the diesel locomotive preservation movement in the United States. We are lucky to have in our General Manager and President Norman Holmes someone that realized that the history of railroading during the "Diesel Era" of the past 45 years has been poorly preserved in almost all museums. Thanks to our efforts, we have made the railroad preservation movement begin to look at even modern diesel locomotives as something that should be considered for preservation. There is a definite evolution and history to the "Diesel Era," and the history of the Western Pacific is closely tied to this evolution over the years. With our aggressive program of acquiring locomotives over the past three years, we have one of the three largest collections of preserved diesel locomotives in North America (we were the largest for several months in 1987), and are just three or four locomotives away from completing our core collection that represents the evolution of the "Diesel Era." Over the next few years, the Feather River Rail Society will be on the lookout for locomotives built by Baldwin and Fairbanks-Morse as representatives of those builders, plus an Alco locomotive from the "second generation" (the Century series of locomotives).

With this direction in mind, the arrival of Chicago, Milwaukee, St. Paul and Pacific Railroad #5057 to the Portola Railroad Museum in August marked an important milestone toward the completion of our diesel locomotive collection. This locomotive is a General Electric U25B (U = Universal locomotive, 25 = 2500 horsepower, B = four axles), and is one of 478 such locomotives built between 1961 and 1966. It now ranks up there with NW2 608, GP20 2001, and DDA40X 6946 as the most historically significant locomotives in our collection at Portola — even though this particular locomotive never got closer to Portola than Portland, Oregon during its active life on the Milwaukee Road.



**U25B**

