

2x6's between the rails and placing 4x8 plywood sheets with carpeting over the top. Hap Manitt has been collecting used carpet for some time, and now we finally know why. GP-20 2001 was placed in the paint booth and the combination coal flat was moved in to be used as a stage by musical groups.

Outside, the wheel track area was cleaned up by placing the roof sections back on ARR 1507 (F-7B) and various other items moved to out of the way locations. This gave us room to relocate our track motor cars from the shop to the wheel tracks. Garbage cans were labeled for 'trash' and 'cans' and placed at convenient locations. Those helping with the clean up effort were: Rod Butler, Ned Crary, Dean Hill, Norm Holmes, Hap Manitt, Rick Merle, Steve Milward, Wayne Monger, Ken Roller and Errol Spangler.

Union Pacific brought E-8A No. 951 to Portola for display and requested that we loan them our UP Business Car No. 105 to be placed next to 951 along with a UP caboose to complete their exhibit. We had 105's carpets steam cleaned, and the air conditioning system charged (power problems prevented it from operating, however), and Peter Solym painted the kerosene marker lamps which were placed on the car with new locks and chains to prevent them from disappearing. We also placed three sets of stairs and platforms at the 105 and 951 for public access. Pat Cousin did research into the 105's history and volunteered to be in the car during its stay at the Portola depot. Union Pacific presented a program on grade crossing safety called "*Operation Lifesaver*".

Friday afternoon, members from two model railroad clubs arrived and began setting up the layouts. Before long test runs were made. The layouts (Thunder Mountain from Sacramento and Nevada Railroaders of Carson City) are made in sections so they may be set up at railroad shows and shopping malls to promote model railroading. Also on Friday, Steve Habeck "switched the yard", moving equipment to provide a clear right of way for operations, and to have our two passenger trains ready for the weekend's

runs. Three locomotives (608, 707 and 921/1506) were positioned and checked for supplies.

Saturday and Sunday's train rides were operated in the same manner as last year's with three locomotive and two train sets. Vic Neves was the dispatcher who kept everything moving smoothly. On Sunday afternoon, Feather River Short Line's steam engine, No. 8, pulled several trains in passenger service.

Operating crews for the weekend included: Jim Boynton, Bruce Cooper, Gary Cousin, Mark French, Jim Gidley, Steve Habeck, Larry Hanlon, Fred James, Jim Ley, John Marvin, Dave McClain, Steve Milward, Vic Neves, Jack Palmer, John Ryczkowski, Peter Solym, Cindy Spicer, Dave Waters and Gordon Wolleson.

Train ride ticket sales totaled \$1610. Not as much as last year, but a welcome contribution to our treasury. Helping with ticket sales, crossing protection, etc. were: Ed Crary, Lynn Hanlon, Ray Graham, Dean Hill, Norm Holmes, Vickie Krois, Hap Manitt, Matt Parker, Ken Roller and Kent Stephens.

Our food/snack bar did a great business serving hamburgers, hot dogs, chili, iced tea (25 gallons!), soft drinks and candy. Emery Godard, Sue Cooper, Lynn Hanlon, Barbara Holmes and Mary Ryczkowski were kept busy feeding the hungry visitors.

It takes a lot of work to put on an event of this size. Everyone who helped has our appreciation for their efforts in making this year's Railroad Days safe and successful.

That'll Do!

Operating Department News

Our operating season is now over. We wish to thank everyone who came to Portola to help keep the trains running. Without your help, we could not have a successful museum. This year was great, next year will be even better!

The operations room (OR) has become the nerve center for museum operations and is a convenient place for crews to rest between

runs as well as a place to gather before and after operating sessions. Thanks to Bruce Cooper, we now have a nice cabinet for our locomotive service and parts manuals. Steve Habeck made a crew signup board for operating weekends. It is mounted on the wall where crew members may sign up for positions. If possible, please sign up in advance so we will know who is on duty. Hank Stiles has a desk to keep crew and equipment records. Members working on equipment or on operating crews are reminded to fill out the appropriate forms each day as we need a record of what is being done and by whom. Thanks. Jim Ley moved the Portola operator's desk from the Silver Palace outfit car to the OR. It is now used by the dispatcher and operator. This desk was used for many years in the Portola depot. Hank has prepared a bulletin book for the office. Operating crew members should check this book before the day's runs. Also, our 1988 rule books are still available, if you are on and operating crew it is your responsibility to be familiar with the rules.

News From Around The Balloon

An 8' by 16' wood frame structure is being built to house our oil supplies and related items. A concrete slab of this size is located between No. 2 and No. 3 tracks at the west end of the diesel shop and was used for this purpose when the WP used this facility. The former building was removed before we acquired the property and we are now replacing the structure. Andy McCarron, Rod Mc Clure, Phil Schmierer and Norm Holmes started the frame in August. It is expected to be completed soon.

The *Soroptimist International* donated four metal BBQ units to our Society for the picnic areas. Ground breaking was held on June 15th following their meeting in the Mike Flannery Room. Although the picnic area is incomplete, the area has been used by three groups for picnics. Further ground work is needed and we will still need picnic tables and a large BBQ pit for group use.

Ken Roller has painted a number of oil paintings of WP steam locomotives. They are on display in the Mike Flannery Room and are for sale. They are fine works of art and would be a nice addition to one's home. Ken is also our number one track man. He is again at work, building a switch on Rip 3 to allow Rip 4 to be built. The new 300 foot track will be parallel to Rip 3 and temporarily end at the ramp. Norm Holmes has been using this occasion to practice operating our Little Giant crane to move rail. Dean Hill assisted in the rail movement.

For the second year, John Marvin set up a window display at the Plumas County Fair in Quincy. The display was very well done and helps acquaint fairgoers with the museum.

Membership

We wish to welcome Dale Meyers, Richard Severance and Peter Watkins who joined our organization as Life Members. This brings our total Life Membership to 32.

WP Notes

Western Pacific's car ferry *Las Plumas* has been sold to Sea-Link Marine Services, Ltd. and converted to a barge for service between Vancouver and Swartz Bay, British Columbia for CP Rail. It has been redesigned to haul highway trailers (without tractors) between these points. The former self-propelled ferry was used by the WP to transport freight cars between Oakland and San Francisco and has been out of service for several years. Our museum has the log books from it's WP service era.

A free sample of a timely railfan newsletter can be obtained by sending two stamps to *Western Line Productions PO Box 6776-L, Orange, CA 92613*. Northwest Railfan covers CA, NV and AZ and is published twice a month. Mention your FRRS membership when requesting the free copy.