

Around The Museum

Shorts

Tom Moore wired up the 11 1/2 hp air compressor to our three-phase power line. Tom also brought us some heavy electrical cable to make a set of jumpers we can use when needed to help start a locomotive. We really appreciate Tom's work and donations.

UP recently replaced thousands of ties in the Portola yard (adjacent to the museum). Hap Manitt arranged for the contractor who was removing the used ties to deliver a load to our museum property. The 500 + ties cost us \$250 and some WP caps, delivered! Not all the ties are usable, but for the price we got a bargain. The hauling alone was worth the cost.

Donations

Thanks to the cooperation of Union Pacific's signal department, a signal relay building was donated to our museum. The six by eight foot metal structure was last used at Belden (in the Feather River canyon) and is famous because of a drawing of "Foreman Frog". This drawing has become the mascot of the Feather River Canyon Safety Committee. The drawing will be preserved. The picture is reproduced on the back page of this newsletter.

George Comer gave us a box of paper items, posters, etc, for our archives. Ted Wurm gave us some rare WP steam negatives. Jim Baker sent us a number of reprints from old magazines showing ads that promoted railroad passenger travel. We thank everyone for their thoughtfulness.

The following persons have made cash contributions totaling \$428.05 to our organization: Galen Anderson, Norm Anderson, Tom Arrington, Geo. Bates, Stewart Bowen, David Burton, Gus Campagna, Eugene Carpenter, Elmo Dito, Russell Fike, Norm Gidney, Dan Heilig, Dave Martin, R.C. Mlaker, Cameron Parnett, Page Porter, Eric Reuberson, Phil Schmierer, Sid Smith, John Whitson and Geo. Zucco. We thank you all for your financial assistance.

Don't forget that your gifts to non-profit organizations such as ours are still tax-deductible. A donation before the end of the year could help reduce your income tax.

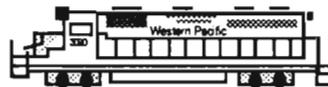
FRRS 1989 Calendar

We will have a calendar card in our Jan-Feb 1989 *Train Sheet* which will show museum events for 1989. Our sixth anniversary celebration social meeting will be held at the Portola City Hall, February 18th at 7:30 pm.

Gift Shop News

Our 1989 catalog has been mailed to all members and customers. A supplement is included with this issue of the *Train Sheet*. Of particular note is a limited reprint of Guy Dunscomb's book on WP steam locomotives. Robin Smith is no longer manager of the Gift Shop. Louann Milward has volunteered to help maintain the inventory and records. Hap Manitt, Norm Holmes and Dianne Wollesen will handle sales during our off season.

Before you run off to that local shop, please remember that we have a huge inventory of items and all sales benefit the society.



Diesel Doings

A GE lives!

With a cloud of dust, rust and who knows what, our USA 7376 - GE 80 tonner came to life after not operating for twelve years. Through the efforts of Bruce Cooper, Gary Cousin, Erwin Hartung, Norm Holmes, Dave McClain and Gordon Wollesen, a set of batteries were installed, old diesel fuel drained and new added, radiators filled and linkage, fuel lines, etc tightened and checked. No. 2 engine was started first as it had less to do to get it ready. After considerable coaxing, particularly with the fuel system, No. 1 engine started. Next question: will it load and move under it's own power? Yes. We now have a locomotive that is economical to run which can be used for switching and passenger runs. Also, the cooling system is small enough for us to afford the anti-freeze needed to have the engine available for the winter.

According to locomotive inspection cards in the cab, the 7376 was last used at Fort Stewart, Georgia in October, 1976. The record holder contained sheets from RTDM Shop, Baltimore, Maryland, June 30, 1955, Dept. of the Army, Pennsylvania, Sept. 5, 1963 and Dept. of the Army, Fort Stewart, Georgia from May 14, 1964 on. It is known that the unit was stored at Hill Field, Utah since at least 1980.

Our other 80 ton GE needs considerable engine work, but through the capable hands of Erwin Hartung and Dave McClain, both experienced Cummins diesel mechanics, it too will run.

At the November Board of Directors meeting, it was decided to paint the unit green and yellow and number them 80 and 81. This will be done only after some of our other units are painted, however. Feather River and Western was chosen as the name of our operating railroad. This name was used by founder Norman Holmes on his back yard railroad in Portola, and is the name on his Plymouth locomotive. FR&W will be used on equipment that has no particular historical significance to the museum. Most equipment will retain it's railroad name or changed to a railroad that means more to our area and would be appropriate to that piece of equipment.