



FRRS

Feather River Rail Society

Preserving
"The Feather River Route"

PO Box 8
Portola, California 96122

The FRRS, a tax exempt public benefit California corporation, is the historical society for the *Western Pacific Railroad* and operates the *Portola Railroad Museum* in Portola, California. The FRRS is not associated with or supported by the *Western Pacific Railroad*.

FRRS Tax id number is 68-0002774

member



Tourist Railway Association Inc.

Board of Directors

- Bruce Cooper
- Norman Holmes
- Jim Ley
- Wayne Monger
- Hank Stiles
- Gordon Wollesen

Train Sheet Editor

Dave Waters

Membership

Associate	\$ 15.00
Active	\$ 25.00
Family	\$ 30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote, except Associate.

Around

The Museum

How many of you noticed that the first item under the 'Shorts' title last issue was about Tom Moore and his donated electrical work? Let's hope he doesn't have any!

Baggage Car

Dean Hill has completed sand blasting old paint from the interior of our WP baggage car. Dean also purchased linoleum to be placed over the ceiling panels. A model railroad layout will be constructed inside the car when the interior is completed.

Winter Strikes!

To prevent the water pipes in the diesel house from freezing, we have wanted to relocate the pipes. This necessitated digging a trench five feet deep to locate the water main, drill a hole and place a "saddle" over the pipe and run a new line to the building. Hap Manitt arranged for a friend with a backhoe to dig the trench and the gentleman did the job without pay. And then, as predicted, it snowed the next day. Heavily. Now we have a hole full of ice and snow and will have to wait until next spring.

White Christmas?

Speaking of snow, a series of storms around Christmas gave the museum three feet of the white stuff. A dozer clearing the UP yard volunteered to clear a path to the diesel house so Hap could feed the resident mouse catchers. Hank Stiles and Phil Schmierer replaced the master cylinder on the Hough loader so we can now use it to move the snow about.

Charge it!

Thanks to a scrap dealer's generosity and Norm Holmes' pickup we have a good supply of locomotive batteries. All our operable locomotives have eight batteries each and we have three extra sets for units that may see operation this year. Including our maintenance equipment, we have 138 batteries on the property. Unless the equipment is operated frequently, the batteries have a tendency to become discharged. To keep them charged, we have had three 6-amp charg-

ers with the capacity to charge the 64 volt sets. One of the chargers recently burned the transformer out. While these 6-amp chargers are adequate to maintain a charged set, we really need a higher capacity charger to bring up a set of dead batteries. Would any of our membership have any ideas of a better charger system?

Editor's Note

Modern technology and life, being what they are, have caused this edition to be late. Two failed disk drives caused this editor to almost commit editorial suicide but a previously thought unusable hard disk drive saved the day. An infusion of new capital is expected to remedy the disk drive problem permanently. Send complaints to me, c/o the FRRS . . .

Really Radio Controlled

On December 8, 1988 the FCC issued call sign WNND325 to the society. The frequency assigned is 161.01 megahertz. We will now be able to use portable radios to assist in communications for train operations at the museum. All radio use will be restricted to compliance with our operating rules. Thanks go to Gary Cousin who handled all the application forms and followed through with the necessary paperwork.

Correction

The cover photo caption on issue 34 (November/December 1988) should have listed the date of the railfan excursion as March 18, 1956.

We were sorry to learn of the death of member George Lilley of San Jose, California. George was also a member of Vintage Railway - the "Santa Fe Boys".

