

Railfan Day 1991

by Wayne Monger

September 14, 1991 was the date of the 6th annual FRRS "Railfan Day" event. In spite of the fact that other railroad-related events were also occurring the same date, such as SP 2472 operating an excursion train on the S.F. peninsula and the Grand Canyon Railway was holding their own "Railfan Day," we ended up with 83 paid attendees this year. This is a decrease from the 107 we had last year. It can also be reported that the gift shop this day had brisk sales and that the "Beanery" did a good day's business also.

As the volunteer train crews for the FRRS at Portola were getting very adept at following the somewhat complex choreography involved with Railfan Day, the 1991 event followed nearly the same plan as the previous two years, except for the fact that 11 trains were operated this year instead of the 12 of last year. Thanks to the suggestion of such people as Gary Cousin, Steve Habeck, Vic Neves and Hank Stiles, Wayne Monger planned to have some different consists than the previous years. The three most interesting consists of the day that were run for the photographers included a 1950's era freight train that was led by both SW1 501 and S-1 512, a tank car "unit train" of all four tank cars at Portola and the two recently repainted SP bay-window cabooses donated by Vic Neves and John Ford pulled by the Baldwin DS-4-4-660 NVR 51, plus the star consist for the night photo session, a UP snowplow train consisting of wedge plow UP 900002, GP30 UP 849 and the two UP cabooses. The other two train consists that were used at various times during the day were the F-unit team of F7A 921-D and F7B 925-C on a train of cabooses to move people back and forth at the start and end of each session plus the WP team of GP7 707 and U30B 3051 on a 1960's era freight train. As a special treat for everyone on hand at the museum following the end of operations that day, an important milestone was reached as the 805-A was pulled outside and fired up for the first time after 50 months of hard work by the people involved in that project.

Following a one and a half hour break for dinner, people returned to the meeting room for the evening entertainment. First event was Chris Skow supervising the drawing of the winner of the 1991 depot fund raffle. David Adams of Sacramento, California will get his choice of an expenses paid trip for two on one of the Trains Unlimited Tours private car trips

from Oakland to Reno and return or Oakland to Los Angeles and return. We took in over \$2,000 this year if raffle ticket sales. Thanks go to all those who purchased tickets, and to Chris Skow of Trains Unlimited Tours.

Following a slide show from Vic Neves, about 20 photographers headed out into the darkness around Milward switch for the night photo shoot put on by Vic Neves and Fred James. Upon returning, the slide shows continued until nearly midnight with more from Vic Neves. Wayne Monger gave a "photo report" on the moving of the O&NW Baldwins to Boise; Ken Meeker gave a rough cut version of his "Road to Omaha" show for the 1992 Winterail, and Rich Canino showed slides from the 1991 NRHS national convention in West Virginia.

Once again this year, there are certain people that need to be thanked for their nearly tireless hands-on efforts over the weeks before Railfan Day that made sure that the event could be a success. At the top of this list are the people that switched the entire facility to put together the trains as specified by the plans for the event. These people are Steve Habeck, Hank Stiles, Jim Gidley, Sr., Mardi Vincent, Ed Warren, and Gordon Wollesen. Hank and Steve also spearheaded the necessary repair work on the 51 and the 849 to get them ready to operate for the event. Thanks!! We would also like to thank all of the volunteer train crew members for the day, including Vic Neves, Hank Stiles, Gordon Wollesen, Jim Gidley, Sr., Steve Habeck, Ed Warren, Dave McClain, and Fred James. Bob Lindley and Errol Spangler and Nick Tynan worked as switch tenders. Rich Canino, Deborah Canino, Kent Stephens, Mardi Vincent and Wayne Monger worked the ticket booth at the gate, Gary Cousin worked as dispatcher for the day, Pat Cousin and Emery Goddard worked in one of the most important areas of the museum - the Beanery; Hap Manitt was his usual productive self and made sure everyone had what they needed at their positions and he kept track of who was doing what. Norm and Barbara Holmes handled the crowds in the gift shop. And we wish to thank everyone else that participated to make this event a success again that I may have forgotten to mention. Special thanks go to Vic Neves for finding the very scarce flashbulbs and supervising the night photo session once again this year.

Next First Sub Club Meeting...

The final 1991 meeting of the First Subdivision Club of the Feather River Rail Society will be held Friday night, November 29, 1991. The meeting starts at 7:00 PM and will once again be held at the Niles Depot in Fremont, California.

This meeting will consist of discussions of progress at the museum, deciding on a calendar of meetings for the First Sub Club for 1992 and presentation of slide shows from members in attendance. Because this is the "Holiday" meeting, we request that all members who attend please bring a dessert to share as well as their own utensils.

If you need more information, or if you would like your name placed on the First Sub Club mailing list, contact Rich Canino, 1749 Valley View Avenue, Belmont, CA 94002-1939; 415-591-4997.

New Lifers

The following people are now life members of the FRRS:

Robert Hanft

from Paradise, CA

Dennis Gilkey

from Granada Hills, CA

Stephen Carr

from Salt Lake City, UT

Steve Harrison

from Sparks, NV

Thanks and welcome!