

Railfan Day

Our seventh annual Railfan Day, September 19, 1992, featured operation of no less than nine (9) diesel locomotives from our collection. In addition MRS No. 541 had its diesel engine running. Next year we will try for 12! During the course of the day from 10:00 AM until 5:00 PM twelve trains were operated with different freight car consists for photographers and visitors. Of special interest was a first day of operation of O&NW BLH AS-616 No. 4, which had only moved under its own power the day before since coming to Portola. SP 4404 our SD-9 "Cadillac" also pulled a train for the first time since it was repaired. We had three Cotton Belt box cars stored for Doug Morgan, so an SP consist with an SP caboose was operated.

Following the day's activities, Sue Cooper prepared a great spaghetti dinner. A slide show by Vic Neves and others was interrupted after dark by the need to have a night photo session featuring O&NW 3, 4 and caboose 300. Operating crews for the day consisted of conductors Ed Warren and Mark French, engineers Dave McClain, Jim Ley, Hank Stiles, Steve Habeck and Wayne Monger. Trainmen and Firemen were Peter Langdon, Mardi Langdon, Larry Hanlon, Jack Palmer, Tom Clabaugh, Matt Barton and Charlie Tronoff.

Preparations for the event and returning the cars and locomotives to their usual locations were carried out under the direction of Steve Habeck with the help of a number of crew members listed above. It took the better part of two days to get everything in place and a day to return it. Our train and engine crews do nice work!!!

We had 82 paid gate admissions; maybe next year we can get more publicity, -- where else can one find so many first and second generation diesels operating in one day?

We are sorry

Issue #8 of the Headlight has been delayed. We expect to have it published within the next 30 days. Your continued patience is appreciated. Look for Chris Skow's story about the Sperry Car on the WP among many other interesting features.

Southern Regional Meet

President Norm Holmes finally was able to attend the FRRS Southern Regional Meet held this year on October 17, 1992. This is the third year this event has been held and it has become a popular get-together for our members who live in Southern California (although one member flew out from Tennessee!)

The all day event, held in the LaHabra Senior Center, was well attended with about 85 members participating. There were two WP modeling clinics as well as several slide shows by Ken Rattenne and Norm Holmes. A WP model display and a best of each category contest were held. A raffle of donated prizes completed the meet, where seven new members were signed up. We wish to thank Peter Solyom for hosting the event and his helpers: Sue Solyom, Tom Bacarella, Tom Clabaugh, Steve Phillips, John Brown and others who helped to make this meet a success.

TRAIN Convention

The Tourist Railway Association Convention takes place November 4-8, 1992. We wish to thank the Nevada State Railroad Museum and the TRAIN convention committee for all their help in planning and helping to carry out the numerous details necessary for a successful convention. Complete details of the convention will appear in the next issue of the Train Sheet. For now, the FRRS welcomes all who are attending the Reno Silver State Train '92 Convention.

Reno Air

For FRRS members in Southern California who say it's too far or too expensive to visit our museum in Portola, we have just learned that a new airline, "Reno Air," is now flying from Los Angeles, San Diego and starting November 1, 1992 from Ontario to Reno. The current fare is \$55 one-way with a 14 day advance purchase required.

New CMO

Due to the resignation of Mardi Langdon, we are in need of someone to take over the duties of the Chief Mechanical Officer. If you think you would like the job, if you feel qualified and have the time to devote to the job, then please let president Norm Holmes know as soon as possible.

Below left: Thanks to the efforts of Jerry Todd, we now have a galvanized steel track pan located on No. 3 track at Terminal. Below right: Hank Stiles (front left), Bill Alexander (front right) and his son Robert (on locomotive) worked extensively on engine SD-9E SP 4404 repairing the block, installing new liners, rods, pistons, rings and bearings. They started the engine on September 2, 1992; it moved under its own power on September 7, 1992, and it was used on Railfan Day as a result of their efforts.

