



Caboosing

With Hap Manitt

- May 25, 26, 27, 28, 1995 Season Opening and 805-A re-dedication took place. The volunteers who helped to get ready and who participated were: Bruce and Sue Cooper, Lolli Bryan, Clyde and Linda Lippincott, Ed Crary, Ken Roller, King Felton, Bob Carr, Melissa and Judy McGrath, Ken Iverson, Gary Hall, Kent Stephens, Steve Habeck, Norman and Barbara Holmes, Jack Palmer, Kerry Cochran, Jack Hathaway, Tom Graham, Jim Gidley, Sr., Don Borden, Chuck Dunlap, Art Foster, Wayne Monger, Phil Gosney, Don Clark, Mark French, Ed Warren, Brian Challender, David and Linda Dewey, John Walker. Forgive me if I've forgot anyone, but all help was greatly appreciated.
- June 4, 1995 Peter Langdon welded new hose reel brackets to fuel tank car. Gordon continues to plumb same.
- June 10, 1995 Doug Morgan and Norm Holmes went to Chilcoot to remove couplers from UP box car donated to fire dept.
- June 12, 1995 Norm Holmes and Tobie Smith went to Chilcoot to load truck and couplers with Little Giant crane.
- June 13, 1995 David Dewey starts long delayed restoration of engine 2001.
- June 17, 1995 New set of batteries was installed in 608 by Steve Habeck and Gordon Wollesen.
- June 19, 1995 We took delivery of 7,400 gallons of diesel fuel.
- June 23, 1995 Bill Alexander comes from Colorado to help with locomotive electrical problems.
- June 24, 1995 Hank Stiles services 707, including changing the oil; and removing freeze damaged air compressor from engine 2873 with help from Ken Iverson.

Ongoing work: Ken Roller is rebuilding model railroad and doing track work near the crossing by the picnic area. Skip Englert, Bruce Cooper, Mardi Langdon, Norm Holmes, Jack Palmer, Hank Stiles and Brian Challender are doing locomotive rentals. Bruce and Sue Cooper, Lolli Bryan, Edna Ede, Ellen Housen and Linda Lippincott are working in the Beanery. Norm and Barbara Holmes, Lolli Bryan, Hap Manitt and Linda Dewey are working in the Gift Shop.

Operating Department News

The FRRS Operating Department is pleased to announce the following new assignment:

Kerry Cochran

Assistant Trainmaster

Congratulations Kerry, nice going!

Help Wanted: Grant Procurer

We can use someone who can identify funds that have grants available for organizations such as ours and make out the applications for these grants. There is money available if we can find it and make proper application to receive it. Kent Stephens was in charge of this department, but he had to resign because of a lack of time to devote to the work. Let Steve or Norman know if you are interested in helping on this most important aspect.

Rails of Memory

Written by Ellen Shirmer

Submitted by

FRRS Life Member Errol Spangler

You might say the blood runs through my system on rails. My dad was a railroad man. He was a brakeman/conductor on the Union Pacific for several years, a conductor on the Oregon & Northwestern Railroad many years and finally retired as Superintendent. My husband Bill is a retired conductor off the Milwaukee Road.

As we finished our travels this summer and headed for home in Green Valley, it seemed only natural to cross Northern California following the famous Feather River Route. Our drive took us up steep winding grades as we crossed the Sierra Nevada Mountains. There were places where we could look hundreds of feet down into the canyons to see the rapids of the Feather River and the rails following the twisting and steep climb to the summit.

Near the summit of the Feather River Route is the small town of Portola, California, which was a crew change point on the Western Pacific Railroad. The line is now owned and operated by the Union Pacific.

As we approached the city limits, we looked across town to see a huge building with a sign "Railroad Museum" painted on the roof. Like an old engine headed for the roundhouse, we turned in, crossed a high bridge over the railroad yard and found our way to the parking lot of the Portola Railroad Museum.

This was a real find for us. We grabbed the cameras, prepared to spend hours wandering around looking over the old familiar equipment.

As we neared the entrance of the huge shop, I wandered off down another track.

All of a sudden, I came face to face with a memory. There right in front of my eyes, all freshly painted and gleaming in the bright sun was old number 300 -- the Oregon & Northwestern Railroad caboose!

"Bill, come quick!" I yelled. He thought I had fallen or something worse and ran to me fast as he could.

"Look," I cried! "It's my dad's old caboose!" What a find! Whose is it now? How did it get here? Can I get inside?

We went into the shop, found a couple of members who told us the caboose was now owned by two men from the Bay Area who used it as an RV when they came to Portola to work on equipment. I wrote a note to them and left it in the office, hoping that one of these days I'd hear from them.

They also told us two Baldwin diesel engines of the O & NW were at the far end of the yard. We hurried through the maze of engines and cars to find the two Baldwins. My dad had purchased them for the railroad when he was Superintendent and I was still in High School. We climbed aboard and took pictures.

The caboose doors were locked, but I climbed on and looked around. As I looked through the windows I was relieved to see it still looks as I remembered -- the long bench on one side with the worn leather pad - across from it were the same scratched and worn cupboards and cabinets. I went to the other end of the caboose to look through the door window. There were a couple of very old worn wooden chairs, probably used by dad; a desk, pot bellied stove, the little round stainless steel sink and a metal water dispenser. In the center of the caboose was an opening on each side with inset ladders to climb up into the cupola.

As I stood on the platform, I closed my eyes, and I could hear the clack clack of the wheels and feel the old caboose rock and sway and I was taken back to a day long ago, when I was six or seven years old and rode this caboose with my dad.