



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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News from the Feather River Rail Society and the Portola Railroad Museum

Donation of Western Pacific's Portola Hospital to FRRS

Earlier this year we learned there was a chance for a possible donation of the old Western Pacific hospital property to the FRRS. Once the details were worked out the donation of the property from Peggy Marquez to the FRRS was accomplished on the 17th of December. We are most grateful to this wonderful lady for allowing us to be the recipient of such a tremendous historical donation.

Serving the community, Western Pacific's hospital in Portola was first established in 1914. Building and grounds were owned by the Western Pacific and leased to the Medical Department. An addition

was added a few years later and in 1950 the building was rehabilitated at a cost of \$25,000.00. A grant of \$11,300.00 from the Ford Foundation was awarded on December 13, 1955 with the first half of the grant arriving in July 1956 and the second half within a period of the following 18 months. No part of the grant could be



A cold December morning shows the hospital as it looks today. With work, grants, and effort it will be rebuilt. -Jim Murphy photo

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used for operating costs, only in expanding the present facilities and services offered. Chief Surgeon at the time G. F. Cushman indicated the money would be used for improvements to the facility, providing better care for patients, provision for a new delivery room, new beds, and operating room (Continued on Page 8)

FRRS and Truckee RR Days, Part 2

By Doug Morgan

Charlie Crocker had a problem. It was mid December 1866 and in the Donner Pass area it was snowing—a lot. Mr. Crocker, Superintendent of Construction for the Central Pacific Railroad and his associates (they were later to be labeled the "Big Four") were concerned about the difficulties they were to encounter in their attempt to cross the Sierra Nevada Mountains. They cast their eyes disconcertingly across the continent to the progress in miles being achieved by the Union Pacific along the

Platte River.

The Sierras are buffeted hard on the western slopes by winter storms but much of the fury is often spent by the time the storms reach the eastern slope. But in the winter of 1866 and 1867, the heavy snowstorms were hitting on a weekly basis, drifting cuts to the top. Avalanches were burying construction camps. Workers were swept to their deaths, their bodies not being discovered until the spring thaw. Progress that had gone so well in good weather was now nonexistent. Something had to be done and Charlie Crocker was about to make a momentous decision.

He ordered that 3 locomotives, (Continued on Page 11)