



Preserving "The Feather River Route"

The Train Sheet

May/June 1990

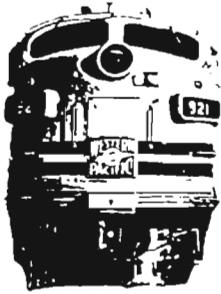
Issue No. 43



Our beloved WP 805-A; EMD FP7A; the last unit in existence that pulled the California Zephyr; as it stands in our engine shop undergoing restoration. photo by John Ryzkowski

Inside:

- Results of the election of officers
- Upcoming events
- Much more



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



Tourist Railway Association Inc.

Board of Directors

Brian Challenger
Bruce Cooper
Norman Holmes
Kent Stephens
Wayne Monger
Hank Stiles
Gordon Wolleson

Train Sheet Editor

Membership Secretary

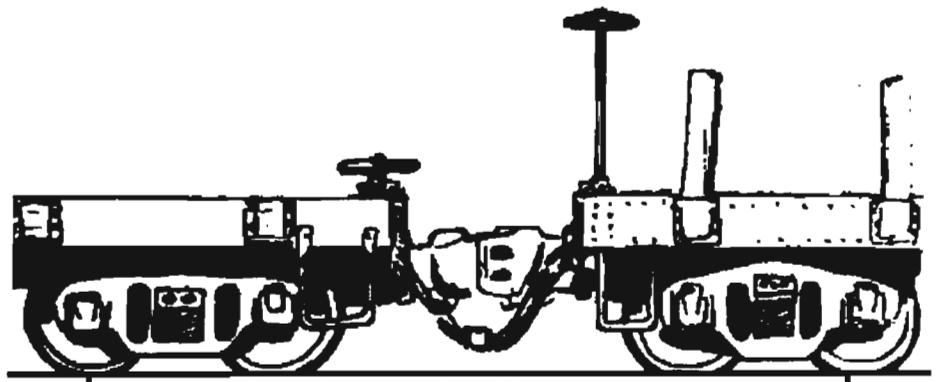
Ed Warren

110 Date Palm Drive
Sparks, Nevada 89436
(702) 673-3610

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 for Associate. Associate members also do NOT receive the quarterly publication - *The Headlight*.



The President's Message

A recent editorial in the *Locomotive & Railway Preservation* expressed concern as to where museum groups such as ours will be in 25 years. I too wonder. After Hap, Barbara and I are gone or at least have become inactive, who will take over? There will probably be no shortage of persons who would like to be president, general manager and the like, but who is going to open the gate in the morning, close it in the evening, check on visitors throughout the day, empty the garbage cans, mop and check the restrooms and keep up the thousands of little things that make our museum a nice place for visitors to see? Gordon, Bruce, Sue, Hank, Ken and others do a lot of work on building, equipment, track and so forth, but there is so much more to be done. Office work alone is a full-time position.

We are not ready to quit, but we have grown so large that a full time paid staff has become a near necessity. The big question is how are we going to be able to pay for such a staff. The Nevada State Museum in Carson City has 9 paid staff people, and they are smaller than we are. Of course they are state funded. I don't believe we want to become a governmental unit. But we do have to find funding for our operation, whether it be private or governmental grants. I don't believe we can generate enough revenue from visitors and members to have a paid staff.

Our present income comes from membership dues, donations, gift shop profit, locomotive rental, train rides and a few miscellaneous sources. The gift shop does a good business on a day-to-day basis. We have a very large selection of railroad items -- over \$50,000 in inventory. It is encouraging to get notes with membership renewals saying we are doing a great job, but a \$100 check would be nice, too. Bruce Cooper's locomotive rental idea was super. It has gained us nation-wide notoriety and has made a lot of money for the museum. Just the other day, Bruce had a call from an eastern dinner train outfit that wanted to try the same thing on their property.

Passenger cars have been in short supply at our museum. We have missed several chances to have movie or commercial work because we do not have a passenger train. We are getting a passenger car from the Air Force at Hill AFB and an Army guard car. These cars will be at no cost to the museum.

Where are we going to put all this equipment? That is becoming a problem. We have room for a few more tracks, but we will have to really think about space.

Our museum is six years old and we are at least as far advanced as most groups that have been in existence for 25-40 years. I hope we can continue to improve our museum, but it is going to take more than a few of us who live here. If you can help by working here, or can help financially, or can help us find funding, or volunteers, we sure would appreciate it.

What's Happening in the Maintenance Department

--to keep everyone up-to-date on the process of repairs and restorations.

The following is a brief example of what a preventive maintenance program will be like at the Portola Railroad Museum. This department was formed in January of this year to help maintain FRRS equipment in running condition; and at the same time, Erv Hartung, Jr. was appointed as chief Mechanical Officer.

WHAT IS preventive maintenance?

A preventive maintenance program is a regularly scheduled program for inspections of locomotives, rolling equipment, and passenger equipment. Preventive maintenance also includes routine maintenance operations such as changing filters, changing oil and making periodic adjustments as required for various components. The key word is SCHEDULED.

The schedule for preventive maintenance operations could be based on the calendar, it could be based on miles traveled, or it could be based on some other measurable period such as time elapsed on an hour meter. For example; oil in an engine might be changed every three months (calendar-based); it might be changed every 20,000 miles (miles-based); or it might be changed every 500 hours (clock-based). There is no requirement that any particular maintenance operation be performed on a specific basis. What is required is that the maintenance of the locomotive or car be performed on a scheduled basis, that the schedule calls for inspection frequently enough to detect developing defects before they become serious, and that the schedule is actually followed.

And for the reasons stated above, the Maintenance Department of the FRRS will schedule inspections based on actual time in operations of each unit from an hour meter installed in each power unit, and once-a-year inspections on all other rolling equipment.

OBJECTIVES OF PREVENTIVE MAINTENANCE

One objective of a true preventive maintenance program is to minimize equipment failure by maintaining a constant awareness of current condition of the unit or car and by correcting developing defects before they become serious. Maintaining that awareness requires frequent, scheduled



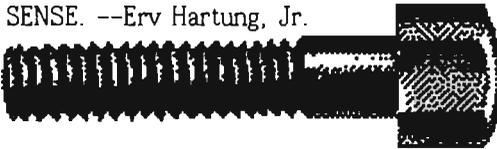
inspections, the inspections should be thorough, and if properly performed, will not be easy work. For this reason, this task should be assigned to a conscientious and careful worker, and to be assisted by a department assistant.

A second objective of preventive maintenance is to cause all maintenance to take place by intent, and to eliminate all unscheduled maintenance to the maximum extent possible. The measure of success for this objective lies in the reduction of unplanned or unscheduled maintenance or repairs because these items are often the result of breakdown or failure which are allowed to occur through inattention or neglect.

A third objective of preventive maintenance is to control when and where the maintenance inspections are to take place. Inspections, maintenance, lubrications, and repairs activities are easier, more cost-effective, and generally more efficiently performed IN a regular maintenance shop.

Achieving these preventive maintenance objectives makes GOOD BUSINESS

SENSE. --Erv Hartung, Jr.



Have You Noticed the Gift Shop Lately?

We now have the nicest and best-organized gift shop in the world! Barbara Holmes masterminded and implemented the improvements. We have now made the best utilization of the space available. Many more people can now be in the gift shop at one time, and yet all can be watched by the person behind the counter. This was not true in the past. Fresh paint and new fixtures make it a top notch gift shop. It's a pleasure to be in there. Thanks, Barbara!

Does anybody know your name?

If you would like to have people know your name whenever you are at the museum, consider purchasing a nice-looking engraved nameplate to wear on your hat or shirt. We offer green nameplates that have your name on the top with Feather River Rail Society on the bottom. They are reasonably priced, too. If you would like to receive one by mail, the cost is \$4.50; and you can get it by sending your order to:

Gary L. Cousin
P.O. Box 1300

Redding, CA 96099

See wasn't that easy?

Feather River Shortline Update

by Betty Boynton

Jim Boynton, John Marvin and I concentrated on painting projects on #8 during the weeks before our first operation on May 12-13, 1990. When the engine came out into the sunshine for the first run of the year, results of the hours of busy paint brushes were very evident.

John Marvin sanded, primed and painted the roof of the engine cab, and Jim did the same on the oil compartment of the tender.

John and Jim painted the front of the engine cab and the boiler while I did the lower areas.

Jim and I painted #8's smokebox graphite gray and gave the smokebox door a fresh coat of silver. Jim polished the number plate and the metal parts around the front of the engine.

One of my "specialties" in the upkeep of #8 is the painting of the "white sidewalls" on the wheels of the engine and tender. This was done, plus a touch-up on the choke chains.

The water has been changed in #8's boiler and the window behind the fireman's seat has been installed. The window was made by Iver Gregory and put in by John.

Thanks to the upgrading of the electrical system on the engine by Jim and Bob Lindley, #8's lights were shining brightly during the June 9-10, 1990 operating weekend. (Much to the delight of the photographers.)

Jim handed me a box of steel wool and assigned me to polishing the copper tubing on the engine and in the cab. With his help and assistance from Eddie Chase, this has turned out to be very rewarding work and #8 really shines!

With Short Line's Engineer Jim Boynton and Fireman John Marvin in charge of #8's cab and FRRS's operating department keeping things running smoothly on the ground, our two running week-ends have been most enjoyable for everyone. There are two more runs for us this season, on July 14-15, 1990, and during Railroad Days.



There is significant progress to report on the cosmetic restoration front this time; in fact I'd say that the body-and-fender boys have pulled well ahead of the mechanical crew. Because of conflicts with work schedules in the "real" world, no engine work has been done this past month.

Many hours went into the preparations for the seminar on the inner workings of F units which I presented at the NMRA PCR convention in Oakland in mid-May. The seminar consisted of slides and video in which 921 and 805A were the stars, and it was presented twice--the second time to an SRO audience. Most of the effort went into shooting and editing the video, and I'd like to acknowledge those who helped out with that work: Dave McClain, Pete Solyom, Ken Roller, Ed Warren, Hap Manitt, Bruce Cooper, and Ski. One immediate result of the presentations was the nearly 2 dozen people who asked me about the Rent-a-LoCo program and indicated that they planned to sign up for it. Seminar attendees took another 50-75 flyers along with them, as well.

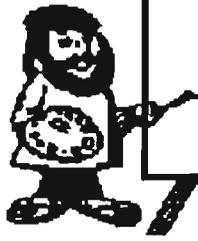
The list of 805A work weekends presently looks like this:

July 14, 15, 1990
 August 4, 5, 1990 (Motorcars)
 August 26, 1990 (Sunday of Railroad Days)
 September 16, 1990 (Sunday after Railfan Day)
 October 6, 7, 1990

Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do.

Recent Results

The biggest news is what's been happening to the nose and side panels. Following up on Ken Roller's wire-brushing of the nose down to bare metal, new FRRS member Bill Evans, an experienced auto body man, spent several days around Memorial Day applying Bondo and smoothing it into the existing metal. In addition, he and Odie Lorimer heated the steel plate and pounded out the large, deep dent that was on the top of the nose. The top half of the nose now is as smooth as can be...after the prep work is completed and the nose is painted it will look better than new. Nice work, guys! Since the last report, Ken Roller has completely stripped the ratty old red paint from the side panels, reveal-



The 805A Report

By Larry Hanlon



Jack Palmer spent several days working on cosmetic jobs. Jack made a second pass on the side panels with the paint stripper, cleaning up the tough spots, and then began to polish them with rubbing compound. The outcome is just super...we'll need sunglasses to look at this unit when it's

outdoors! Odie experimented with a belt sander and various grits, and found a combination which nicely sanded out the scars left when the WP road name was crudely sanded off at some time in the past. Now we know we can

repair this damage and restore the surface to its original condition.

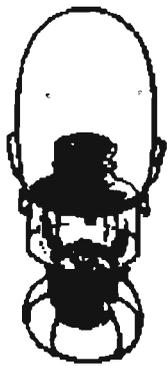
Following up on a tip from a fellow F7 restorer back in PA, I acquired a DuPont Industrial Finishes color sample book. As fate would have it, there among the oranges was a perfect match to the color chips we had taken from 805, as well as an extremely close match to the red for the nose wings and WP medallions. And as a bonus, Omaha orange (which Wayne Monger needs for the MILW U25B) was also listed. All are stock colors in Centari.

Next Steps

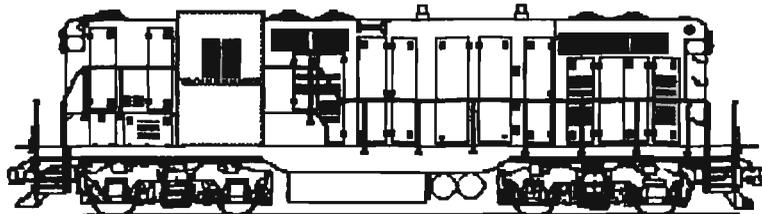
- Complete prepping of exterior of nose.
- Seal/prime nose and apply painted "wings" pattern.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Repair, prep middle side panels for painting.
- Complete sanding and polishing of stainless lower side panels.
- Remove #5 head and liner; inspect for cause of leaks; reinstall.
- Fully torque #4 and #5 and retest for water leaks.
- Remove and replace seals in #13 liner.
- Wirebrush loose, flaking paint from roof.
- Strip paint from rear and grind smooth the rough weld repairs.



See you next time.....



Would you Enjoy Working on the Railroad?



The museum operates trains EVERY week-end between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, pulling pins on couplers, or yelling, "All aboard," then this is your opportunity.

Members who would like to participate in the museum's operating crews are required first to take a rules examination which consists of 100 questions on the FRRS General Code of Operating Rules and is an open book test, with no time limit. A passing grade is 75% or above. Members may take this examination on any weekend during the summer. Just come to the museum and talk to any officer. If you do not have a copy of the rules book, you may obtain one from any officer at the museum on any weekend during the summer. You must have a rules book in your possession to take the examination.

Upon your successful completion of the rules examination, you must be instructed in giving hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures. The museum officer who administers the rules examination will see to your instruction on this.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

Members who wish to participate in operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination. If you are interested only in work other than operating, then the Release of Liability can be signed at any time before you begin. See any officer at the museum on any weekend during the summer.

Where to Send Things —

Dues payments, raffle money, raffle tickets, donations, requests for membership applications, changes of address WITH dues payment to:

Feather River Rail Society
P.O. Box 8
Portola, California 96122

Train Sheet articles, advertisements for Train Sheet, membership questions, changes of address withOUT dues payment to:

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 673-3610
or CompuServe #71251,2705



Portola Railroad Museum First Sub Club

The First Sub Club is a group of Bay Area members of the Portola Railroad Museum with an interest in planning trips to and projects at the Museum in Portola. It is NOT a separate organization with dues or voting rights. All interested parties are most welcome.

All meetings will be held at the historic Niles Depot Museum, located at 36997 Mission Blvd., in the Niles District of Fremont, California. Information meetings start at 8:00 PM.

The meeting dates for 1990 are:
Friday, July 13, 1990
Friday, September 7, 1990
Friday, November 30, 1990

The Friday, July 13, 1990 meeting has a barbeque planned before the meeting.
The Friday, September 7, 1990 meeting

is a planning session for Railfan's Day. Anyone interested in assisting in this event on the following weekend (September 15, 1990) should attend this important meeting.

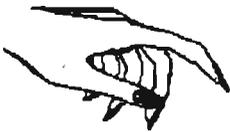
For more information, call (415) 591-4997.

FRRS Southern Regional Meet

We are planning an FRRS Southern Regional Meet and the tentative date is Saturday, November 10, 1990. Among the scheduled attractions will be: modeling and operations clinics, guest speakers, slide presentations and plenty of hysterical information! Watch for further details in upcoming Train Sheets. If you would like to get more information about it from a real live person, call Pete Solyom at (213) 691-4139; or if you would like to write to this real live person then write Pete Solyom at 440 Portola Avenue, La Habra, CA 90631-5464.

HAP'S DIARY OF MUSEUM HAPPENINGS

- April 26, 1990 Hap attended a meeting of the Railroad Days Parade Committee. Plans were made to have an auction with the proceeds being used to finance Railroad Days Parade.
- April 28-29, 1990 Norm Holmes and Hank Stiles gathered parts, tools and equipment needed to get the SP-Simplot Engine 4004 air problem corrected so the unit could be moved from Pocatello, Idaho to Portola.
- May 1, 1990 Dick Joy and his construction crew started at 7:00AM on April 30, 1990 cutting new road from 1st Avenue to the museum. A total of 200 10-ton truckloads of dirt fill were removed from the right-of-way and dumped into land south of the museum for future land use -- visitor center. Dick Joy had a very painful accident when a loaded backhoe bucket fell on his foot. We were told later that he will be all right.
- May 2, 1990 Norm Holmes and Hap Manit gave talks on the beginning of the Western Pacific Railroad to the Feather River College Senior History Travel Classes -- for 5 days beginning this date. The classes were conducted by Jim Young from Feather River College.
- May 3, 1990 Thanks are given to the Cromer Brothers (Paul and George) for their fine work done in improvements in the women's rest room and in the men's rest room. Also thanks to them for donating and installing the ceiling light in the display room.
- May 4, 1990 Vic Neves arrived on this date to start work in tool room and other work around museum.
- May 5, 1990 Gary Cousin and Bruce Cooper worked on clean-up jobs around the museum -- Brian Challendar, Erv Hartung and Steve Habeck moved ties from lower West Pass track to museum yard.
- May 8, 1990 Paul Kalinian Photography Studio finished filming his documentary at the museum using extras Hap Manit, Ken Roller and others. The engineer on the movie train was Bruce Cooper, and Gordon Wolleson was the conductor. Rolling stock included Alco S-1 512, a tank car, a flat car and our SN caboose. After all of this excitement, 13 ladie Rotarians from Thailand arrived and had a tour of the museum. Tour guides were Mr. and Mrs. Steve Clifton, and Katherine Barnett. Thanks go to Gordon Wolleson for wiring the lights in the Troop Sleeper Car.
- May 9, 1990 Thanks also go to Gordon for wiring the lights in the shower car -- "Silver Shower" and in the caretaker's car -- "Silver Debris." SP-Simplot Engine 4004 arrived in Portola yard, and was switched into FRRS yard by Steve Habeck, Bruce Cooper and Gordon Wolleson.
- May 10, 1990 Norm and Barbara Holmes started to paint walls in gift shop -- and to rearrange store inventory on newly installed shelving.
- May 12, 1990 A big thank you goes to Bill Evans from Palmdale California for travelling a long distance and back home after working on nose body work of the 805A. Thanks also to Odie Lorimer from Lodi California for being his helper.
- May 12, 1990 The museum donation box was stolen from the museum by a young boy aged 9 to 13. The case was solved very quickly by the sheriff's department.
- May 14, 1990 A Switch crew including Bruce Cooper, Gordon Wolleson, Steve Habeck, Hank Stiles switched FRRS yard and placed good-looking equipment in prominent places for public viewing.
- May 15, 1990 Hap Manit was getting ready for Railroad Days Parade committee fund raiser auction. He took inventory of all the donated items.
- May 15, 1990 Steve Habeck placed engraved signs on all rolling stock that had no signs at all or had dilapidated signs.
- May 19, 1990 Mrs. Sue Cooper was flown by helicopter to Reno early in the morning because of severe sickness. She was in the hospital for 10 days. She has now been released and is now seen regularly in the snack bar at the museum on weekends. It's good to have you back, Sue.
- May 23, 1990 Steve Habeck mounted engraved signs on Ken Roller's large 4'x8' oil paintings. Jack Palmer arrived from San Francisco to work on cleaning and polishing the side panels of the 805A. Hap arranged cook stoves in the museum to prepare for the Legion breakfast.
- May 24, 1990 51 students from the Pioneer Elementary School in Quincy toured the museum. Thanks go to Steve Habeck for moving the heavy 12 foot long counter from gift shop so that new glass cases could be moved in. Thanks also to Ned Carney who shows up from Mountain View to help around the museum.
- May 25, 1990 Hap Manit contacted manager of Sierra Pacific Power Company for a quick rewiring job to the kitchen because of our larger use of electrical power there. Thanks go to Ken Rightmere and to the electrician -- David Chappel.
- June 1, 1990 Norm Holmes, Hap Manit, Bruce Cooper, Gordon Wolleson, and Hank Stiles started work on SP-Simplot 4004 engine. 41 students from the Pre-School of Loyalton toured the museum. Hap Manit, Norm Holmes, Barbara Holmes, and Hank Stiles cleaned the kitchen and rec hall, hooked up grill and stove.



**Here's an easy way for you to make
donations to FRRS
-- that won't pinch you in your wallet.**

You can have your employer withhold from your paycheck money for the United Way Fund. You earmark this money for the Feather River Rail Society.

See, you can donate to FRRS without feeling the pinch.



WANTED!

WANTED! CABOOSE. Western Pacific, or other older, cupola type. May be already renovated for private use. Call (collect) Mrs. E. E. Smith, (206) 325-7882

WANTED! Info/photos of Tidewater Southern locomotives and rolling stock. Will copy/share photos that I have. Am especially interested in boxcars, cabooses, gondolas, and interurban cars/trailers. Color photos/slides a plus -- black/white fine, too. Please contact Don Brown, 1545 S. Kolb Rd., Tucson, AZ 85710. (WP/TS LIVES!)

Spring Work Weekend

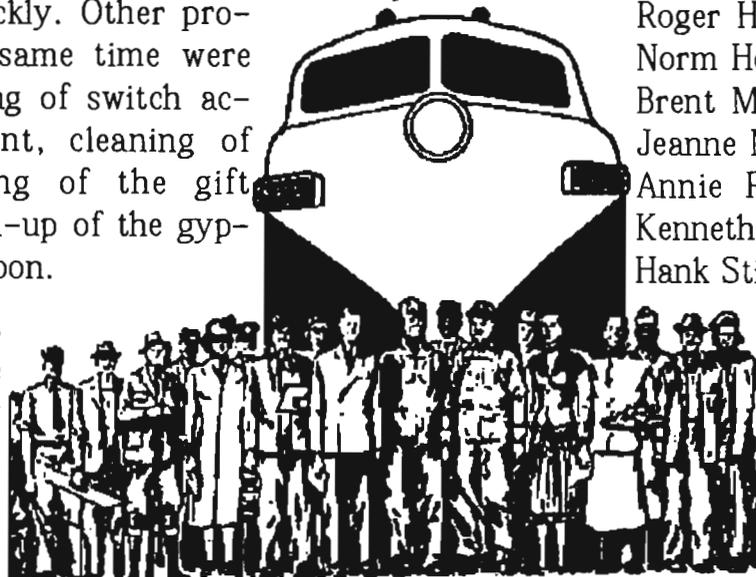
by Gary L. Cousin

Well to say the least we had a very successful work weekend. The effort by all there was of pride and dedication in order to make a noticeable difference.

We started off early Saturday morning with a crew of 25 people. The first job at hand was to police the grounds for trash, collect iron, and anything that wasn't nailed down. Once that was completed small groups were formed to conquer various jobs. The crane, loader, and fork lift were fired up so the job of reloading the drop tables, moving rail, relocating five traction motors, and moving snow

fencing could move quickly. Other projects going on at the same time were track inspection, cleaning of switch actuators, weed abatement, cleaning of the kitchen, remodeling of the gift shop, and the 90% clean-up of the gypsum on the outside balloon.

I had planned that the projects would take two days, but the crew on the job worked so well together that 80% of the work was com-



Do you love the sound of powerful engines?

Then don't forget to come to the FRRS Motor Car Races on Saturday, August 4, 1990. They're unique and they're fun.

Feather River Railroad Days

are Saturday and Sunday August 25 + 26, 1990. Among the scheduled festivities:

- Parade
- Barbeque in the park Saturday evening
- Logging show
- Spike Driving Contest
- Arts & Crafts Booths
- Modular Model Railroad Displays
- Live Bands

plus our museum shifts into high gear with train rides and a lot of activity.

The whole town celebrates with us! We will need volunteers to help on each of these days, and it's fun. Don't be bashful.

pleted by quitting time on Saturday. As in the past, Doug Jensen along with Annie Robertson-Worth put on a course of meals that was enjoyable as well as relaxing.

Before I recognize the people behind the weekend, it should be noted that Steve Habeck and his crew rearranged the yard. This happened the weekend prior so that our work could move smoothly.

The Crew blisters and all:

- | | |
|-------------------|--------------------|
| Brian Challender | Eddie Chase |
| Pat Cousin | Terry Decottignees |
| Elizabeth Freitas | Mark French |
| Jim Gidley | Glenn Hanson |
| Erv Hartung | Stan Hedland |

- | | |
|-----------------------|----------------|
| Roger Hepkema | Barbara Holmes |
| Norm Holmes | Doug Jensen |
| Brent MacGregor | Jim Mathews |
| Jeanne Mathews | Dave McClain |
| Annie Robertson-Worth | |
| Kenneth Roller | Kent Stephens |
| Hank Stiles | Ken Thompson |

Eugene Vicknair
Thank you all for making this project a success. Remember to keep the wheels on the rail.
Gary L. Cousin.

Relco GP20 #2001

by Kent Stephens

Former Western Pacific GP20 #2002 has become #2001 -- believe it or not! Read on and you will see how we now have two #2001 GP20's that are ex-Western Pacific.

Western Pacific was the first railroad to buy EMD's new GP20 model in 1959.

Six units (#2001-2006) were built in late 1959, followed by #2007-2010 in mid-1960. Nine of the ten WP GP20's made it to the merger in December 1982 (#2003 had been wrecked at Beowawe, NV on September 21, 1963 and traded in for #3011). Following the merger, #2008 was the first to be retired in July 1983 and was sold for scrap to Durbano Metals at Salt Lake City. One GP20, #2009, was renumbered UP #488 (2nd), then was retired in March 1985 and sold for scrap to St. Louis

Auto Shredding. The remaining seven (#2001-2002, 2004-2007, and #2010) were retired in April 1985.

No. 2001 was donated to our Rail Society in July 1985, a fortunate survivor. The remaining six were stored pending disposition. During Spring 1988, UP sold all six - #2002 to Relco Locomotives, Inc. of Minooka, Illinois; #2004-2007 and 2010 to Precision National Corporation at Mt. Vernon, Illinois. To this writer's knowledge, only one of those six stored GP20's made it back into service for a new owner. The lucky one was #2002, acquired by Relco Locomotives, Inc., a locomotive leasing company. (The PNC units were probably acquired for parts.) Relco overhauled #2002 at their Minooka



shop, chopped its nose, and changed the control stand to make the unit long-hood forward. The unit was renumbered Relco #2001, the hoods and cab painted in a two-tone blue, with black frame and trucks. A few months later, PACIFIC RAIL NEWS reported that RE 2001 was working at an Exxon Chemical plant with RE 1071, an ex-Portland Terminal (Oregon) Alco S-4.

Relco, although not too well known to railfans, is a major locomotive leasing company. The probable reason that the company isn't as well known to fans as other leasing firms, such as Helms or GATX, is that Relco specializes in leasing to industrial customers, and occasionally to short lines, rather than to the major railroads. Four years ago in 1986,

orange or yellow cab and car body, with black frame and trucks. Geeps are painted in the two-tone blue with black frame and trucks. The units are not lettered for Relco other than the initial RE on the cab one space before the number. This RE prefix identifies their units. If the unit you are looking at has an RE prefix to the road number, it is a Relco owned unit.

(Thanks to G. M. McDonald, Editor of THE SHORT LINE, and Chuck Galitz for permission to reproduce Mr. Galitz's photo of Relco #2001, published in Issue #94 of THE SHORT LINE. The information on Relco is from the author's contact with the Vice President-Sales of Relco in 1986 during the unsuccessful attempt to save the SN line in Chico as a short line.)

News From Around the Museum

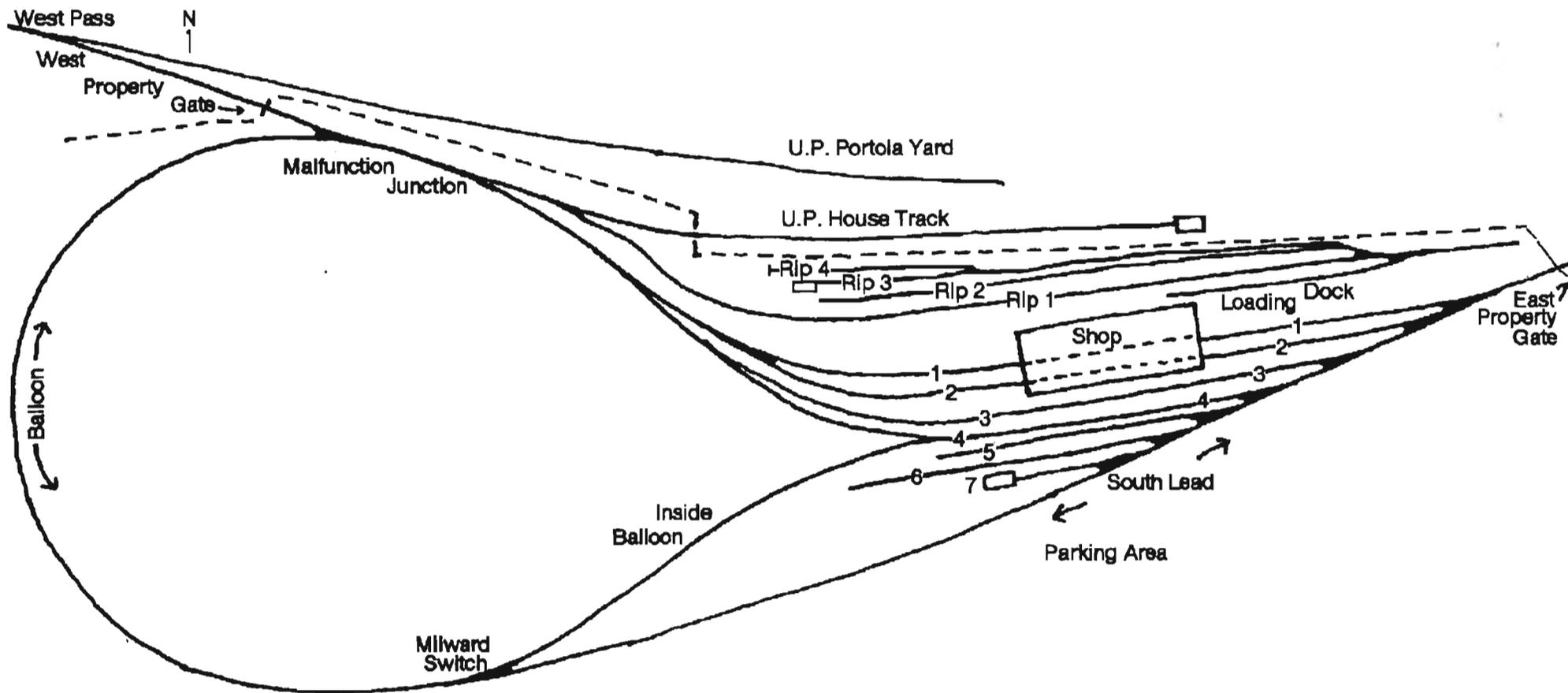
by Gary L. Cousin

I'd like to extend my thanks to the members that participated during the weekend of June 23-24, 1990. The turnout was great; all helped with operations, restoration and support services. A special thanks goes to all that helped with the little things that don't get noticed. The main purpose of why I'm writing is to encourage those of you that help out to continue to do so. Your efforts like pulling weeds, cleaning toilets and floors, picking up the litter, taking out the trash, and greeting visitors are greatly appreciated. We have a lot of fun, but the greatest re-

ward for me is seeing the members coming from all over both states to help out. Our greatest attraction is not the rolling stock, it's you the member that makes it all come to life.

A special thank you goes to Steve & Norma Hayes for their input and comments. I hope that I can put forward some of those ideas, Steve; and I'm looking forward to seeing you again.

In closing, it's good to see meaningful results by you, the contributor that puts in your time, money, and energy. There are not enough "atta-boys" to go around to say thank you to all. Keep the trains running on time -- Gary L. Cousin



This is a current depiction of Feather River Rail Society's Portola Railroad Museum facility. It was originally constructed by Western Pacific in 1954 when the diesel age was officially upon us.

On Saturday evening June 23, 1990, about 30 of our members thoroughly enjoyed a catered Bar-B-Q dinner, followed by the election of four officers, followed by Norm Holmes' "State of the Museum" speech, followed by a superb slide show of the McCloud River Railroad and "old" Western Pacific by Wayne Monger. The results of the election are that the following four people are members of the Board of Directors for the next 2 years:

Gordon Wolleson, Hank Stiles
Brian Challender, Kent Stephens

OUR FIRST TOUR???

Chris Skow, through his Trains Unlimited Tours, has made a proposal that we charter private cars VIRGINIA CITY and PLAZA SANTA FE for a round trip from Oakland to Reno on October 6-7-8, 1990 (Columbus Day weekend). If we can get 50 to make the trip the cost will be only \$200. each. A bus can be chartered for a day at the museum on Sunday. The cost of the bus and two nights in Reno would be extra. We can probably arrange a reasonable overnight hotel/casino package in Reno.

Let us know if you are interested so we can make the necessary reservations. This would be a grand opportunity for our Bay Area and Sacramento members to travel together for a fun weekend.

The Virginia City was Lucius Beebe's private car and has an open observation platform. The Plaza Santa Fe is a former Santa Fe dome/buffet car. Meals and drinks are served aboard and are included in the fare.

Marty Anderson, a Bakersfield PG&E employee applied for a community service award and received a \$100 contribution for his work at our museum. (We got the check.) We thank PG&E and Marty.

The following have sent in extra donations to help our museum improve and grow. We thank you all: Mark Cooper, Dave Eatmon, Henry Forni, James Hollett, Fred James, Peter Langdon, Drew Lewis, Bruce Lyons, Leo Prescott, Larry Richards, Albert Novak, Robert Diehl, Jr., James Case, John Knaus, Alex Pancheco, Mark Acuna, William Redding, Gary Griffin, Eric Simpson, Mark Morgan, Jim Hall, Steve Chinn, Wallace Brown, Fred Klyver, Walter Whitman, Peter Martin, Henry Principe, Richard Hall, Les Madden, Stanley Thomson, Steve Habeck, Ed Del Prete, Bill Gardner, Ralph Shafer, Greg Zucco, Patricia Clark, Kenneth Hoey, George Comer, Tom Lerza. One quick point to make here is: Each and every one who makes donations will be sent a personal thank you note. We are just a little behind in getting them out.



SHORTS

The Portola Rotary Club breakfast June 10, 1990 netted us \$461.50 for our depot building fund. This annual event is popular with townspeople and helps us increase our savings so that we hope soon to have enough to start building.

William B. Anderson, retired Western Pacific Assistant General Supervisor of Roadway work equipment passed away recently. A donation in his memory was received from his daughter, Susan Richey.

Equipment Arrivals

WP 5023, a GS class gondola car, arrived in March, 1990. The drop bottom gon was built in 12-53 and was originally numbered in the 9101-9400 series. In 1960 it was converted to wood chip service with the addition of wood sides and end boards. After Union Pacific took over WP the wood extensions were removed and the cars returned to general freight service, but usually were used in MW service. Our car was in storage in Idaho when we asked for a car of this type. While we cannot obtain one of every type of car WP had, this car along with our solid bottom 6550 gives us a good representation of WP's gondola fleet.

MP 13878, a transfer style bay window caboose, arrived June 9, 1990. Western Pacific, Missouri Pacific and Union Pacific became one railroad in December, 1982. This caboose represents the Missouri Pacific as part of that merger at our museum. It was built in September, 1980, which makes it the newest piece of equipment at our museum. Old train orders in the desk indicated it was in service as late as June, 1989, and was stored out of service in Houston, Texas from at least last January. It came to us via Fort Worth, North Platte and Salt Lake City.

Immediately upon its arrival Ken Roller went to work washing the interior and exterior of the car. It now looks great and has been used in our weekend passenger trains. The riders like it for its open platforms on each end. We really appreciate Union Pacific's continuing generosity in donating equipment and transportation to our museum.

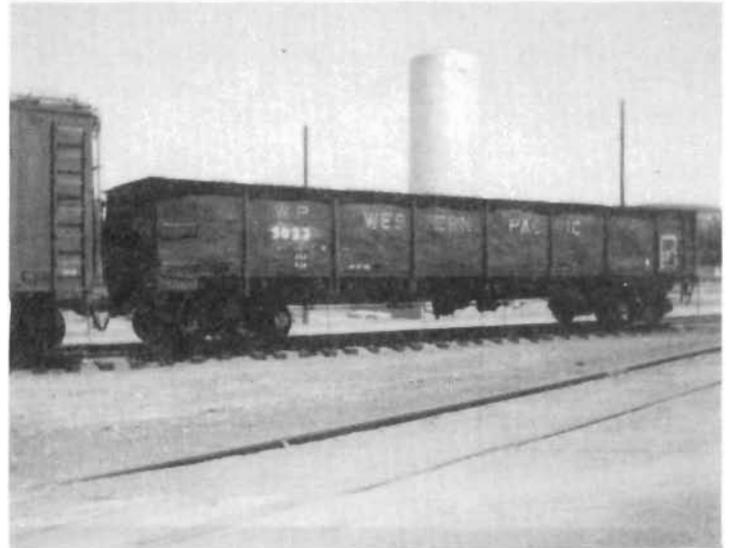


PICTURE

PAGE



MP 13878 transfer caboose. Built in September, 1980. Ken Roller is shown here washing the exterior of the car.



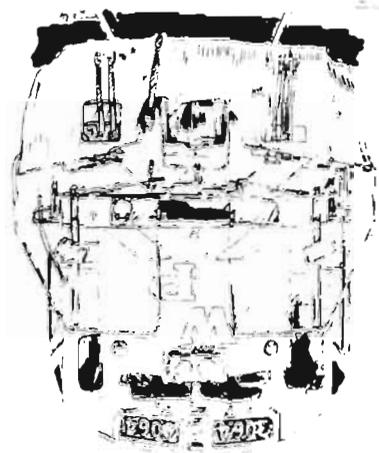
WP 5023, a GS class gondola car, a drop bottom gon, built in 12-53, arrived at the museum in March, 1990



24 members of the American Railroad Club of Switzerland enjoyed their visit to our museum on June 6, 1990. Norm and Barbara Holmes finalized plans for the visit in April on their visit to Switzerland.



The cast of the movie train – Paul Kalinian Photography Studio filmed his documentary at the museum using extras Hap Manit, Ken Roller, Rich Lema, Fred Kent and others. The engineer on the movie train was Bruce Cooper.



Address Correction Requested.....Dated Material Please do not Delay

THE TRAIN SHEET
FEATHER RIVER RAIL SOCIETY
P.O. BOX EIGHT
PORTOLA, CALIFORNIA 96122

Non-Profit Org
U.S. POSTAGE
PAID
Portola, CA
Permit No. 32

