

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 56

July/August 1992



Sherman Hill

Texas Eagle

City of Salina

Challenger

Western Star

City of San
Francisco

City of
Portland

Sunshine
Special

City of Los
Angeles

Portland Rose

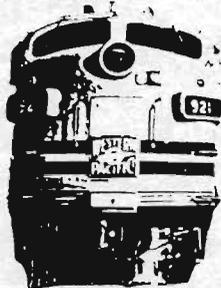
Sun Valley

Columbine

This photo of FRRS volunteers and the UP Steam Crew was taken in Elko after the last segment of the UP Steam Excursion Train. Each of the cars that the FRRS staffed is listed at the right. Photo snapped by Eddie Chase.

Inside this Issue:

- Upcoming events.
- Complete reports on the UP Steam train.
- Listing of good photo locations on the former WP.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad or the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
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Membership

Associate----- \$15.00
Active----- \$30.00
Family----- \$35.00
Sustaining----- \$75.00
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 The Headlight.

From the Desk of the President



Your President's desk (the one at home) has been very crowded these last few months with details of the Pacific Limited and now with plans for the November TRAIN convention in Reno. This is in addition to the everyday business necessary to keep our organization going in a businesslike manner.

Sometimes I get discouraged with a lack of volunteers, but then when we get a project, our members come through. The Pacific Limited and Motorcar Races are two examples of a good turnout when we really need the extra help.

We sincerely appreciate all of those who volunteer.

--Norman W. Holmes

Notice!

The dating that appears on the cover and masthead of each issue of the Train Sheet is the date of the contents. This is done to benefit those who retain back issues of the Train Sheet and wish to know what went on at the museum for a given month and year. They need only refer to the issue that has that month and year on it. The Train Sheet is NOT pre-dated as are some periodicals.

We Hear You

In response to a number of requests, we WILL be publishing an FRRS Membership Directory. If you do NOT wish to be included in the directory, please let us know in writing before October 1, 1992. If we do NOT hear from you, you WILL be included in it. The directory will be published so as to be included with the September-October 1992 issue of the Train Sheet.

Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
- Issue 7 Double Issue with color cover, Western Pacific FT's.

Back issues of the Headlight are available for \$4 each post-paid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send your order to:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.



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Cash Donations

The following people have made generous cash contributions to the FRRS:

Mark Acuna, Grant Allen, Mike Anderson, Kirk Baer, Paul & Sandi Bonderson, Joe Bunik, George Comer, Phil Gosney, Gary Griffin, Harry Jamason, Sam Jenkinson, Jim McCombs, Porter Meroney, John C. Miller, Clark Nary, Albert Novak, Steve Paluso, Leo Prescott, Ken Ritz, Gilbert Rogers, Robert Sarberenyi, Daniel Smith, Eugene & Louise Walker, Dan Wheeler

New Life Members

The following people have just joined the ranks of FRRS Life Members. Thank you all.

Carol VOSS from San Jose CA

John Harlan Heward from Reno NV

Brad Fick from Atherton CA

Bill Magazin from Kaysville UT

B.C. Van Vanatta from Chugiak AK

Georg Wahl from Ferndorf Germany

Jack Cogan from Goleta CA

TRAIN Convention

We and the Nevada State Railroad Museum are sponsoring the Tourist Railway Association convention in Reno, Nevada, November 4-8, 1992. The event, known as "Silver State Train '92" will start off with a one-half day bus trip to the Portola Railroad Museum. On November 5, 1992, there will be an all day bus tour to Virginia City to ride the V&T and a tour of the Nevada State Railroad Museum in Carson City. On Friday, November 6, 1992, following the Board of Directors meeting, there will be seminars on Americans with Disabilities Act, Railroad Crossing signals and Festival Planning and Gift Shop suppliers. Saturday, November 7, 1992 will have seminars all day including FRA rules update, coping with FRA rules, Hand car racing, Museum Assessment Program, Diesel-electric troubleshooting and battery maintenance, EPA Hazardous Material regulations and how to live with these regulations. In the evening there will be the general membership meeting and banquet. The guest speaker will be John Bromley, media representative, Union Pacific Railroad. Registration for the convention is \$55, rooms in the convention hotel, the Reno Hilton (formerly Bally's) are \$59 + tax. For a registration form or for further information, send your request to our FRRS mailing address.

Preservation Column

...Professionalism

By David Dewey

There is much discussion at the museum of "Professionalism," but what is professionalism, how do we get it and do we really want it?

Many people define professionalism by the quality of work produced. My father used to tell me that the difference between the Professional and the Amateur was that the Professional was paid for working. This definition worked for my father because he only knew of one standard of quality; to do anything less than a professional worker would do made no sense to him (I remember him ordering some cement for a gutter we were building and the cement plant said, "5 sack cement?! Only the State orders 5 sack!!" His response was, "Well, if it's good enough for the state, I guess it'll be good enough for me."). In reality, what my father taught me was that it is the standards by which one conducts himself or herself that defines professionalism. This is especially true in the museum world where most of the population are volunteer workers.

What are these standards? The California State Railroad Museum is often looked at as a prime example of a "Professional Museum," with its pristine collection of displayed and polished engines and cars. However, this display itself does not make it a professional museum. The display is only one part of that museum, they also have equipment that looks used, and is operated regularly as part of their interpretive display. They also have a collection stored out in the elements, that is being vandalized and is deteriorating. We at Portola have a collection, some stored indoors, some outdoors; some of it is used on a regular basis, some isn't. We also have some vandalism (although our remoteness does seem to spare us the metal scavenging vandalism others face). Don't these differences make us less professional?

No.

What makes a museum "Professional" is the manner in which it cares for and uses its collection; and how this reflects upon its attitude towards its collection and the public. One definition of museum is that of an entity that exists to collect, preserve, and share objects for the illumination of present and future generations. To this end basic standards of care for the collection of objects and public access have evolved. Basically these standards state that the museum must protect its collection from deterioration and damage, and utilize the collection to educate others as to its significance and importance to society.

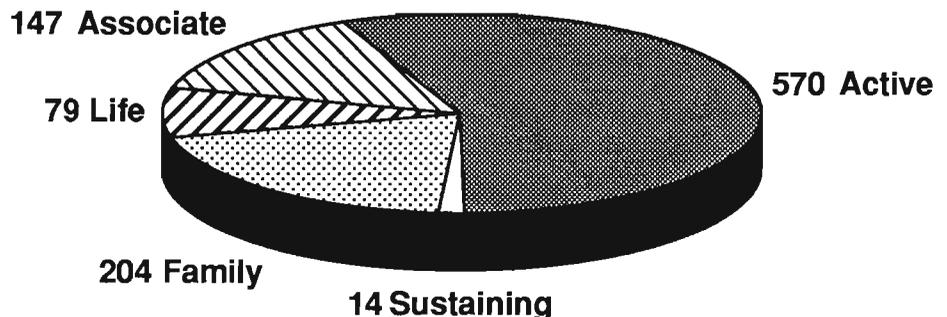
None of this says that you cannot have fun at a museum, or that objects in a museum cannot function as they were originally created to function (provided that this action is not destroying the object). We'll talk about the standards of preservation and public access further in a later column. For now, let's conclude with a typical museum "buzz" word definition; so when it's used, you'll be clued in.

Artifact. These are the objects a museum collects. They can be as big as a locomotive or as small as a uniform button. In reality, the Engine House building at the museum is an artifact, although we may choose not to define it as such so it may be modified to suit our housing needs. Artifacts are also referred to as "stuff," "things," "goodies" and "junk(!?!)."

The Train Sheet thanks Steve Habeck for his help in publishing this issue.

Membership Report

as of August 19, 1992



*Total FRRS membership is 1,014.
...of these, 31 are Charter members.*

PACIFIC LIMITED REPORT

"The FRRS has established a reputation for the best run and most efficient photo run-by operations ever seen by the UP's steam crew."

"I would not hesitate to recommend our group of supervisors to anyone planning an excursion, particularly if our car attendants and support people are included."

"The "can-do" reputation of the FRRS has been maintained."

"The FRRS again demonstrated its capability of handling a large undertaking. The record will show that the FRRS was more than up to its share of the task."

We Did It Again! ...and Thank You by Steve Habeck FRRS Crew Supervisor

The four legs of the Pacific Limited Steam Excursion sponsored by the FRRS;

- July 16, 1992 Winnemucca to Portola
- July 18, 1992 Portola to Sacramento
- July 28, 1992 Portola to Winnemucca
- July 29, 1992 Winnemucca to Elko

again demonstrated the capability of the Society to handle a large undertaking. Although co-sponsorship with 3 other organizations under the Pacific Limited umbrella presented new and varied problems and difficulties, the record will show that the FRRS was more than up to its share of the task.

The largest share of the credit for this year's success must go to Bill Evans and Norm Holmes, who worked on the planning and execution of our legs of the Limited for months in advance, and continued to work on problems and logistics daily on through the actual Excursion Days. In fact, their work on the Pacific Limited is still not complete, as they will be attending more meetings, etc., as things are finalized amongst the UP and the 4 sponsor groups.

Together with Hank Stiles, who was Train Manager for the westbound trips, I would like to extend my heartiest thanks to all the FRRS volunteers who served in any capacity on board our legs of the Pacific Limited. Every FRRS volunteer involved did an excellent job under what were, at times, very trying circumstances. The "can-do" reputation of the Society has been maintained.

Largely due to the capable and competent job performed by our car attendants, sales people, and food service personnel, the on-board FRRS crew supervisors (Steve Habeck, Hank Stiles, Vic Neves, Wayne Monger, Mardi Langdon) together with Bill Evans and Norm Holmes, have evolved into a close-knit, cohesive group that can anticipate each

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Pacific Limited Photo Run-Bys (Roto Fun-Bys) By Wayne Monger

The chore that Vic Neves and Wayne Monger faced for the Pacific Limited was to duplicate the success from the 1991 steam excursions of the set up and operation of the photo run-bys. Thanks to the efforts of many FRRS members, the Rail Society had established a reputation for the best run and most efficient photo run-by operations ever seen by the UP's steam crew. The 1992 efforts by the FRRS crews equaled and in some cases surpassed the 1991 efforts.

The secret behind the successful execution of each photo run-by can be traced to both Vic and Wayne having photographed trains along the former WP mainline for over 20 years each. Combining this knowledge of the physical aspects of the railroad across California and Nevada with the requirements of UP's Steve Lee of safe, nearly inaccessible photo locations that can hold as many as 400 people, eliminates all but a few dozen possible locations for photo run-bys. To further decide upon where to stop the steam excursions, each of the possible sites was visited weeks or months ahead of time utilizing 4-wheel drive vehicles and/or walking into a site from the nearest road access. When a site was found that met Steve Lee's various criteria for capacity, safe unloading and loading of

passengers, and distance from any sidings and absolute signals, then Vic's and Wayne's own criteria for proper sunlight angle, for giving everyone a clear shot of the train, and for better than average elements of photo composition, the site was then marked by the now famous yellow tape across the ground for the actual photo line. Once the sites were properly prepared and scheduled for stops, the on-board FRRS crews were briefed as to the physical aspects of each site. By knowing ahead of time just where and when the photo-run-bys were once the train was rolling each morning, all FRRS volunteer crew members could help out in making sure the passengers and each other were mentally ready as to what to expect at the next photo run-by within 1/2 hour of arriving at each site. This way, nobody that was involved with crowd control was surprised by the aspects of the site and the crowd was informed as to what was expected of each of them. All of this resulted in excellent photo run-bys each time with all passengers and crews able to get photos of the train without tempers flaring. And once again this year just as in 1991, nearly every FRRS-operated photo run-by was executed in 20 to 30 minutes from the time the train stopped to unload passengers to the time the train was reloaded and on its way.

For 1992, the FRRS was scheduled to be the volunteer crew for four days -- two westbound days and two eastbound days. For each day, Wayne and Vic had three locations decided upon

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Preparations and Planning

A lot of planning work went into our very successful participation in the UP steam excursion train to the NRHS convention in San Jose during July. Bill and Melony Evans and Norman and Barbara Holmes made two trips to Salt Lake City, one to Omaha and there were several conference phone calls to work on the details. Bill contacted all who expressed an interest in being car hosts and made the assignments. Norm made all the bus arrangements, ordered pins and T shirts (we still have XL shirts available for \$10, and hat tacs for \$5) and took care of any other details needing attention. Mardi Langdon did a great job making all the arrangements for lunches and breakfast items for the four days that were our responsibility. Mardi and Peter even drove to Winnemucca to make some of the arrangements. We wish to thank all that helped. There will be a Pacific Limited sponsor meeting in Salt Lake City on October 2, 1992 and we will publish a report in the next Train Sheet with all of the final details.

Conclusion of Pacific Limited Photo Run-Bys by Wayne Monger

and usually marked with the yellow tape. The first day, July 16, 1992, only the second 2 had been previously marked. The first location was the only place in 140 miles west of Winnemucca where morning photos of westbound trains could be done with good sunlight. This was at Milepost 494.5, 1 1/2 miles west of Jungo on the start of the climb up Antelope Hill. The second of the day was the "bonus" of the day at Milepost 464.4 in the Black Rock Desert 2 1/2 miles east of Cholona as the Pacific Limited waited for the eastbound SP's EUCHX "Modoc" train to get into the clear at Cholona. Following the passenger and service stop at Gerlach, the next photo run-by location was set up on the east slope of Sand Pass at Milepost 396.8. In spite of repeated warnings to the passengers about the strenuous hike and very high temperatures that they would encounter, a majority of the passengers got off of the train and joined the FRRS crew members on a 1/8 mile hike up the side of a hill to the spectacular photo location. It was worth it! The last photo run-by of the day was 1/2 mile east of Pozla at Milepost 349.6 along the east slope of the Sierra Nevadas.

The westbound trip down the Feather River Canyon on July 18, 1992, found the first 2 photo run-by locations chosen by UP's Steve Lee that morning instead of the ones already set up by Vic and Wayne. The first stop that day was at Milepost 284.9 at the east end of the former siding site of Sierra, 4 miles east of Keddie. The second photo run-by of the day was at the middle of the siding at Merlin at Milepost 247.3. Unlike the site at Sierra, this location at Merlin had just enough room to get all 450 participants into a halfway organized photo line. The third photo run-by of the day was at a site set up and planned for by the FRRS crew at Milepost 217.8, 1 1/2 miles west of Elsey.

For the eastbound sections of the Pacific Limited trip, two of the four photo run-by locations for the Central Coast Chapter NRHS on the July 27, 1992 trip up the Feather River Canyon were the same as used by the FRRS last year; Milepost 219.2 at the west end of Elsey siding and Milepost 304.1 1 mile west of Two Rivers. On July 28, 1992, the FRRS-operated trip from Portola to Winnemucca started off with a 1 1/2 hour dispatching delay. This limited the photo run-bys for the day to two. The first was at a spectacular semi-horseshoe curve at Milepost 348.2, 1/2 mile west of Pozla. The second for the day was at the same location as last year on Antelope Hill, at Milepost 483.7, 3 1/2 miles east of the siding at Floka.

The last day, July 28, 1992 was a short trip from Winnemucca to Elko, but included what I consider the BEST of all photo locations set up for the passengers. As usual, the best was left for last. The first photo run-by location was at a truss bridge over the Humboldt River 1 1/2 miles east of Golconda at Milepost 550.62. The second stop was at the west end of Palisade Canyon 2 miles west of Barth at Milepost 628.6. This was a rather historic site as it was directly across the river from where the streamliner "City of San Francisco" was sabotaged and derailed in 1939. The last site was near the east end of Palisade Canyon at Milepost 637.1, just 1/4 mile east of tunnel 40. At this site the train was backed through the tunnel to start the photo run-by.

Thanks once again to the professionalism and team work of all of the FRRS volunteer crews, and especially to the untiring efforts of FRRS Supervisors Steve Habeck and Hank Stiles at crowd control, passengers who participated in this year's photo run-bys could not say enough good things about the FRRS crew's efforts.



Conclusion of We Did It Again! ...and Thank You

by Steve Habeck

other's needs readily and can effectively manage an excursion. I would not hesitate to recommend this group of supervisors to anyone planning an excursion, particularly if our car attendants and support people are included. This is the "team" concept many large companies (including my employer) are trying to foster, and that I am quite sure we have achieved. I am very gratified to be a part of this team. Thank you all!

Top Photo: The eastbound Pacific Limited stops in Palisade Canyon for a photo run-by and passengers are heading to the photo line. Bottom Photo: UP Challenger 3985 with the westbound Pacific Limited, is stopped in front of the museum. Both photos by Ed Warren.

Good Photo Locations Along the Former Western Pacific

What follows is a listing of some good-quality photo locations between Sacramento, California and Elko, Nevada, devised by Vic Neves and Wayne Monger in preparation for the 1991 and 1992 Union Pacific Steam Excursion trains photo run-bys on the former Western Pacific Mainline.

Both Vic and Wayne have photographed trains along this former WP mainline for over 20 years each. Combining their knowledge of the physical aspects of the railroad across California and Nevada with their own criteria for proper sunlight angle, for getting a clear shot of the track, and for getting better than average elements of photo composition, this listing should be of great use for those venturing out with cameras in hand to photograph present day operations on the former Western Pacific Mainline between Sacramento and Elko. Vic and Wayne visited each of these sites utilizing 4-wheel drive vehicles and/or walking into a site from the nearest road access. A final point: This list was designed for use with the Steam Excursion trains where large numbers of people had to be accommodated trackside along with many other restrictions. For one or two people on a day's outing, many more locations are suitable. Use this listing as a starting point and enjoy exploring on your own.

Good photo locations for photographing westbound trains:

 **SP MILEPOST 525.8** (approximate) Palisade, Nevada
This site is 8 miles west of Carlin Yard, located on the north bank of the Humboldt River at the end of a sweeping left-hand curve in Palisade Canyon. Geography of the site is an area nearly level with the tracks approximately 50 yards wide between the tracks and the river. This is also at the east end of a grove of cottonwood trees. This area is accessible by a few miles of dirt roads.

 **SP MILEPOST 518 TO 516;** 2 to 4 miles west of Barth
In this stretch, the SP (westbound paired track) is on the south side of the Humboldt River cutting through low hills. This area 2 miles west of Barth and beyond is basically inaccessible by road or vehicles and is on the opposite side of the river from the UP mainline (eastbound paired track) near Cluro.

 **UP MILEPOST 494.35;** 1 1/2 miles west of Jungo
This location is approximately 1 mile up from the base of the grade up Antelope Hill out of Jungo. The selected site is the only point between Winnemucca and Sand Pass where the tracks actually head southeast into the morning sun.

 **UP MILEPOST 396.90;** 2 1/2 miles east of Sand Pass
This location is excellent for BOTH westbound and eastbound trains. Just a couple hundred feet east of the intermediate approach signals to Sand Pass on a 6 degree curve to the right (westbound), this location provides a natural amphitheater for photographing trains in both directions. This site also makes for some spectacular photos as the railroad is well above the floor of the Smoke Creek Desert on a shelf. It should be noted that a known rattlesnake nest area is west of this site by 1 mile. Also, this location is on the Pyramid Lake Indian Reservation. When traveling here, make sure that you are obeying all of the rules and regulations of the Reservation. Check with the ranger station at Sutcliffe.

 **UP MILEPOST 349.70;** 3/4 mile east of Pozla
The tracks are a 1061' tangent which follows a 2 degree curve to the left along a low sloping hillside. The light at this location is best before late in the day before the sun has gone behind the mountains immediately to the west.

 **UP MILEPOST 319.0;** 2 miles west of Portola Depot
This is at the east end of the former siding of Mable, the level roadbed being on the south side of the mainline. Access to this site by the public from the highway is prevented by the fence and locked gate of the rancher that owns the ground between the highway and the railroad.

 **UP MILEPOST 318.0;** 3 miles west of Portola Depot
At this point, the tracks are heading due south and there is

a peninsula of land where the river bends away from the tracks.

 **UP MILEPOST 286.3;** 1 1/4 miles west of Quincy Jct.
This is one of the few spots where the tracks have actually curved around to the northeast putting the right-hand side of trains in the sun in the middle of an "S" curve.

 **UP MILEPOST 284.9;** east switch of Sierra
This is the middle of another "S" curve at or near the east end of the former siding of Sierra.

 **UP MILEPOST 236.33;** west portal of Tunnel #9
About 20 feet in elevation up a moderate sloping embankment is the level remains of a now isolated construction road, which is nearly 400 feet long and from 15 to 40 feet wide. The photos are dramatic coming out the west end of Tunnel #9. The east end of Tunnel #9 is on a narrow shelf.

 **UP MILEPOST 217.5;** 2 miles west of Elsey
Actually, there are many good possibilities in the foothill area at the base of Table Mountain all the way from below James at MP 223.5 to the east end of Kramm siding at MP 214.5. The best location is at MP 223.5 is near the east end of a long 4 degree curve to the left where the mainline swings over halfway around a sloping hillside.

Good photo locations for photographing eastbound trains:

 **UP MILEPOST 223.4;** 2 miles west of James
On a 1708' tangent, there are several wide cuts through hills here. At or before 11:30 AM, the light is good. The Highway 70 overpass is less than 1/2 mile to the east around the 4 degree curve.

 **UP MILEPOST 304.1;** 1 1/2 miles east of Sloat
This is a good late afternoon location that is rather isolated. An alternative to this is the public road crossing at the east end of the former siding at Two Rivers at MP 305.85. A good location is across the river bridge, where you can photograph trains from track level on the bridge or along the south bank of the river. This location is less than 1/8 of a mile off of the main highway down a paved road.

 **UP MILEPOST 629.0;** 1 1/2 miles west of Barth
This location is between the bridges over the Humboldt River in the area west of Barth. Along this section, the mainline cuts through several small hillsides and over a few fills along the north bank of the Humboldt River. Once you get east of the mainline "fly-over" and the bridge over the Humboldt River at MP 633.3, the mainline stays along the south bank of the river up against cliff faces until out of the canyon at MP 638.5.

Model Railroaders Visit the Museum

By Pete Solyom

A few months ago, a group of model railroaders approached me to inquire about a visit to the world famous Portola Railroad Museum. Many had heard of the Museum as well as seen the Museum video at the local swap meets and Southern Regional Meets where the FRRS gift shop had been set up. They were impressed with the collection of equipment that had been acquired, and the summer weekend operations. They were also anxious to hear about the "Rent-A-Locomotive" program. After a couple of meetings, a date was picked to set up a group visit to the Museum.

The 4th of July 1992 weekend saw the group arrive from Southern California to visit and enjoy the Museum. Being modelers, they enjoyed the opportunity to inspect close-up the equipment on the grounds, and they enjoyed the weekend train rides. Monday, July 6 saw the enthusiastic group enjoying locomotive rentals. They operated the ALCO S-1 WP 512, as well as the GP7 WP 707 and the famed F7 WP 921D. Many of the group are members of the Pasadena Model RR Club, which is the home of one of the largest model railroad layouts around. They all thoroughly enjoyed the opportunity to run the diesel locomotives around the Museum's balloon track. At the end of the day, the members of the group conveyed how much they appreciated the opportunity to visit the Museum. As an added bonus for the Society, some of those in the group who were not yet FRRS members joined on the site.

As usual, the weekend which included Monday, came to an all too sudden end, and we all had to head back down south.

I hope to put together additional excursions with the many RR groups and clubs located down in my neck of the woods. Those of you that are interested, please contact me through the Museum.

Nice Invitation

An invitation has been received from the Western Railway Museum at Rio Vista, California for our members to participate in their second annual Railfan Day at Rio Vista Jct. on Saturday, September 12, 1992. All California rail fans are invited to this event free of charge.

Discounted Train Excursion

FRRS member Chris Skow, through his Trains Unlimited Tours has provided us with a raffle for a free trip over the past several years. The funds generated by the raffle have gone into our building fund savings account. This year Chris will be offering our membership a greatly reduced rate on his October 31-November 1, 1992 Nevada Northern Spectacular run from Ely, Nevada. This first annual tour will feature charter steam and diesel operated passenger, freight and mixed trains on the Hilline to the old McGill Smelter and up the scenic Robinson Canyon to Keystone. There will be plenty of photo run-bys included.

A discount of \$136 per person from the regular fare is offered to our membership and in addition, Trains Unlimited will donate \$20 to the FRRS building fund for every booking received from this special offer. Only FRRS members may place booking for this special. Each member may book as many spots as he likes for family or friends. Further information and phone numbers are available on the flyer enclosed with this issue of the Train Sheet.

3rd Annual FRRS Southern Regional Meet

Saturday, October 17, 1992

Featuring:

- Slide presentation by Ken Rattenne, author of The Feather River Route One and The Feather River Route Two.
- FRRS Founder and President Norm Holmes will be present to discuss the latest FRRS activities and museum acquisitions, as well as to answer your questions about the FRRS.

Also

- Western Pacific modeling/historical information presentations.
- Western Pacific model/memorabilia display (bring your WP models, timetables, china, etc.)
- Popular vote WP scale model contest.

Categories:

- Steam Locomotive
- Diesel Locomotive
- Freight Car
- Passenger Car
- Maintenance of Way
- Caboose

Prizes

Win a Rent-A-Locomotive session from the Portola Railroad Museum plus other fabulous prizes.

- FRRS Gift Shop. Support the FRRS through the purchase of your favorite WP memorabilia, books, videos, etc.

Timetable/Location

Registration begins: 10:00AM

Clinics/Activities: 12:30 to 8:00PM; dinner break 4:30 to 6

Place: La Habra Senior Citizens Center

165 E. La Habra Blvd. (between Harbor and Euclid)

La Habra, CA 90631

Fares: FRRS Member: \$3.00

Non-FRRS Member: \$5.00

Free Admission with new FRRS membership sign-up!

For additional information: 714-356-4126 or 310-691-4139

Seventh Annual

Railfan Photography Day

Saturday, September 19, 1992

10 A.M. until midnight.

Plan to attend a day of photography, caboose rides and cab rides. This one day each year, over a dozen freight and passenger trains from the 1930's, 1940's, 1950's and 1960's are operated for railfan photographers on our museum trackage. Motive power will be a selection of historic ALCO, Baldwin, Electro-Motive Division, and General Electric diesel-electric locomotives from our collection of 30 locomotives. Train operation is from 10 A.M. to 5 P.M. Other daytime activities include a swap meet inside the enginehouse, "speeder" rides at lunch, and watching Union Pacific freight trains pass by the museum on the Feather River Canyon mainline.

Plan to partake of the museum's "spaghetti feed" for dinner. Following dinner, multi-media shows by noted railroad photographers and FRRS members will last until midnight. Join in on a 9 P.M. group night photo session starring recently acquired Baldwin AS-616s Oregon & Northwestern #3 and #4 plus caboose O&NW #300.

Adult tickets: \$8 in advance; \$10 day of event
children under 16 free

Swap meet dealers welcome \$10 per table



Report From the Board of Directors

By Kent Stephens

Board of Directors Meeting, June 14, 1992

On the publicity report, Kent Stephens suggested re-vamping the locomotive rental brochure so that it will fit into most brochure racks.

Regarding restoration, Norm Holmes reported on the paint job on engine 707 allowing it to attend the California Rail Festival.

On the facilities report, Gordon Wollesen reported that he is concentrating on general maintenance.

Next, the Pacific Limited steam excursion train was discussed, especially the publications that would be handed out to passengers.

The results of the election of officers were discussed (see results elsewhere), and also the need to start the process of mailing and receiving ballots about a month earlier next year. The board voted to defer the election of officers.

Various insurance questions were discussed next. The idea of "key person" term life insurance was discussed, and the consensus was that more quotes on this should be attained and brought back to the next meeting for discussion. Norm Holmes suggested looking into member accident insurance. The board approved looking into it, and if it covers our needs, to go ahead with getting it.

It was announced that the Union Pacific Historical Society will hold its 1993 Convention in Stockton, CA on July 22-25, 1993.

Kent Stephens reported that the Logging Modelers will be looking for future places to hold their annual meetings. There is a possibility that we could host this group.

Kent Stephens brought up about excess material that we acquired from the SP Sacramento auction. He suggested that anything that is not justifiable to keeping should be separated, then offered to members for sale, then in the newspaper as a yard sale, and then given away locally or disposed of.

Discussion of utilizing the guard shacks obtained from the SP auction was next. Kent suggested using the better of

the two for a ticket booth/information booth. Norm suggested using the other for air brake parts storage.

Mark French suggested listing the stored contents of cars so that people can find what they are looking for.

Board of Directors Meeting, July 11, 1992

Hank Stiles of the publicity committee reported that he had distributed press releases to a number of newspapers, and that we have an ad in Senior Spectrum which covers the area of San Francisco, Contra Costa and Sacramento County. It targets people over age 55 which is considered to be excellent for us. Bruce Cooper reported that the Reno Gazette article on our rental program is being distributed to all Gannett-owned newspapers.

The acquisition of several steam locomotives was discussed. Kent Stephens reporting on one tourist railroad whose ridership has nose-dived since they no longer used steam and another whose ridership increased dramatically because they obtained a steam engine. He concluded that a steam locomotive would help us to increase our museum attendance.

Norm Holmes reported that the UP lease agreement which will transfer the property lease from the City of Portola to the FRRS for the next 10 years, has been approved by the city. Norm also reported that the "next action item the city will take in regard to the museum is to pass a resolution to transfer the few pieces of equipment which were donated by UP directly to the City of Portola to the FRRS." These include engines 6946, 921D, 2001 and 2 outfit cars, a tank car and a gondola. The board approved both of these offers.

Hank Stiles reported that the museum had received a visit from a representative of the Forest Service who explained some things that needed to be done around the museum. We were told what weeds and bushes needed to be removed near the balloon track. The weed work has begun thanks to the hard work of Will Wollesen and others.

Recent work on the 805 has slowed considerably because of competing activities including business trips, house-hunting, and steam-powered special excursions, but it hasn't entirely stopped. On May 9, 1992, Dave McClain tackled the messy job of changing out the old lube oil filters, cleaning out the filter housing, and installing new ones. Because of the deteriorated condition in which we found the old filters, we decided to leave the old oil in for a while longer, then replace the filters again when new lube oil is installed in the future. This will presumably trap additional junk in the filters, and leave both the engine and our "run-in" oil in cleaner condition.

Meanwhile, I was liberating the required third flange casting from the crankcase breather assembly on the 708 (which turned out to be a battle!), as well as an engine air intake filter and mounting frame. These parts were cleaned up and installed, along with two 1-1/2" radiator hoses to complete the crankcase purge connection from the breather to the engine air blowers. (The radiator hoses are a temporary solu-



By Larry Hanlon

tion only, until we can locate the proper oil-resistant hose). When we ran the locomotive this time, there was no longer a problem with low-oil alarms, and the load regulator responded a bit more crisply than before.

In this same general time frame, Dan Ogle had tracked down the Oakland repair shop for the original manufacturer of the load meter, Weston Instruments. They were able to install a

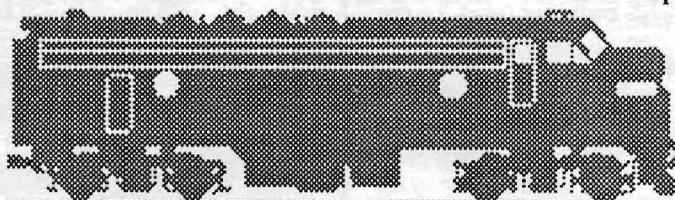
new movement and otherwise clean and repair the meter, and Dan has installed it back in the locomotive. It looks great-like new! Dan also installed a permanent fix for the headlight wiring.

In July, I returned the tools we had borrowed from Glen Monhart, who was about to take a vacation from his diesel business by spending a week with old friends firing the 4449. Definitely not a bad way to spend a vacation! I also learned that our set of F7 cab windows had gotten away as Pielet Brothers cut them up after a mix-up in communications. Norm Holmes is now checking with Century Locomotive to see if we can get a set from one of the CN F7s. I had been concerned about charging the batteries because the 805 had not been run since early May, and on Aug. 1 resorted to setting up a battery charger since there was no available outdoor track space and we did not want to fill

the shop with exhaust with the motorcar race visitors present.

805 work sessions are expected to start up again after Railfan Day.

See you next time.....



High Iron Revisited -- the Trip to Sacramento

Written by engine GP7 WP 707

Back in April of this year, the FRRS was invited to send a WP locomotive to Sacramento for the California State Railroad Museum (CSRM) new annual event called, "Rail Festival." It was decided that I (707) would go. As late May became early June, I found myself being repeatedly stuck in the shop, amongst our hangar queens, and was washed, scrubbed, wire brushed, sanded and partially painted. I got my engine compartment cleaned out with our Hotsy pressure washer; got my short hood cleaned out; had my in-cab first aid kit replaced with a better-looking one from sister 708; and got my cab cleaned up a bit. Most of this work was done by Norm Holmes, with assistance provided by Ken Roller, Steve Habeck, Jim Gidley, Sr., and others.

Finally on June 9, 1992, Norm and Steve finished up some painting details; Gordon Wollesen checked my batteries and pronounced them fit, and I was test-run a last time to charge the batteries, to make sure everything was working right, and to get me out to the UP fuel riser. (Yes, photographic evidence exists of something actually LEAVING the museum.)

The next morning, Wednesday, June 10, 1992, the UP's Dick Trost gave me the once over, and pinned my reverser to prevent damage to my traction motors and pinions during the trip. Later the power for the OGST (Ogden-Stockton) was brought over to the fuel riser and I was added to the consist (Dash 8-40C UP 9144, SD60 CNW 8029, SD60 CNW 8009, GP35 UP 783 (ex-WP 3003), and me, WP 707).

Finally, at 12:05 AM on June 11, 1992, the OGST had a crew called. After much discussion, waiting for trains to clear, and switching in the yard, I was back on ex-WP high iron at 4:40 AM westbound. Since the OGST is not a priority train, we figured on polishing sidings as we headed down the canyon, and true to form we took a siding at the first opportunity, at Blairsden, at 5:10 AM. After 2 eastbound trains with very surprised train crews aboard got by, the OGST was on the move at 5:55 AM, as daylight took over the Canyon from the full moon of the night before. At 6:50 AM, we set out 11 cars at Quincy Junction for the Quincy RR to pick up for loading, and at 7:17 AM the OGST rolled through Keddie, getting second looks from the M of W crews preparing for the day's work over their morning coffee.

After a half hour wait "in the hole" at Paxton for an eastbound, it was an uneventful run down the canyon in the cool morning air, with no stops until we attained the foothills at Elsey, where 2 ballast cars for Green's pit were set out. Then, on short time, we held the main at Kramm for a meet with STSC (Stockton-Salt Lake City) and headed into the yard at Oroville at 11:10 AM, to await another crew.

My dozing in the warm afternoon breeze was broken by the chug-chug-chug of UP 9144 being started up at 1:45 PM. By 2:25 PM, the work in the yard was done and we were on the move again. After taking the siding at Mounkes (west of Marysville) for another eastbound, it was on to Sacramento, going by Haggin at 4:15 PM, where a small group of railfans and FRRS members were waiting, with arrival at South Sacramento yard at 4:30 PM. I was set out behind the yard office, and watched the OGST leave for Stockton.

Attempts were made to arrange my movement to CSRM that evening, but it was not to be, so I spent the night by the

yard office, just like I had done countless times before. FRRS members Jim Ley and Dave Anderson got my cab locked up and left me reasonably secure for the night.

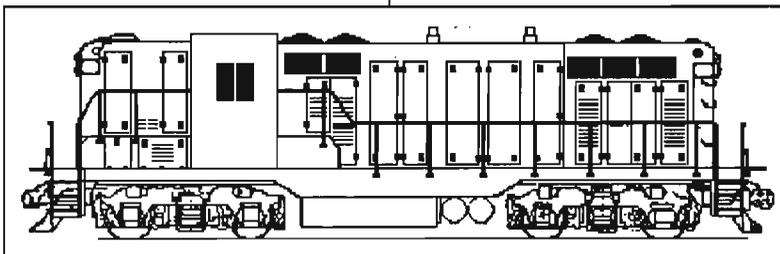
The next day, Friday, June 12, 1992, I made it as far as the CSRM gate, still in the SP yard -- I finally got spotted on CSRM trackage on Saturday morning, the 13th, even as the Rail Festival was starting! But not to worry -- the CSRM people were very good to me. I was spotted across from the turntable, coupled to brand-new Santa Fe Dash 8-40CW 838 (build date 5-92) which gave the visitors a chance to compare locomotives built 40 years apart (I'll be 40 in October).

Under the watchful eyes of FRRS volunteers Jim Ley, Dave Anderson, Dave Unger and Nick Tynan, visitors lined up and tromped through my cab and along walkways all day on both Saturday and Sunday the 13th and 14th, blowing the whistle, ringing the bell, picking up our Portola RR museum flyers, and having a grand old time. Jim had my engine running both days for the public's benefit -- in fact, all the locomotives on display were idling, including Santa Fe 838, UP's display engines, SD60M 6268 and Dash 8-40CW 9480, and CSRM's Baldwin, SP 5208, which was spotted on the turntable. I proudly displayed 2 sharp-looking informative signs made up just for this event which thanked CSRM, UP and SP for their assistance in making my visit possible.

On Monday, June 15, 1992, with Rail Festival concluded, the CSRM crews went about their task of returning us visiting locomotives to our owners. Santa Fe 838 went with the SP to go over to the CCT for the return to Stockton and home rails; UP 6268, 9480, and I went together out on the SP for return to the UP at Haggin.

However, the entire yard at Haggin was blocked by the UP port job, so access to the UP wasn't possible. The CSRM crew locked us up and left, unable to do any more. Later that afternoon, the port job cleared out, and UP's yard job picked us up (and everything else in the yard) for movement to South Sacramento yard. I briefly thought about lending a hand as ex-WP GP35 UP 799 struggled to shove 3 locomotives and 67 cars up hill out of Haggin yard to the UP main line, but she made it on her own (my reverser was still pinned anyway). We got back to South Sacramento yard around 6:00 PM.

Around 8:00 PM a westbound grain train pulled into the yard, cut off his power (SD40-2 3763, C30-7 2476) and tied on to 6268. No problem -- UP probably wants 6268 and 9480 back in Stockton so they can be placed back in revenue service. Air and M.U. connections were made, brakes tested, and -- wait



a minute!! They pulled the pin behind me! Once again I'm the fifth unit in a consist, this time getting my frame stretched as these guys dig in to get the 10,000 ton train moving -- to Stockton! I'm supposed to go back to Portola! Now what?

After the inevitable meets with opposing traffic en route, we arrived at Stockton and threaded the train all the way through the yard, and spotted the entire train in 4 cuts on the leads to one of the large grain handling facilities in Stockton. After returning through the yard to the servicing area near the shop building, my consist was spotted at the fuel riser, where I reacquainted myself with several old WP

Continued on Next Page

●●● Around the Museum

Television Camera

Last year Bob Stern came to Portola to do a combo locomotive rental (512-921D). While backing around the balloon track with 921D he observed the difficulty the engineer and instructor had of watching the track behind the locomotive. Bob asked if we would be interested in having a TV camera mounted on the rear of the locomotive and a monitor in the cab. We agreed it would be a good idea, but did not want to alter the appearance of the unit. Bob followed through with his offer with flying colors. He came up the first week in June with a camera, monitor, power source and cable. Two days later we had a TV camera set up on the 921D -- probably the only locomotive so equipped. The camera is located above the rear door, the monitor in the cab on the fireman's side in the "glove compartment." This is a great safety improvement for back up moves. This was accomplished at no cost to us thanks to Bob Stern's donation of time and materials. Bob is associated with the PBS station in San Jose. Jerry Todd, a local sheet metal shop owner, constructed a nice galvanized metal cover to protect the camera from the weather and to make it all but invisible on the rear of the locomotive.

Election Results

The results of our Board of Directors election in June are as follows: Gordon Wollesen, Hank Stiles, and Kent Stephens were reelected to the board. Life member Vic Neves is our new board member filling Brian Challender's vacancy. We wish to thank Jim Ley and Sue Cooper for their interest in running for the board. 216 ballots in total were returned.

Conclusion of High Iron Revisited -- the Trip to Sacramento written by engine GP7 WP 707

men still working at Stockton who were glad to see me, to say the least. The roundhouse foreman and his entire crew went out of their way to take care of me, and even moved me into the shop building for the night, for better security. The WP lives in Stockton, for sure!

After some initial confusion the next afternoon, all was sorted out and I got OK'd by UP's computer to be placed in the consist of the STSC (Stockton-Salt Lake City) for return to Portola. I wound up as the third unit, behind SD60M 6243 and Dash 8-40C 9227, on a lengthy and heavy train. Departing on the main line at Stockton yard with 84 cars, we met the first of a long line of opposing trains at Charter Way. Then it was 35 minutes at Hammer Lane as 2 more westbounds went by. Underway again at 6:50 PM, we stopped at Thornton to pick up 2 cars, then went on to Sacramento, where much yard work awaited.

Departing South Sacramento at 9:45 PM with 114 cars, including many that came in from Haggin with me the day before, I was amused as the horn and the engine throbbing of lead unit 6243 set off automobile alarms repeatedly as we proceeded through Sacramento. At Marysville, a High Line detour train was waiting to get on the SP for the run to Klamath Falls -- tunnel 2 near Keddie would reopen soon.

We spent 1 1/2 hours in Oroville yard changing crews and switching, departing at 12:15 AM with 106 cars. The "Fast Track" of the Oroville Dam line relocation wasn't fast for the STSC, as the best we could make was about 22 mph. Tunnels 4,5,6,7 and 8 were very hot and very smoky as the 2 working locomotives had their work cut out for them. Grime and soot from the 4 1/2 minutes it took to traverse tunnel

General Membership Meeting

Our general membership meeting was not too well attended because of several conflicting events. However, for those who attended, we had a nice BBQ steak and chicken dinner provided by Sue Cooper, cooked by Bruce Cooper and served by June Anderson.

Shop Improvements

After talking about it for a year or more, we finally got to work improving our work shop. Brian Challender and several others used a rented air jack hammer to remove the old concrete pads. New concrete was poured to give us a smooth floor. Then divider walls were built by Jim Gidley, Sr. to separate the wood shop from the welding shop from the machine shop. The plywood walls were painted silver by Eddie Chase to match the concrete walls of the building. Dave Anderson built a work bench on top of one of the SP auction tables for the wood shop. This shop now has three radial arm saws and a small table saw. We now need a band saw, a larger table saw, a wood lathe and a shaper to make this shop complete. The machine shop has the nice lathe from the SP, a drill press and a power hack saw. Other metal working tools would be welcome.

Free Poster

A free 30 x 40 poster titled "City of Melbourne" is available through a special offer from our Australian member, Peter Martin. The "City of Melbourne" is a magnificent 4-6-4 locomotive that now runs regularly on the Victorian Railway System. The only cost is \$6.00 for shipping. Please use Master Card, Visa or American Express (no personal checks). This is a limited time offer available only to our membership. Send your request (by air mail for faster arrival) to: Peter Martin, Plan "R" Lot 36 Vista Grove, Sherbrooke, Vic. 3789, Australia.

8's 8856 feet would be found all over my cab and carbony when we got to Portola.

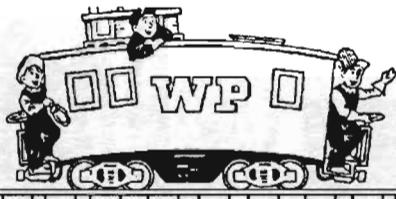
Breaking out of the hell of tunnel 8 and onto the North Fork Bridge, and the splendor of the Feather River Canyon under a full moon are hard to describe. I had forgotten how impressive this can be. The reality of more business under UP's guidance soon took over, though, as we took sidings at Poe, Camp Rodgers, and Keddie to let 4 westbounds pass -- and don't forget the meet we had at Elsey, below the tunnels, where the parade of westbounds started.

Setting out 4 cars at Keddie and picking up 6 loads at Quincy Junction filled us out to 108 cars, and long enough that at Williams Loop, as I passed over the overpass, the rear end of my train was still west of the highway overpass! The OGST was squeezed into the siding at Spring Garden for us as we headed into Spring Garden tunnel at a blistering 18 mph, which made the tunnel another hellhole (7343 feet). After this, continued retirement in Portola looks pretty good!

My time in the spotlight came to a close as we arrived in Portola at 6:55 AM, and I was unceremoniously set out over on 6 rail by the offgoing crew. After allowing 2 more westbounds by, the oncoming crew moved me across the yard to the fuel riser, and shortly thereafter, Norm Holmes and Steve Habeck descended on me and had me fired up and ready to go in no time. After a short delay to remove my reverser pin, Steve ran me westward down the west pass to Malfunction Junction, where Gordon Wollesen was waiting with the gate open. By 8:00 AM on Wednesday, June 17, 1992, I was back at home at the Museum.

It was a good trip -- good P.R. for the FRRS and the Portola RR Museum, and a morale booster for the ex-WP men along the route that saw me go by.

When is the next trip? I'm ready!



Caboosing

with Hap Mani...

...the museum's diary

June 9, 1992 Ken Roller worked on track extension near Millward Switch. His work on this track was ongoing.

June 10, 1992 Two Portola School classes of 40 each toured the museum and went for train rides.

June 11, 1992 Norm Holmes worked on backrest of engine 512 and charged batteries on Burro crane.

June 13, 1992 Dave Bergman and Bruce Cooper repaired the bell on engine 512 which was loose, and then repaired a water leak in engine 921D. The annual membership meeting was held on this day with all in attendance enjoying a nice BBQ steak and chicken dinner provided by Sue Cooper, cooked by Bruce Cooper and served by June Anderson. Gordon Wollesen was presented an award of appreciation for his continuing work at the museum.

June 14, 1992 Bruce Cooper rebuilt the master cylinder on the fork lift. David Dewey and Kent Stephens worked on new museum entrance display.

June 16, 1992 Norm Holmes worked on installation of new soda pop machine. A writer from Sunset Magazine took an engine ride with Bruce Cooper and they will write a story this fall about the museum.

June 20, 1992 Hank Stiles worked on governor of engine 501.

June 23, 1992 38 people from Feather River College Elderhostel rented locomotives and toured the museum.

June 24, 1992 A group from Red Rock Touring Club arrived with 33 cars all of which were 1913 vintage and older. They each took a turn at operating a locomotive with Bruce Cooper.

June 27, 1992 Jim Gidley, Sr. and Mark French worked on installing a new wall in the shop area.

June 28, 1992 Dan Ogle worked on the electrical system of engine 805A. Hank Stiles changed oil on engine 51.

June 30, 1992 Gordon Wollesen worked on installing loudspeakers and radios in operations room.

July 4, 1992 A delicious pancake breakfast was served by Skip Englert, Barbara Holmes and Bruce Cooper.

July 6, 1992 Ken Roller and Marvin Pitts shoveled ballast between ties on track 8 for 6 hours on this day.

July 8, 1992 16 people from the Feather River Prep School toured the museum, had a cab ride, and ate lunch in the

dining car.

July 11, 1992 Jim Gidley, Sr. and Pete Langdon worked on wood working shop and welding shop walls. Hank Stiles worked on air leaks and lubrication of engine 512. Kent Stephens and David Dewey worked on repairing the ticket booth. Vic Neves made sound recordings of our trains passing through the yard.

July 16, 1992 The westbound UP steam excursion train arrived on this day.

July 17, 1992 The UP steam excursion train was in Portola all day. The FRRS section of the concession car Sherman Hill was staffed by Dave Anderson, Julie Anderson, Gayle McClain, Renee McComb, Mardi Langdon and Pat Cousin. The UP Steam crew was treated to a delicious supper prepared by Julie Anderson, Dave Anderson, Lynn Hanlon, Gayle McClain, Renee McComb and Pat Cousin.

July 18, 1992 The UP steam train left Portola and headed to Sacramento.

July 27, 1992 Bill Evans cut and removed weeds and removed trash along the entrance to the parking lot. The UP steam train arrived in Portola having come up the Feather River Canyon. Mardi Langdon, Julie Anderson and Melony Evans prepared a nice supper for the UP steam crew.

July 28, 1992 The UP steam train left Portola and headed to Winnemucca.

July 29, 1992 The UP steam train left Winnemucca and headed to Elko. The FRRS crew then returned to Portola by bus.

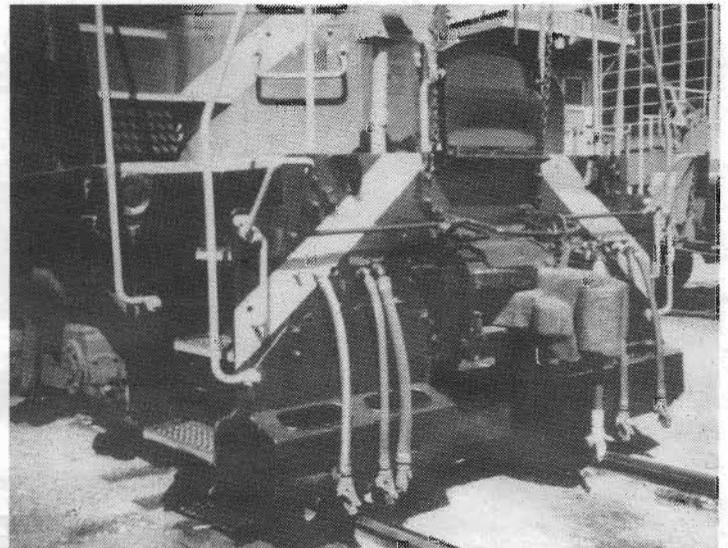
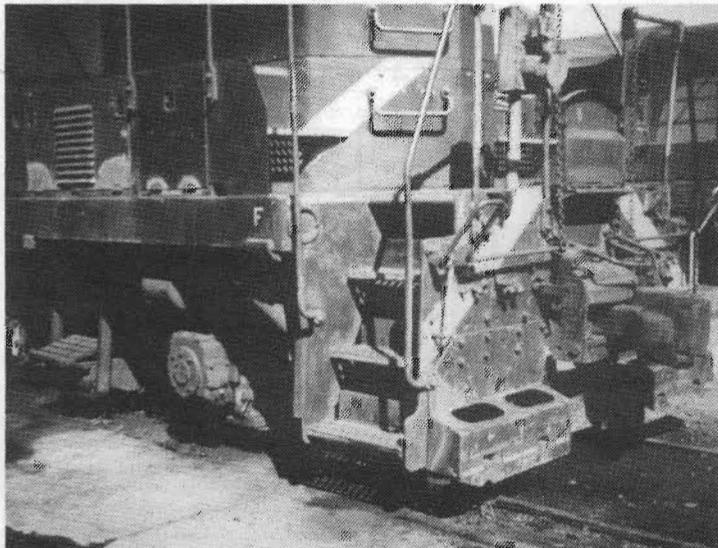
July 30, 1992 Wayne Monger and Lynda Monger cleaned up the picnic grounds in preparation for the Motorcar Races.

August 1, 1992 The Track Motorcar Races took place on this day with a record number of entrants.

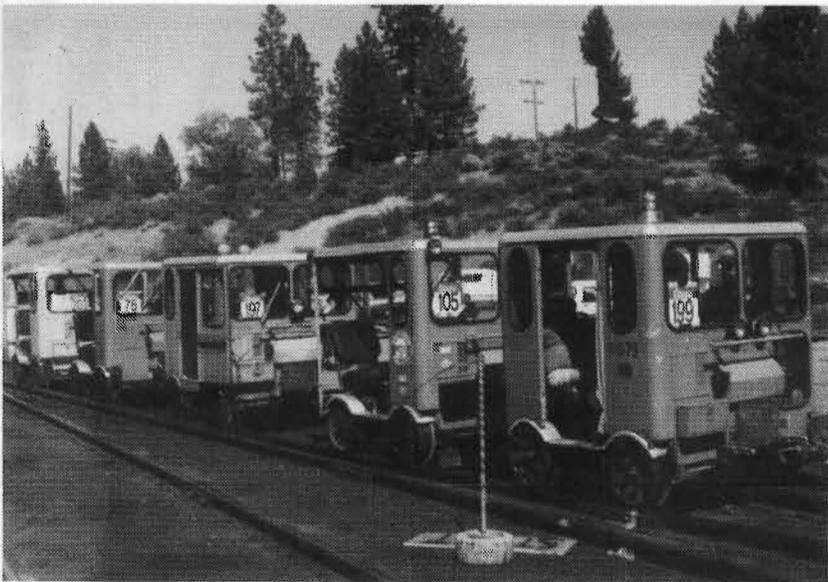
August 6, 1992 Gordon Wollesen supervised the major brush clearing operation near the balloon track which had been going on for several days.

August 7, 1992 Hap Mani took the museum cat Bandit to the vet for routine shots which were paid for by cat fund donations.

August 9, 1992 Dan Ogle worked on engine 921 loading problems. He and Norm and Wayne Monger worked on engines O&NW 3 & 4 to prepare them for starting.



Here are before and after photos of engine 707's repainting job which was done by Norm Holmes in preparation for its journey to Sacramento. Both photos by Norm Holmes.



Top Photo: A line of Motorcars is lined up waiting to take their turn on the race course at the Motorcar Races held on August 1, 1992. Look for a complete report on these races in the next issue of the Train Sheet, Photo by Wayne Monger. Bottom Photo: Gordon Wollesen receives the "Glad Hand" award from Norm Holmes. Our first annual "Glad Hand" award was presented to Gordon Wollesen for his outstanding service to the museum during the past year. Gordon worked all during the winter on the shop plumbing and electrical wiring. He continues to work to restore the building to its full potential. The award is a redwood plaque with two air hose glad hands, chrome plated and coupled together. The plaque was designed and assembled by Bruce Cooper from an idea by Norm Holmes.

FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
 P.O. BOX 608
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