

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 60

March/April 1993

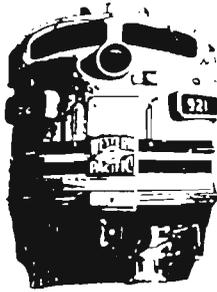
## "Kodachrome!"



*New Arrival – SP 2873 - EMD GP9E, EMD #22897, Built 12-56. Built as SP 443, upgraded and renumbered SP 3798 2-18-77, renumbered between 11-78 to 1-79 to SP 2873. It has the failed merger (SF-SP) paint scheme "Kodachrome." Photo by Ed Warren.*

### Inside this Issue:

- Arrival of unique log flat cars.
- News from around the museum.
- Arrival of Fairbanks-Morse and Baldwin locomotives.



**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  
Member of Tourist Railway Association Inc.

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**Membership**

Associate----- \$15.00  
Active----- \$30.00  
Family-----\$35.00  
Sustaining-----\$75.00  
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

*From the Desk  
of the President*



We recently had the privilege of experiencing high speed train service in France. Their 300 km/h trains are great. While we don't consider ourselves expert in high speed train technology, it seems to us that the wheel has already been invented in Europe. Do we as American's feel we have to study and develop something that already exists? Why can't we buy proven technology and put trains back as a preferred method of transportation? High speed trains can share tracks in some locations with conventional trains. Diesel-powered self-propelled cars could run where electrified routes are not cost effective and frequent service is not needed. Let's get on with it.

--Norman W. Holmes

**Annual Membership Meeting**

Our annual membership meeting has been moved to the last Saturday in June to avoid conflicts with the CSRM festival and Father's Day. It will be Saturday, June 26, 1993 at 7:30 PM. We hope you can attend. A BBQ dinner at reasonable cost will be available, and a state of the museum report will be given along with our annual "Glad Hand" award. This will be followed by the ever popular slide and video show. Your attendance is encouraged. Come and join us for an evening of fun.

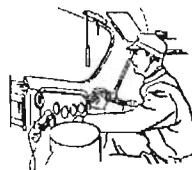
**Back issues of the Headlight**

- 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 Western Pacific FT 50th anniversary issue; color cover. 48 pages.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages.

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.



**YOU! Can Operate a Diesel Locomotive**

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A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

***The Ultimate Experience!***

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

# The Public

By David Dewey

Theoretically, museums exist to educate the public on the importance of the past through the presentation of a collection, and the ongoing preservation, analysis, and interpretation of the collection's pieces and the people who interacted with them. Practically, museums must encourage public interest in their collections to generate support (MON-EY!) to keep the museums open and active.

In general, "The Public" will not flock to see something "educational." However, they do patronize interesting and "fun" attractions. If a museum can make itself appealing as a fun place to go, then it can generate public attendance, which then leads to support. I refer to the museum's actions as "subversive education," you invite people to your museum to have fun; while they are there, you slip in some knowledge. It is critical to remember to do some teaching while developing the "fun" displays; without the teaching you risk becoming an amusement park.

This brings up an extremely controversial subject in the museum field, referred to as "Fire and Smoke." The question is just how much entertaining is it proper for a museum to do to attract visitors? This is beyond the scope of this article, and I do not intend to delve into it -- but be aware that the subject exists, and that it will come up many times in the future. Railroad museums face it constantly when operating train rides (which in museum lingo we refer to as: "interactive interpretive displays" -- it sounds more professional and tells what and why we are running trains).

Attracting the public also requires your museum to be different than other museums, especially if you're off the beaten path. You might say that your museum should fill a niche in the public's leisure time activities shopping bag. At Portola, our founding niche was to be the repository of the Western Pacific Railroad's operating equipment, "The WP Lives at Portola." We are now expanding to cover other western railroad activity as a result of the interests of newer members and the public's changing interests. Few museums can survive without adapting to the public's changing inter-

ests; at the same time, few museums can afford to cater to every interest; trends must be carefully studied before implementing changes.

OK, we've talked a little bit about what brings the public to the museum; what does inviting in the public obligate the museum to do? First and foremost, it must provide a safe place for the public to visit. This can be very difficult around railroad equipment; the tracks themselves can be dangerous, tripping over, sliding off, etc. If there are hazards in the public area, they should be educated (there's that word again!) to recognize them. This can be as simple as a DO NOT sign, or a more positive, "don't do this because..." (like the cartoon safety posters), or as elaborate as an audio-visual orientation presentation (OK, a movie or slide show).

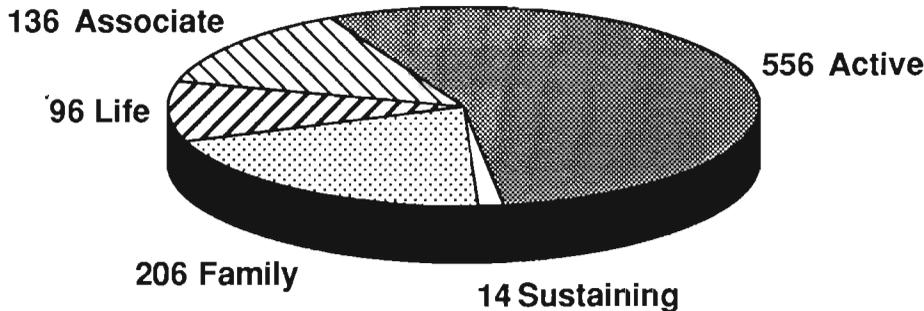
The public expects its museum visit to be pleasant; so, in most cases a museum wants what they see to be visually pleasant. This means that the visiting area should not be littered with junk; it should have an appearance that an average person would believe is orderly. By "average," I am describing someone without a special interest in the museum's field (in our case, railroads). As an example, you can have a supply of spare ties, neatly stacked, or just dumped around on the ground. Either way, the railroad enthusiast recognizes them for what they are: useful spare parts. The average person will see neatly stacked lumber, or a mess of old wood. Since the museum wants Mr./Ms. Average to come back and tell all their friends what a nice place it is, it is in the museum's interests to have the ties stacked (and it eliminates a safety hazard).

Amazingly, studies have shown that one important thing the public (especially children) wants to do when they go to a museum is to be able to buy something inexpensive at the museum which will remind them of their visit. Interestingly, the item doesn't even have to relate to the museum's exhibits!

We'll continue talking about the public next time. See you at the museum?

## Membership Report

as of April 23, 1993



Total FRRS membership is 1,008.  
Of these, 29 are Charter members.

# THE SCOTIA LOG CARS

By Kent Stephens

The focus of this article is the background and the work involved in acquiring two wooden log flat cars from The Pacific Lumber Company at Scotia, California. It is indicative of what is involved for an all-volunteer railroad museum to acquire historic equipment. As I had instigated this acquisition, it became my project to see it through.

I first learned that the cars were available on November 5, 1992 while reading an article in FLIMSIES Issue #146, a month after the cover date, which I had received from a friend. It stated, "The Pacific Lumber Company in Scotia is selling 44-foot wooden log cars... The cars are converted flat cars with arch bar trucks and AB brakes." My immediate thought was, "Wow, what an opportunity to acquire several log flats that would be perfect to go behind our "hoped-to-be" acquired Shay steam locomotive!" Even if we do not acquire the Shay, it would be prototypical to put the TPL log flats behind one or both of our O&NW Baldwins -- those Baldwins hauled trainloads of logs for Edward Hines Lumber Company over the O&NW for a number of years.

This would undoubtedly be our only opportunity to acquire old log cars, as virtually all of this type of equipment, once widely used on logging



Log Flat TPL 580 is shown in the museum's parking lot waiting to be retrucked and ultimately to be loaded with logs. The collection of arch bar trucks that came with it is in the background left. Photo by Ed Warren.

railroads, is now gone. Opportunity only knocks once.

The next morning after reading the article, I phoned Mike Eglin of Pacific Lumber Company as directed by the article. I was told: Yes, they had old wooden log cars for sale; they had placed an ad in the Eureka newspaper with only a few calls from local residents; no one had followed through with money to back up their inquiry.

In our conversation, Mr. Eglin said that TPL (The Pacific Lumber Company) had held onto the remains of their logging railroad for years after closing it during the late 1960's, thinking that they might need it again. Company officials, however, had reached a decision in 1992 that they were never going to use the logging railroad again, and stated the disposal process.

Since TPL didn't receive any response from their ad, company officials decided to go ahead and start scrapping the remaining railroad equipment. The survivors included two GE 80-ton centercab units, a yard full of log flats, a few tank cars, several cranes, plus a large stock of track material. Only the GE diesels are being spared from being

scrapped; TPL is attempting to sell them.

TPL's reason for disposing of the railroad equipment was that they needed the several acres of space on which the equipment was stored for a plant expansion.

Mr. Eglin pressed me for an immediate decision right then on the phone. I told him I would need approval from the Board of Directors, and I would report back to him quickly. He agreed.

The Board authorized me to proceed. I was to ask first for a donation, and if TPL refused then we would buy two log cars. We agreed that we would insist on a mechanical inspection first, and that we should obtain several additional arch bar trucks for future use.

TPL declined the request for a donation, and held firm on the asking price, on which we finally agreed. They agreed to select the two best cars and hold them for up to two weeks pending our mechanical inspection for acceptance; they said that we had to follow through quickly or the cars would be scrapped; once they were purchased, they would

hold them for up to one month pending transportation. Mr. Eglin pointed out to me that the cars were too old and too antiquated to be able to be shipped by rail to

Portola, and would have to be either trucked or loaded on flat cars. They were willing to load the cars and some extra arch bar trucks at no charge.

We were informed that they had selected TPL #411 and #580 for us. Jim Ley and Hank Stiles made the mechanical inspection a week later and agreed that these were the best two cars.

Norm Holmes handled the transportation details of the project, contacting a trucker who had hauled equipment for

us once before. The cars arrived in Portola on December 22, 1992; the four extra arch bar trucks arrived on December 24. This was just before the heavy snowstorms that hit the Sierras. Norm Holmes

*TPL #411 and #580 are of all wood construction and were reconstructed in 1977 with all wood components renewed at that time; and they appear to never have been used afterwards. The only steel in the cars are the trucks, couplers, AB brake components, end sills, truss rods and four cross pieces of light rail on the wood deck that the logs rested on. The weight of the cars without their trucks is a low 16,000 pounds. The arch bar trucks weigh 6800 pounds each. These log cars are fairly typical of the cars used from the early 1900's for half a century into the 1950's by many West Coast lumber companies.*

unloaded everything using the Little Giant truck crane and the rail mounted Burro crane. Because of so much snow on the ground, the two flats and the arch bar trucks were unloaded onto the visitor's parking lot. They will be moved and retrucked on our trackage. This will complete the project, as they don't require much at all in the way of overhaul or restoration.

# Baldwin Switchers

arrive at Portola

**US Steel 16, Baldwin-Lima-Hamilton,  
Model S-12, Builder Number #75912,  
Built 10-53.**

Built for McCloud River RR as their No. 30.  
Sold to Rayonier, Inc., WA, renumbered  
203, sold to US Steel renumbered 16.  
Painted bicentennial 1776 in 1976.



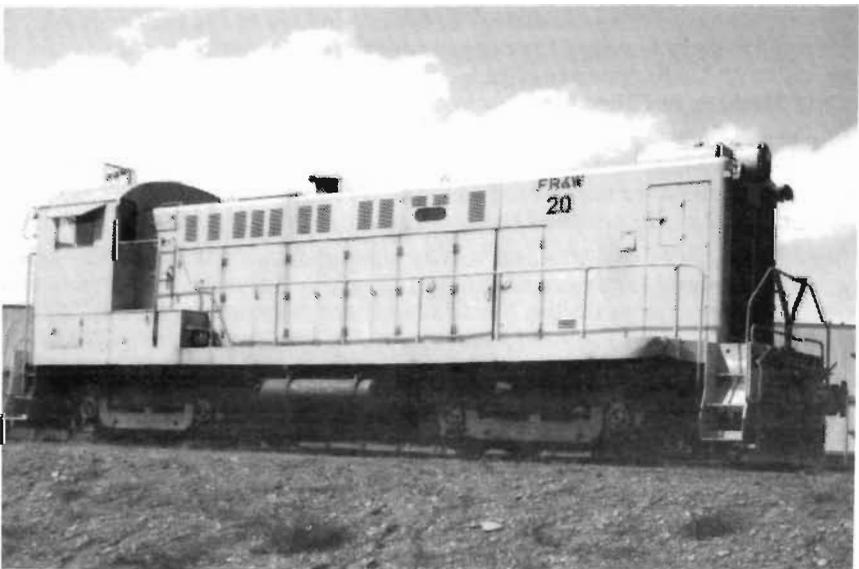
**US Steel 17, Baldwin-Lima-Hamilton,  
Model S-8, Builder Number #75834,  
Built 1-54.**

Originally constructed as the cab unit of a  
cow and calf set in April 1953 on the basis  
of an order from Oliver Iron Mining. They  
were painted and lettered for that company  
and given road numbers 1216A/B. The set  
was never delivered. The cab unit was sold  
to Armco Steel in Ashland, KY in Jan. 1954  
as their No. 1201.



**US Steel 20, Baldwin-Lima-Hamilton,  
Model S-12, Builder Number #76091,  
Built 2-55.**

Built as Armco Steel No. 706.



All photos on this page are by Ed Warren.

*This is your last chance for the...*

# Oregon Trail Special UP Steam Excursion Train

from Salt Lake City, Utah to Portland, Oregon and return.

Union Pacific Challenger No. 3985 will pull a coach and dome car train leaving Salt Lake City, Memorial Day weekend Saturday, May 29, 1993, and arriving in Portland Thursday, June 3, 1993.

A two day trip from Portland to Bend will operate on June 5 and 6.

The return trip leaves Portland Saturday, June 12, 1993 and arrives in Salt Lake City on Wednesday, June 16, 1993.

Fourteen FRRS members have been selected to work as car hosts; they are being notified.

For others who would like to ride the train, there are still seats available.

Here is your chance to ride a steam powered passenger train over this scenic route and to help our Society at the same time.

If you would like further information on train tickets or schedules call 1-800-444-3985.

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## Trains Unlimited, Tours Donation Offer and Fund Raising Drive

By Chris Skow

Trains Unlimited, Tours will again donate money to the Feather River Rail Society for use at the Portola Railroad Museum for every booking they receive from Society members. If you are planning to go on any Trains Unlimited, Tours' trips either in Latin America, China, or the United States, be sure and mark on your reservation form "Feather River Rail Society Member or FRRS." That way proper credit can be accounted for towards this donation at the end of the year.

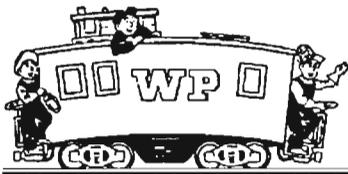
For every member that books on the Nevada Northern Spectacular trip October 30-31, 1993, a donation of \$25 will be made. This two day tour will feature a number of charter trains with passenger, freight, and mixed consists pulled by steam and diesel over part of the Nevada Northern Railroad. Other donations for the international tours to Latin America and China will be determined by the number of Society members that have booked.

Also the popular free trip and money raising drawing will again be offered this year. This will be the 5th annual free trip drawing sponsored by Trains Unlimited, Tours and the Feather River Rail Society. The winner of this year's drawing will receive two free spaces on the Nevada Northern Spectacular held in Ely, Nevada on October 30-31, 1993. The drawing will be held at the Portola Railroad Museum on Railfan Day, September 18, 1993 at 5:00 PM.

Fund raising tickets are \$4 each, or 5 tickets for \$15. All sales from these tickets will be donated to the Feather River Rail Society for use at the Portola Railroad Museum.

Trains Unlimited, Tours is going the extra mile to help raise much needed funds to keep your museum operating and to help in the restoration of equipment. Please help your museum grow by buying all five drawing tickets, which are enclosed with this issue of the Train Sheet.

For more information about Trains Unlimited, Tours' railfan trips and to purchase more drawing tickets, please call or write: Trains Unlimited, Tours, P. O. Box 1997, Portola, CA 96122 or call (916) 836-1745 or FAX (916) 836-1748.



# Caboosing

## WP/Willing People

By Mark French

I feel that an incident that occurred on April 4, 1993 should be brought to the attention of the members of the FRRS.

David Dewey, Kent Stephens and I were headed home after attending a board meeting at Bruce Cooper's home that day. About a mile above the Pulga Bridge on Highway 70, we came upon a bad single car accident involving a family from Gridley who were just starting out on their Easter vacation. David, Kent and I pulled over immediately to assist.

The family consisted of a husband, wife and 4 kids; they had hit the side of a cliff on the right side of the road. The continuing danger was that the accident scene was not visible until people were right on top of it because it was at an S-curve in the road.

After making sure that everyone was OK, (luckily no one was hurt, just a bit upset) Kent and I went east and west of the accident to flag traffic since the vehicle was blocking the eastbound lane. David tried to help move the wrecked vehicle out of the way but because the front end was totaled could only move it a few feet. It was enough to make it easier for traffic to pass on the westbound lane.

In the meantime, Vic Neves, who was driving behind us a mile or so came upon the wreck, stopped and started putting out road flares. All four of us stayed until Cal Trans showed up and took charge of the situation.

The upshot is that our members competently took charge of a bad situation and averted further disaster.

I'd like to personally thank Kent, David and Vic for helping at this accident. It makes me feel good to be a member of the FRRS knowing that our members really are WILLING PEOPLE ready to assist whenever needed!

## First Day of Crew Training

Jim Gidley, Sr. and Gordon Wollesen held our first crew training class April 17, 1993. Dave and Julie Anderson, Ed-die Chase, Kerry Cochran, Mark French, Steve Habeck, John Hittner, Peter Langdon, Mardi Langdon, David Mihevc and Don Nelson attended the class of instructions with the new rule books in hand. Despite the rainy day, some outside instruction was given. All operating personnel will need to review the new rule book before they participate in our operations this year. Copies are available at the museum.

### with Hap Manitt...

### ...the Museum's Diary

March 11, 1993 Bob Lindley and Bruce Cooper removed snow piles off of roof of engine house and hauled it away with the dump truck. Gordon Wollesen worked on batteries all day; his work on this was ongoing.

March 13, 1993 Bob Lindley, Pete Langdon and Hap Manitt cleared snow away from the loading dock area.

March 16, 1993 Hank Stiles and Pete Langdon loaded traction motors from parking lot and brought them into the house for inspection.

March 24, 1993 Bruce Cooper and Hank Stiles drove to Herlong to inspect Fairbanks-Morse Switcher for possible acquisition.

March 28, 1993 Gordon Wollesen inspected the engine house roof and noted the damage caused by ice and snow.

March 30, 1993 Ken Roller started replacing ties near Mal-function Junction. His work on this was ongoing for several days.

April 1, 1993 Three Baldwin switchers and one GP9 were switched into the FRRS on this day.

April 3, 1993 Hank Stiles and a crew from Turlock inspected, prepared and started Baldwin switchers.

April 8, 1993 Bill Alexander replaced the voltage regulator on engine SP 4404. Then he and Hank Stiles worked on engine SP 2873.

April 17, 1993 Operating crew training took place on this day.

April 18, 1993 Hank Stiles, Dave Anderson and David Mihevc started building shelves in box car for parts storage. Norm Holmes worked on engine SP 2873 repairing the air system.

April 19, 1993 Steve Habeck changed the signs on engine UP 6946. Then he, Bruce Cooper and Hank Stiles switched the yard to prepare for the summer season. Engine UP 6946 was turned around to face east.

April 20, 1993 Bruce Cooper traveled to Herlong to check the Fairbanks-Morse switcher. Ken Roller washed and cleaned engine SP 2873.

### New Lifers

The following people have shown their faith in and dedication to the FRRS and have joined the ranks of FRRS Life Members:

**Bob Walker**  
from Pittsburg CA

**Casey McCord**  
from Pacifica CA

**Eric Stephens**  
from San Jose CA

We are now only 4 people short of attaining 100 life members. How about you?

### Donation

Marilyn Crowe donated a collection of 125 railroad books that her late husband Dick wanted our museum to have. Also included were a large number of issues of Western Railroader, newspaper clippings of railroad interest and other books and pamphlets. We appreciate her generosity.

One never knows when we will take our final breath. Have you made your wishes known? It would be a shame for someone to throw out all that railroad "junk" you've collected.

### Cash Donations

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

Jeffrey Baus

Robert Blanch

Don Douglas

Erik Frodsham

William Garner

David Krieger

Peter & Mardi Langdon

George McKenzie

Edward & Jean Perkins

Larry Richards

Charlotte Rodgers

Paul Romig

Richard Simonsen

Ken Storey

Stan Thomson

Fred & Sandra Trieselmann

# o o o Around the Museum

## Shop Improvements

Acting on a request from our insurance company, we have ordered portable barricades to be placed in our diesel shop building. They will be placed along track No. 2 for the length of the building to prevent visitors from accessing the area where restoration or maintenance work is in progress and to protect the pit when equipment is moved out. Another barricade will be placed around track No. 1 at the work shop area. Visitors will still be able to see work in progress, but will not have access to work areas.

Gordon Wollesen and his son Will completed a conduit to run power to our west end roll up doors. This releases extension cords for other service! The installation was very professionally done. Thanks.

Roy Jackson and son, an electrical contractor from Incline Village volunteered to help improve our shop electrical wiring. They finished connecting the exhaust fans in the roof area. Next they will install three-phase wiring in the wood shop. Thanks so much.

We still need someone to overhaul our large number of fire extinguishers. Any volunteers?

## Spring Cleanup

May 22-23, 1993 are the dates of our annual Spring Cleanup. This is just one week before our Season Opening on Memorial Day weekend May 29, 1993. We have lots of work to do, things to move, floors to wash, etc., and we sure could use some help. It's actually quite fun and festive. Come up and join us. Sue Cooper will furnish a nice lunch on both Saturday and Sunday for those coming up to help.

## Diesel Doings

Our recently acquired "Kodachrome" GP9, SP 2873, runs! Norm Holmes replaced some of the missing parts, charged the batteries and started the unit. The engine runs fine; there are still some minor electrical problems to be corrected, but the unit moves under its own power. Ken Roller did his "Rollerization" on the exterior and cab walls to remove the dirt and grime. It looks nice now.

Hank Stiles worked on one of our Baldwin S-12 switchers and after replacing a missing fuel pump got it operational. We have a potential buyer for the unit and they wanted to see it run. It ran fine - lots of Baldwin power.

Bill Alexander and son Robert worked on our GP30 UP 849, putting it on our Centennial load box and running it under load for a time to see if it would clean up its oil throwing problem. Maybe. They also changed the voltage regulator on SP 4404.

We are slowly returning our operational units to service after draining them before winter. Some freeze damage has been found with broken pipes that did not get fully drained. Bruce Cooper repaired a heater pipe on WP 921D. SP 4404 also broke a heater pipe.

## New Operating Dept. Policy

Effective with the 1993 season, the Operating Department has established train crew qualification requirements and service retention requirements.

All members of the Operating Department will be issued a booklet containing these requirements. Those that want to become members of the Operating Department will be issued the booklet after they take and pass rules exam.

If you were unable to attend either of the crew training days, you may take the test and be instructed by prior arrangement with the museum. Call ahead of time.

## Announcement

After much discussion, the Board of Directors has approved instituting this year a "suggested" museum entrance fee donation of \$2.00 per person to help to increase visitor revenue. This will apply only to visitors who are NOT members of the FRRS.

Admission this year to the museum will continue to be free for FRRS members and for those who cannot afford or do not wish to pay the fee.

This is expected to give us a "feel" on how it is accepted. We may want to make it mandatory next year (1994) possibly in conjunction with train ride tickets. The current plan is to continue to allow FRRS members to have free admission. Non-members who are coming to the museum for the purpose of working would also have free admission under the plan.

### The 805A Report by Larry Hanlon

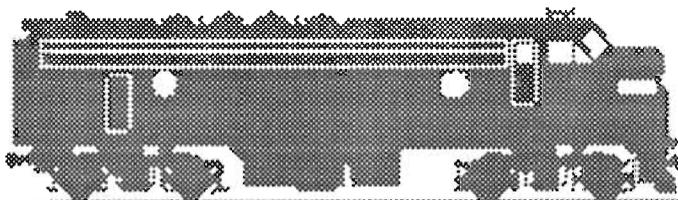
Hello, everyone. I sat down to write something for the 805A report and realized it would be short because there wasn't much to report.

We adjusted brake shoes back in early November, we inspected traction motor bearings and oil wicks, we filled traction motor bearing and axle journal bearing oil reservoirs to proper levels (Bob Blanch helped), we unplugged the airbox drain lines, we did a general interior cleanup, and we did some other probing which determined that #16 head gasket needs to be changed. That's about it. Around Thanksgiving, we went to drain it & otherwise prep it for winter, but it had already been done (by Gordy Wollesen, as I recall).

Speaking of Bob Blanch, he flies down here from Washington state several times a year to do work on the 805A. He has done a lot of restoration work on it including polishing the stainless steel side panels.

We want the 805A to appear in next year's FRRS 10th Anniversary "Circling of the Wagons," but that will only happen if we finish off the prep and painting of it this year.

See you next time.



# Circling the Wagons

The first committee meeting for the FRRS' 10th Anniversary Celebration was held on April 18, 1993. "CIRCLING THE WAGONS" was the name selected for the event which will be held July 2-3-4, 1994. Proposed activities include a model railroad layout display, a pageant and hopefully the largest gathering of "covered wagons" in recent years. The pageant will have music and will depict transportation development through Plumas County. Reenactments are planned starting with Jim Beckwourth and continuing with a covered wagon (horse power), Arthur Keddie's survey of the WP, steam engines, early diesels, covered wagons (diesel power) on up to modern locomotives. Invitations will be sent to all "covered wagon" units in the Western U. S. to send their prize "covered wagons." We have asked Union Pacific about the feasibility of operating a passenger train from Portola to Keddie. Cost may be a factor on this. We will need a large number of volunteers to help make this event a success. Please mark your calendar to be in Portola next July 4th, 1994 weekend.

# Railroad Festival at Sacramento

Last year the California State Railroad Museum invited our organization to send a diesel unit to Sacramento for display at their Railroad Festival. We sent WP 707, which became a very popular attraction. This year CSRM again invited us to participate by sending a diesel unit for display.

Since the restoration of our WP 2001 will not be completed in time, we selected F7 WP 921D to represent the FRRS at the event. The festival will be held June 18-19-20, 1993.

## Railfan Golfers

Don't forget...

Our Rail Society will hold

The First Annual Railroad Museum Golf Classic

at

The Plumas Pines Country Club and Golf Course

on

Friday, May 14, 1993

Proceeds from this tournament will be used to complete the restoration work on our WP 2001 GP20.

Helpers are needed for the day also.

For entry forms, and for any questions, call Skip Englert at (916) 832-5348 or write him at P. O. Box 1063, Portola, CA 96122

## Motorcar Meet

Motorcar Operators West  
California Northern Railroad  
Oroville, California  
Saturday, May 15, 1993

### LOCATION:

Run on the fourth oldest railroad in California, originally laid in 1864! These are the last remnants of this line which was last operated as the Oroville Branch of the Southern Pacific. The line is now owned by the City of Oroville. While short, approximately 2.5 miles, this track traverses fills and cuts and includes a fair grade to check your car's operating capacity.

### TIME:

Set on will begin at 8:00 AM. All cars will pass inspection before set on. We can run until 5 PM. There is a siding to allow run-arounds and set-offs without tying up the line.

### REQUIREMENTS:

AARO Insurance, USFS approved spark arrestors.

### COSTS:

Meet registration is \$15.00 To receive a registration packet, send a Stamped Self-Addressed Long envelope to the Meet coordinator by May 6.

### OTHER INFO:

Bring your spare parts to trade, and lunch: Fast food outlets and stores are 1.5 miles away. We will have a porta-potty and water at the set-on point.

**MEET LIMITED TO FIRST 25 CARS!!**

For further details contact: David Dewey, 3435 Myers Street, Oroville, CA 95966-6578. Ph. (916) 534-3676.

## Southern Regional Meet Date Change

Due to a scheduling conflict with this year's speaker, the date for the FRRS Southern Regional Meet in La Habra, CA has to be changed.

**The correct date is now:  
Saturday, October 9, 1993.**

# Olds & Ends

## Board Election

Election time is coming up again. The two year terms of Bruce Cooper, Norman Holmes and Wayne Monger expire July 1, 1993. All are expected to run for reelection. Anyone wishing to run for the Board should submit their name and a short resume, which will be shown to all those qualified to vote, to the Society no later than May 29, 1993.

Being a member of the Board of Directors brings serious responsibility along with it. Board members are required to attend monthly, day-long meetings in Portola, as one example. Board members are expected to go the "extra mile" to help our museum go forward.

The voting will take place and the results will be tabulated at the Annual Membership meeting which will be held on Saturday, June 26, 1993 in the Flannery meeting room at the museum.

All members except Associate are eligible to run for Board of Directors positions and to vote.

## Don't Forget

Don't forget the Union Pacific Historical Society's Ninth Annual Convention in Stockton, CA, July 22-25, 1993. For more information, contact: Gene Rutledge, 1034 Atkins Dr., Visalia, CA 93292. You need not be a member of UPHS to attend.

## Beware

We have recently become aware of the theft of locomotive horns taken from units of the Turlock Western and Sierra Railway. Beware of anyone selling horns that may have not been acquired legally.

## Remember

The date for the FRRS Southern Regional Meet in La Habra, CA has been changed to:

**Saturday, October 9, 1993.**

## For Sale

Overland Brass WP caboose w/roofwalk #426-460  
Overland Brass WP wood caboose #731-779  
Contact:  
Dennis Popish, 43 Dineff Road, Lemont, IL 60439

Overland Brass FT not ptd. 4 A units, 2 B units  
Overland Brass WP caboose modernized #426-460  
Call Tom Hassler: (503) 650-9651

## Be Here!

The annual membership meeting will be held Saturday, June 26, 1993 at 7:30 PM. There will be a BBQ dinner, a state of the museum report, our annual "Glad Hand" award, and the ever popular slide and video show. Your attendance is encouraged. Come and join us for an evening of fun.

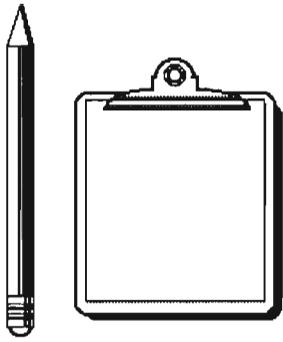
## Anyone Interested?

UP signal maintainer Brian Marshall Blake says he is contemplating having custom decals made for the Stewart FTs in WP delivery yellow-green. Is anyone interested? He would have the decals made and keep what he needs, and send the rest to the gift shop to be sold.

You may contact him at:  
3312 View St.  
Fort Worth Texas 76103  
(817) 535-3060



*Our newest diesel locomotive, US Army 1857, a Fairbanks-Morse H12-44, arrived in Portola on April 22, 1993. It runs perfectly and has been run around our balloon track several times already. Look for more information about it in the next issue. Photo by Norm Holmes.*



# Report From the Board of Directors

By Wayne Monger  
Secretary of the Board

## Board of Director's Meeting February 13, 1993

On the publicity report, Hank Stiles stated that he is working on a telephone book ad which will be published in July. An article on the Rent-A-LoCo program ran in the "Farmer's Exchange" Magazine of Farmer's Insurance Co., and it has already produced heavy response. There has been contact with the producers of CBS Evening News for filming sometime in April or May. There was discussion if there is a need to redesign our one-page rack advertising card before reordering. Out of 100,000 ordered in 1991, only 10,000 are left. Bruce Cooper reported that the Rent-A-LoCo flyer has been redesigned to fit into a smaller rack in hobby stores, etc., and to contain more information about the museum.

On the Gift Shop report, Norm Holmes reported that we have sold well over 100 of the "WP First 50 Years" video tape. There was a reminder that after the first 1,000 tapes are sold through all dealers, that the FRRS will begin getting a percentage of the profits of any further sales. There have been many good reviews in railfan magazines on this tape. The staffing by various members of FRRS booths at several railroad shows was discussed.

Regarding steam acquisition, the board authorized obtaining an attorney for consultation with on drawing up a contract regarding the possible acquisition of the SP 2252 by the FRRS. The board also discussed the communications with the Nevada State Railroad Museum regarding the details of possible FRRS acquisition of the 3-truck Shay YVSP 4 at Heber City.

Regarding grants, Kent Stephens has identified 7 foundations that could be contacted about funding various special projects.

On the facilities report, Gordon Wollesen reported that heavy snow problems were causing many water leaks inside the engine house, as well as causing broken windows. He is working on ideas to protect the upper north windows next year; and he is looking at various compounds to repair the roof this summer. Norm Holmes stated that because of the heavy snow and the museum being in an emergency disaster area, he had contacted the state officials in charge of disaster relief loans and was being sent information.

The details of 1993 Pacific Limited Excursion were discussed.

Next was a letter from the insurance company raising concern about safety in the shop area. They suggested and recommended a chain-link fence around the shop area inside the engine house. There was discussion of this by the board members.

There was a report of a meeting with area Chamber of Commerce members. The idea was to go ahead with painting "railroad tracks" on the streets through town from Highway 70 to the museum entrance. Caltrans had agreed to this, but some work needs to be done first.

The organizational chart was discussed and approved.

## Board of Director's Meeting March 14, 1993

On the publicity report, Hank Stiles showed a pre-pro-

duction copy of our Yellow Pages ad to be placed in several area phone books.

Bruce Cooper reported that the CBS Evening News crew will be filming in late May when there are actual locomotive rentals going on.

The First Annual FRRS golf tournament was discussed.

Regarding steam acquisition, it was reported that there is increasing opposition to the FRRS' proposed purchase and move of SP 2252 which is currently at the Placer County Fairgrounds. Dave Anderson will continue negotiations and research. Further discussion followed on the 3-truck Shay YVSP 4 at Heber City.

On restoration, the board discussed hiring restoration work to be done on engine 2001 followed by engine 805A which needs to be done by July 4, 1994 to participate in the FRRS' 10th Anniversary "Circling of the Wagons."

On the publications report, it was reported that Kent Stephens had talked to Joe Strapac about proposed updating and reprinting of "Western Pacific Diesel Years" and the problems of doing such a big project. Joe has offered to come up with cost estimates and a concrete proposal to be presented to the board before February 1994.

The details of 1993 Pacific Limited Excursion again were discussed.

It was announced that the 1993 National Railway Preservation Symposium had been rescheduled to June 4, 5 and 6, 1993.

The FRRS has received an invitation to again participate in the "Mini-Railfair" at CSRM on June 18, 19, and 20, 1993 by sending a locomotive. Discussion followed regarding which of our locomotives we should send.

The 1991 Rulebook was amended and approved by the board.

Numerous and various equipment acquisitions were discussed.

The board noted that contributions in the name of Ann Brown have been received. The family had suggested that this memorial money received by the FRRS should be set aside for a specific item or project. The board discussed and approved that it should be used for the construction of a concrete sidewalk, 48 inches as per ADA requirements, which will allow access for handicapped visitors to view parked locomotives on the west end of the engine house along tracks 1, 2 and 3. Also a brass marker will be commissioned noting this is in memorial to Bob and Ann Brown.

The board discussed the need to clean up our facility before the 1993 season and especially for July 1994. They discussed the possibility of using groups of teen age kids involved in summer employment camps for a few days of facility clean-up. Kent Stephens mentioned the need to clean up the dock area for picnic tables and to construct a guard rail around its perimeter to prevent falls. He also mentioned the need to replace the stairs on the south side of the dock for public access.

Hank Stiles proposed to place advertisements in local newspapers inviting local residents to become volunteers at the museum. This will be brought up at a later meeting.

# New in the Gift Shop

SP Historical Diesels Vol. 1, Fairbanks-Morse, Strapac, 64 pages.  
Soft Cover \$14.95

Union Pacific Feather River Rotary video, Shows tour of UP Rotary  
Snow Plow by UP's Steve Lee; shows operation in Portola and on  
the High Line. \$29.95

McCloud River Railroad video, Vintage film transfer. Shows our  
Baldwin AS-616 diesels in action. \$29.95

Send your order to: The FRRS Gift Shop,  
P. O. Box 608, Portola, CA 96122

**FEATHER RIVER RAIL SOCIETY**  
**PORTOLA RAILROAD MUSEUM**  
P.O. BOX 608  
PORTOLA, CALIFORNIA 96122

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

Address Correction Requested

Dated Material, Please Do Not Delay



Preserving "The Feather River Route"

Member



Tourist Railway Association Inc.