

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 61

May/June 1993



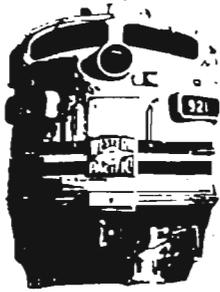
## Fairbanks Morse



Our newest locomotive is a Fairbanks-Morse H12-44. The prime mover is an opposed-piston diesel where the pistons come together in the center of the engine; this type was designed before World War II to be used in submarines. This unit was built for the U.S. Army in January, 1953 as one of twenty to work at various military bases as switchers. Our unit was in service at the Sierra Ordnance Depot, Herlong, CA where it was used to switch ammunition cars. F-M's are rare today; they were a distant fourth in the locomotive building business and very few have survived the scrapper's torch. We are fortunate to have preserved this interesting unit. Photos by Ed Warren.

### Inside this Issue:

- Details of Fairbanks-Morse locomotive.
- News and photos from around the Museum.
- Announcements of ambitious restoration plans.



# 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



MONEY. It seems we are always asking for more. We always need more, in our personal life, for our museum. For our all-volunteer, non-government funded museum, we have done remarkably well. Did you know that 95% of the railroad museums in this country are private? They are supported by their members and funded only by what they can raise through their own efforts.

Art museums, on the other hand, are government supported with 98% of their money coming from that source. Do we want government support? Yes and no. I doubt that we can obtain government money (especially now with tight budgets) without a lot of strings attached. However, I don't believe there is one railroad museum that could not use more money to preserve its valuable collections. Is our industrial heritage any more important than art?

-- Norman W. Holmes

## 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.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages.

Back issues of the Headlight are available for \$4 each (except issue 9 -- \$12.95) postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to:

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



**YOU! Can Operate a Diesel Locomotive**  
for one hour with your own private instructor included.

*Fulfill your wildest dream!*

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, Part 2

By David Dewey

Last time we were talking about what the public expects from their visit to a museum, and how those expectations obligate the museum.

The last thing I mentioned was the observation that what most visitors, especially children, want to do while at the museum is buy something from the gift shop. This item serves as a memory jogger and reminds the visitor of their entire museum visit experience. This is perhaps the most important aspect of the gift shop--it allows the visitor to acquire a personal piece of the museum, reinforcing their experience so it may be shared with others and increasing the likelihood of a new or repeat visit. Thus, the gift shop increases museum visitations!

Back to Mr. & Mrs. Average & their offspring. In a remote location such as ours, many of our visitors have planned to visit the museum, and have traveled over an hour to get here. During this planning and traveling, they have anticipated their visit and have formed expectations and mental pictures of what their visit will be like. These expectations usually include; being welcomed when they arrive, seeing interesting displays, and probably riding a train. This obligates the museum to "put on a friendly face." While we may not have enough members present to personally greet everyone, a well-signed and informative entrance lets visitors know, "Yes, this is the place, come on in!" And even though we may be busy (or having a bum day!) it is important to try and at least smile at the visitors when you first

see them--a quick wave and a "Hello" would be nice too! No matter what your personal level of experience is, to the visitor, you are the expert--especially if you're working on the equipment, or are wearing museum clothing.

Another thing that Mr. & Ms. Average anticipate (especially if their trip was a long one) are clean, modern, and spacious restrooms. I recently visited an Auto museum located in an old warehouse. Not the place you'd normally find nice facilities, but they had built a free-standing building inside the warehouse with first class, tiled floor, handicapped accessible facilities.

To recap the last two articles, the public expects a museum to: Welcome them, be interesting or entertaining, be organized and tidy, be relaxing, be a safe place for their family to visit, have a gift shop, and have nice restrooms. Not necessarily in that order! We've also talked about the importance of remembering that we are trying to relate to average people who may have no understanding of railroading, or railroading's importance to them and how it has shaped their world.

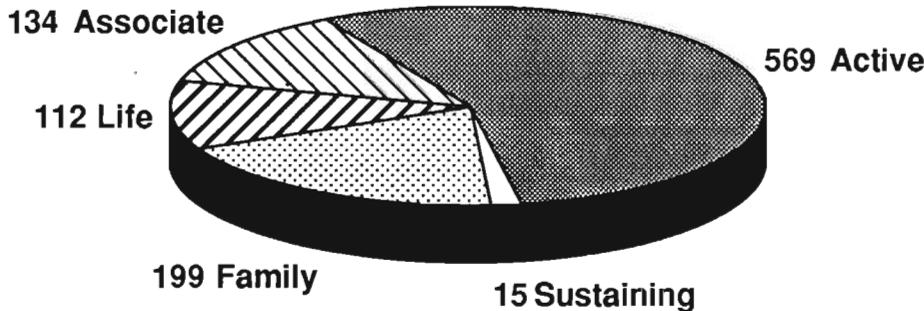
READ MORE ABOUT IT. I'd like to recommend an older (1957) book that still is one of the best easily read texts on sharing history: *Interpreting Our Heritage* by Freeman Tilden. Published by University of North Carolina Press. It's a small book (115 pages) that you should be able to find in your local library. I ordered my copy from a local bookstore a few years ago for around \$6.

## Headlight No. 9

All of our members except Associate should by now have received issue No. 9 of the HEADLIGHT. This special 96 page issue contains a complete WP steam and diesel locomotive roster. Because of its much higher printing cost we have a suggested price of \$12.95 to hobby shops that retail the HEADLIGHT. Additional copies are available by mail, at some hobby shops and in our gift shop. We wish to thank John Ryczkowski and others for their efforts to produce this excellent issue.

## Membership Report

as of July 2, 1993



Total FRRS membership is 1,029.  
Of these, 30 are Charter members.

## CASH DONATIONS

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

- Mark A. Acuna
- E. A. Benjamin
- James Case
- Scott Crawford
- Robert J. Diehl, Jr.
- Jack & Sherry Ann Dorithy
- Cliff Gerstner
- Steve Habeck and Family
- James Hollett
- Richard Holmes
- D. L. Doug Hunt
- Brian Johnson
- Werner & Rosemary Lang
- E. J. Lauerman
- John Lenz
- Peter Martin
- Kent McDougall
- Ken Rattenne
- Leonard Rimicci
- Ken Ritz
- Robert Sarberenyi
- Ralph Shafer
- Tom Veltman

All owners and operators of railroad "speeders" are hereby invited to the...

## **FRRS Tenth Annual National Track Motorcar Championship**

Saturday, August 7, 1993 AT 1 P.M.

NTMC entry fee = \$20 per car

Plan now to attend this day of fun, food and friendly competition with people running motorcars like yours.

Each participating motorcar is allowed two separate runs over a 300-meter (976 foot) section of museum track to try for a best time. The best times of all motorcars in each class will be compared at the end of the race. 1st, 2nd and 3rd place winners plus all participants will be awarded ribbons during the awards ceremony following the conclusion of the NTMC.

In 1993, The NTMC will be divided into the following classes:

- Fairmont one-cylinder two-stroke engine cars (M-series)
- Fairmont two-cylinder two-stroke engine cars (M-AA series)
- Fairmont and other two cylinder four-stroke engine cars with steel wheels (MT-series)
- Fairmont two-cylinder four-stroke engine cars equipped with rubber tires (MT-series)
- Exhibition class includes all cars equipped with four-cylinder or larger motors, homebuilt cars, alternate powered cars, rail bikes or any other car that does not fall into classes #1 to #4.

### **• Women's Exhibition Class**

This was very successful last year. It will be an exhibition class without places awarded. The fee for this class will be \$10 if participants use someone else's motorcar, or the regular \$20 if they use their own.

All NTMC participants must be 16 years of age or older, must sign an FRRS liability waiver and must bring their own motorcycle crash helmets. No exceptions.

Once the NTMC is done, the fun isn't! Everyone is invited to a pot-luck Bar-B-Q at the museum's picnic area near the finish line. We supply the soft drinks and side dishes, you bring something to throw onto the grill for yourself and your family. Museum trackage will be open to motorcar operation until 9 P.M.

There will be a motorcar excursion the next day on Sunday, August 8, 1993 over the 14-mile long Almanor Railroad at Chester, CA.

The \$20 NTMC fee allows participation in BOTH the NTMC AND the Almanor Excursion the following day.

To participate in the Almanor Excursion ONLY without participating in the NTMC, participants will pay \$45 and must be present at the Barbecue at the museum AFTER the NTMC for mechanical inspection, briefing, etc.

Also required for the Almanor Excursion are proof of AARO insurance AND proof of medical and/or hospitalization insurance AND a separate liability waiver. For entry forms and information, contact NTMC Chairman: Wayne Monger, 1409 Tillman St., Suisun City, CA 94585 (707) 426-5510

Eighth Annual

## **Railfan Photography Day**

Saturday, September 18, 1993  
10 A.M. until midnight.

**1993 Theme:**

**A dozen vintage diesel locomotives will be operating.**

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, General Electric and Fairbanks-Morse diesel-electric locomotives from our collection of over 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.

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

Swap meet dealers welcome \$10 per table

Western Pacific Fans and Modelers...

The 4th Annual

## **FRRS Southern Regional Meet**

Saturday, October 9, 1993

Featuring:

**Slide presentation by Bob Larson, WP/UP Engineer**

- Last F Unit into Portola.
- Bicentennial's maiden trip through the Canyon.
- Helpers up the Highline.
- UP A-B-B-A E's through the Canyon.
- Pilot Engineer for UP 3985 across 5th Subdivision.

**Also**

- Western Pacific modeling/historical information presentations.
- Western Pacific model/memorabilia display (bring your WP models, timetables, china, etc.). Over 100 WP models featured at past meets!
- Popular vote WP scale model contest.

**Categories:**

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

- Raffle: 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: 9:00 AM

Clinics/Activities: 10:00 AM to 5:00 PM

Place: La Habra Senior Citizens Center  
165 E. La Habra Blvd. (between Harbor and Euclid)  
La Habra, CA 90631

**Fares:**

Free Admission with new FRRS membership sign-up!

FRRS Member: \$4.00

Non-FRRS Member: \$6.00

For additional information: (310) 691-4139



the  
Museum

## New Equipment

We felt that there was a need for a storage space for our spare locomotive traction motors to keep them out of the weather. An all door box car would be ideal since a crane or fork lift could reach into the car for its entire length. The owners of the McCloud River Railroad were contacted last year with the idea of obtaining a McCloud all door box car. Car ownership changed and the cars were sold to GE Leasing. GE was not ready to sell the cars, but finally informed us they had sold some all door cars to a scrapper and we might obtain one of these. The scrapper was contacted and arrangements were made to purchase one of the cars, and to move it from the City of Prineville (OR) to Portola. The car weighs 80,000 lbs. because of its all door construction. It was built by Evans Car Co. in 1977 and appears to have seen a limited amount of service as it is in good condition.

Upon its arrival in Portola, it was immediately put into use storing the Baldwin traction motors and spare parts that have occupied the shop floor since last December.

We also now own, through government surplus, three DODX heavy duty flat cars. Two of the cars were leased from DODX last year to move the two Oregon & North Western Baldwin AS-616's from Boise to Portola. They were then loaned to the Pacific Northwest Chapter, NRHS to move their Baldwin and an ex-SP Baldwin S-12. Damage to the truck brake beam on one of the cars occurred at UP's Hinkle yard and repair parts were not available because of their unique 3 axle Buckeye trucks. DODX shipped another car to Portola so we could remove the parts needed to repair the car. It was determined it would be easier to exchange the entire truck than to remove parts and have UP reassemble them on the damaged truck. One truck was then removed from the car at Portola, a regular freight car truck substituted and the truck loaded in a gondola car for shipment to Hinkle. The car department replaced the damaged truck with the good one and shipped the car and truck back to Portola. We will keep at least one car for future locomotive hauling movements. These cars were constructed to haul Army tanks and have a capacity of 200,000 lbs and a load limit of 250,000 lbs.

## SN Caboose

Our Sacramento Northern wooden caboose #1632 was built from a 1916 boxcar by Western Pacific in 1938, and subsequently was transferred to the Sacramento Northern and used on the Oroville Derrick Train as its last service.

Due to deteriorating roofing, it was decided to do a complete rebuilding of the caboose roof. FRRS car department foreman and freight car restoration expert John Walker is in charge of the project. Work is progressing to replace the rotten roof panels in preparation for a new roof. Work is also being done on the exterior sides and ends for a new paint job. Complete details from John Walker will be available in the next issue of the Train Sheet.

## Barricades

Our insurance company's safety inspector suggested that we fence off our work shop area to prevent public access. We also wanted some kind of semi-permanent barricade along the pit track that runs the length of our diesel shop. Discussion was initiated with a corral fence manufacturer and about 400 feet of free standing barricades were constructed to our order. They are generally ten feet long, three feet high and they hook together to form a continuous fence. It was decided to order enough sections to go around a car or locomotive on track one opposite the work shop area. This will protect the work shop area from public access and still allow room to work on the equipment. Additional sections were also installed around two sides of the loading dock to keep anyone from accidentally falling. They are finished with a yellow powder electrically attached and then baked in an oven which makes for a very strong, chip resistant finish. The cost of all the barricades was over \$3,000. (Your membership dollars at work!)

## Locomotive Sold!

When we bought the three Baldwin S-12's from US Steel-POSCO in Pittsburg, CA last year, two of the units were bought for resale to save them from scrapping. One of the units (No. 17) now has been sold to a group of railfans who will preserve it at an industrial plant near Turlock, CA.

## Annual Membership Meeting

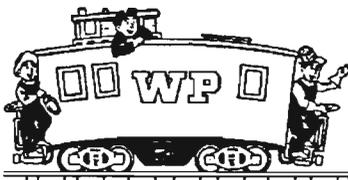
Our annual membership meeting, June 26, 1993, had 28 members attending. A super dinner was provided by Sue Cooper with Bruce Cooper barbecuing the steak and Linda Lippincott helping serve. Our second annual "Glad Hand Award" was presented to Jim Gidley, Sr. for his outstanding work as train crew supervisor and regular participation in train operations during our summer season, even though he has to drive over 100 miles each way to reach Portola. A special "silver reverser" award was given to Bruce Cooper for appreciation of his continuing locomotive rental program which has given our museum international fame. Topping off the evening, Vic Neves then put on a great slide show followed by Bob Larson showing slides depicting his railroad career.

## Board of Directors Election

Norman Holmes, Wayne Monger and W.H. (Hank) Stiles will continue to serve on the Board of Directors for another two year term. There were no other members who wished to run for the Board, thus making an election unnecessary. We thank you for your confidence.

## Museum Admission Fee vs. Donation Box

Norm Holmes brought up the subject of charging an admission fee to our museum. Admission has always been free because we wanted it that way and we've never had enough personnel in order to have someone at the "gate" all the time to collect any fees. A study of the number of visitors who signed our guest book divided by the amount received each day in the adjacent donation box revealed an average of about 50 cents each. It was decided to place signs at the building entrance and at the guest book/donation box table to indicate a suggested admission price of \$2 per person. Since the sign appeared, the average income per visitor has risen to nearly \$2, and our income has increased. Those who cannot afford the admission price are not denied admission. Two dollars is a small price to pay to see our very extensive and valuable collection. FRRS members visiting the museum need NOT pay admission unless they wish to.



# Caboosing

with Hap Maniit...

...the Museum's Diary



Hello everyone!! Yes, it has been quite a while. The combination of the heavy snow last winter and my hectic travel schedule has prevented work on the 805 to the extent desired. Nevertheless, there has been recent progress, and the second half of the year looks more promising. Presently, I'm planning to spend much of the week following Railroad Days attacking the "to do" list. In other activities, the most recent issue of The Headlight required an extra measure of time from John Ryczkowski and myself, but it was worth it. I have also just added a high quality color scanner to the computer arsenal, so we can look forward to reproduction, in color, of WP's clever cartoon ads from the Fifties in future issues. In yet another subject area, Dave McClain arranged the purchase of some semaphores from SP's Siskiyou Line, then went to Oregon to pick them up. The one I purchased will be donated to the museum, and it's possible that there will be additional donations.

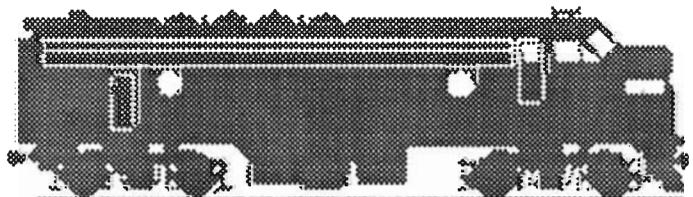
### Recent results

On May 16, after the PCR convention in Reno, Dave and Ski changed out the bad head gasket water seals on #16 cylinder. They found old, deteriorated seals and an obvious source for the leak we had observed on that cylinder. Since they ran out of time for a test run, I attended to that on May 29, 1993. I found that the batteries had survived the winter in great shape (thanks, Wally!!), but also found a significant water leak from the #13 liner seals after filling the cooling system. Since those seals had been fine last fall, Dave and I postulated that a slight shifting of position from the daily thermal cycles could have triggered the leak, and that the heat of running the engine could reseal it. I had run the pre-lube pump long enough to show a bit of oil pressure, so we fired her up. Incredibly, after 6 months of inactivity, she fired up immediately, as if shut down just yesterday.

Since we were inside the shop, Norm got to test the smoke-eating capability of the newly-wired ventilation fans, which proved up to the task. As time was short, we only ran for about 20 minutes, but that was enough to observe that all the major systems still operated, and it was enough to dramatically reduce the water leak on #13. Happily, the trickle from #16 head was now gone.

At the next session, in addition to finishing off a number of small mechanical and electrical tasks, we plan to give the engine a solid day of operation, something the replacement liner seals have yet to experience. EMD's procedure calls for several hours of operation at Run 6 to aid in seating them. If this tactic works, we'll go ahead and change out the lube oil and filters. If not, we'll have to change the #13 seals once again. Next after that will be a thorough steam cleaning inside and out, in preparation for painting this fall.

See you next time.....



- April 21, 1993 Bruce Cooper repaired water leak on engine 921D.
- April 23, 1993 Gordon Wollesen completed work on west wall of engine house to prepare for new air and electrical lines there.
- April 24, 1993 Clyde Lippincott pressure washed engine SP 2873. Gordon Wollesen started work on new telephone shelter box for use outside west end of engine house.
- April 25, 1993 Bill Alexander made a check of the electrical system of engine SP 2873.
- April 26, 1993 Norm Holmes delivered to the Plumas County Fairgrounds a WP baggage cart. Hap had pulled this cart many times up and down the platform for 39 years.
- April 30, 1993 Norm Holmes gathered up all of the fire extinguishers for recharging. Jack Palmer then put many of them into operating condition.
- May 1, 1993 Mark French painted the new west end telephone shelter with silver paint. Bruce Cooper, Gordon Wollesen, Dave Bergman, Art Bergman, Clyde Lippincott and Norm Holmes installed the snow plows on new Fairbanks-Morse engine so it will always be ready for winter snows.
- May 2, 1993 John Walker worked on roof of SN caboose.
- May 8, 1993 Chris Skow cleaned and rearranged the display room.
- May 9, 1993 Peter Langdon and Mardi Langdon worked on roof repair of caboose SN 1632.
- May 16, 1993 Dave McClain and John Ryczkowski worked on engine 805A.
- May 24, 1993 Clyde Lippincott plowed and scraped fire trails around balloon track and the south entrance road with his own tractor that he hauled up specially. Dave Anderson, Dave Mihevc and Hank Stiles finished building wood shelves in box car for storage.
- May 29, 1993 Opening day of operations. Norm Holmes and Clyde Lippincott worked on caboose SN 1632. John Ryczkowski and Mary Ryczkowski worked on new lettering for Fairbanks-Morse locomotive.
- June 8, 1993 Doug Morgan and Ken Roller erected a three light signal on the southeast corner of the engine house. Peter Langdon affixed chains to new switch locks.
- June 10, 1993 Our own Hap Maniit celebrated his birthday with everyone wishing him many more.
- June 12, 1993 Clyde Lippincott graded the parking lot and the road down to the picnic area.
- June 15, 1993 Wayne Monger worked on roof repair of caboose SN 1632. Vic Neves worked on mirrors on engine 2873.

*"Most visitors leave the museum feeling a little better than when they entered, which is the best way to leave a museum."*

*A Message from*

## **FRRS Fund Raising Chairman Skip Englert**

We have several locomotive restoration projects that we need to complete in time for the FRRS' 10th Anniversary Celebration (Circling the Wagons) in July 1994. They are ongoing projects that are in dire need of funds to be completed.

**The following is the list:  
805A mechanical and paint  
925C paint  
921D repaint  
2001 paint**

The restoration of these units would be mechanical and painting done to completion.

All of the above mentioned units are to be used in the FRRS' 10th Anniversary celebration (Circling the Wagons) on July 4th weekend 1994.

We are asking each member for a special one-time donation to help complete these projects.

**I assure you that this special  
donation will be used on  
these projects ONLY.  
No exceptions.**

With a current FRRS membership of over 1,000, if each member gives \$100, then there will be \$100,000 to complete these projects, which is more than enough.

If you cannot afford the \$100, we then urge you to give what you can.

Send these donations to:

**FRRS Special Fund Account  
c/o Skip Englert, Chairman  
P. O. Box 608  
Portola, CA 96122**

All contributions to this fund will be specially acknowledged in the Train Sheet, unless you specify otherwise. A monthly report will also appear.

***Support your museum!***

# HERE

## ...from

and

## there...

### California Railroad Festival

We were again invited to participate in the California State Railroad Museum's Railroad Festival. Arrangements were made to send our WP 921D to Sacramento. However an inspection of the wheel flanges revealed that several wheels had worn to a point where they would not be allowed on the UP main line. Wear on WP 707 that we sent last year had also reached the condemned limit. We could not send a friction axle unit because of a UP restriction on that type of axle and Sacramento did not want any other unit we had, so none was sent...

Your Rail Society was represented at the Rail Festival by an information and sales booth. Norm and Barbara Holmes, Clyde and Lynda Lippincott, Dave Anderson, Joe Hill, Mark French, Kent Stephens, Brain Challender, Jim Ley and Ed Crary all helped during the three day event June 18, 19, 20, 1993. Temperatures reached 104 and 105 degrees on Friday and Saturday making for almost unbearable conditions.

Also on the same weekend, on Saturday, Dunsmuir held its Railroad Days. We had a table there that Kent Stephens staffed. At Sacramento on Sunday, the Great Pacific Coast Railroadiana event was held. Norm and Barbara Holmes took care of the two tables there (in air conditioned comfort!) Gross sales for all events was over \$1500. Besides profits from sales, a lot of information and good will is given for our organization.

### Help Wanted

We are in need of someone to represent our organization and to handle gift shop sales at train show-type events in Southern California. Tom Clabaugh is unable to continue in this capacity because of business commitments, but will assist anyone who can take over this assignment. Most events that we have participated in in the past were during the fall, winter and spring, possibly 4 to 6 events. Sales and information about the FRRS are valuable to our organization. Can you help?

### Union Pacific Convention

The 1993 Union Pacific Historical Society convention is being held in Stockton July 22 through 25, 1993 at the Stockton Hilton Hotel. A number of interesting events will be held including a visit to UP's Stockton terminal and an all day tour to Oakland and San Francisco. The convention is open to non-members as well as members of the UPHS. Our Society will have a sale and information booth at the hotel. Of particular interest is the all day tour to Oakland and San Francisco, Saturday, July 24, 1993. It will leave Stockton by bus going over Altamont Pass to Oakland for a tour of the Intermodal Terminal and the APL container facility. APL will show us how containers are loaded on and off ships and railroad cars. The bus will then cross San Francisco Bay and the tour group will board a chartered sightseeing boat for a cruise highlighting former railroad marine facilities along the waterfront. A hosted luncheon will be served on board. The cost for this one day (Saturday) tour is \$40 from Stockton and \$30 from Oakland. For further information and reservations call: W. E. Rutledge, 1034 Atkins Dr., Visalia, CA 93291, (209) 732-2815.

### Circle the Wagons

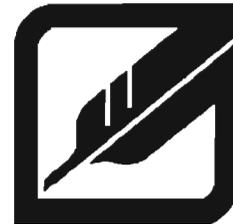
The "Circle the Wagons" event committee met on April 18, 1993 and June 26, 1993. Committee members discussed plans for the July 2-3-4, 1994 event. Items on the agenda included a pageant to be held once each day, the number of covered wagons (diesels) to be invited, a UP passenger train ride, admission price, food service and where the money will come from to set up the event. The next meeting is scheduled for August 28, 1993.

### Raffle Tickets

Raffle tickets are still available for Trains Unlimited, Tours excursion on the Nevada Northern Railway October 30-31, 1993. Tickets are \$4 each or 5 for \$15. The tickets include train ride and motel accommodations. Over \$1600 has been raised so far toward our building fund. The more tickets you buy, the better chance you have to win. It's much better than the lottery!

### Oregon Trail Steam Excursion

Look for complete reports in the next issue of the Train Sheet on the recent Union Pacific steam excursion between Salt Lake City, Utah and Portland, Oregon in which we participated. Everyone involved is still getting their facts and figures together.



### Notice

The FRRS does NOT back-date memberships. If you allow your membership to lapse, and then you rejoin, any publications that you missed during the lapse time you must purchase as back issues from the gift shop as stated on page 2 of each Train Sheet. This is even more reason to keep your membership up to date.

We send you a renewal notice at the beginning of the month of your membership expiration, and if we get no response, we send a second (final) renewal notice before dropping anyone from membership. The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

ALL mailing of back issues is done from Portola. If you feel you have missed a publication, contact Norm Holmes at the Museum.

## Spring Cleanup

May 22-23, 1993, our annual get-ready-for-summer cleanup, had a much better response than in years past. We always have, and still have, clean up to be done to keep our museum presentable to the public. Helping this year were: Dave and Julie Anderson, Hap Manitt, Brian Challender, Bruce and Sue Cooper, Clyde and Linda Lippincott, Skip Englert, Jim Gidley, Sr., Steve Habeck, Judd and Lola Hewitson, Norm and Barbara Holmes, Bob Lindley, Dave Mihevc, Ken Roller, Hank Stiles, Ed Warren, Errol Spangler and Gordon Wollesen. Particular thanks need to go to Brian who re-arranged tools and work benches in the welding and machine shop bays. Now we need someone to install the three-phase 220v wiring to the machines. The wood shop also received attention from Dave. After numerous suggestions of installing shelves in box cars to greatly increase storage capacity, Hank Stiles, Dave Anderson and Dave Mihevc built good strong wooden shelves in boxcar WP 64004. Hank says that he isn't going to stop there. Look for more boxcars to be so equipped in the future. It will allow us to increase efficiency in finding parts instead of having to dig through boxcars.

Sue and Linda made lunches for the cleanup crew which were greatly appreciated.

## Builder's Plates

One of the most collectable railroad items are locomotive builder's plates. Often this is the only item left from a locomotive after it has completed its service life for a railroad. We have no fault with collectors obtaining the plates when the locomotives are being scrapped, but when a locomotive is still in service or going to be preserved, it is a crime to remove them. Stealing ANYTHING from railroad property is a federal offense, a felony. The FBI can and will put you in jail. Our latest diesel locomotive (FM 1857) arrived in Portola without its builder's plates. The Department of Defense plate was still on the locomotive when it arrived, however the next morning it was gone. This was while it was still in the UP yard. Only one of our 34 locomotives still has its builder's plate and it is welded in place.

\*\*\*\*\*

# WP LIVES!

## Fairbanks-Morse H12-44

Our newest locomotive is a Fairbanks-Morse H12-44, No. 1857. This unit was built for the U.S. Army in January, 1953, with serial number 12-L-681. It was one of twenty purchased to work at various military bases as switchers. Our unit was not placed in service until 1965 when it arrived at the Sierra Ordinance Depot, Herlong, CA. It, along with No. 1855 served as base switchers until last year when they were replaced by EMD Geeps. The Army wanted to standardize their locomotive fleet with EMD Geeps and GE 80 ton units so this and other units were declared surplus. We were able to obtain our FM through the government surplus program for only a paper transfer charge and a freight bill to move the unit from Herlong to Portola, 50 miles. The unit is in excellent shape with only 58,000 miles of service. Because the Army does not wish to have their name remain on the unit, John and Mary Ryczkowski lettered it to Feather River & Western No. 1857.

No. 1857 is one of 20 switchers purchased which was numbered 1843 to 1862. All have been declared surplus and several already have been donated to railroad museums. The 1855 is going to the Nevada State Railroad Museum for operation near Las Vegas; the 1856 went to the Pacific Locomotive Assn., and is now stored in Oakland. FM's are rare today, they were a distant fourth in the locomotive building business and very few have survived the scrapper's torch. Except for some minor industrial builders, the 1857 gives our museum examples from all the major locomotive builders.

The following information is from PLA's Club Car publication written by Jim Noble:

"Weight 249,000 lbs., Engine 6 cylinder model 38D8-1/8, HP 1200 @ 850 RPM. The engine used in all modern Fairbanks-Morse locomotives is an opposed piston design which was designed before World War II to be used in submarines. The engine has two crankshafts, one above the other with the attached rods and pistons facing each other. On the compression stroke the pistons come together in the center of the engine and thus there is no cylinder head. It is without a doubt the smoothest running engine ever built, but is infamous for its ability to produce quantities of white smoke when opening the throttle."

Southern Pacific operated a number of FM's in the San Francisco Bay Area until they were banned by the air pollution control district!

## Life Member News

The FRRS has recently had a large number of people joining or renewing as life members. Life membership in the FRRS now totals 112. We are very grateful for this confidence shown in us. Welcome the following new lifers:

*Ruth Schmierer, from Chula Vista, CA is our 100th Life Member.*

**Leanna Gaskins**  
from San Francisco, CA

**Stan Thomson**  
from Concord, CA

**Jim Smith**  
from Beckwourth, CA

**Frances G. Noel, Jr.**  
from Cobb, CA

**L. Wheaton Smith**  
from Palo Alto, CA

**Brian Matsumoto**  
from Arlington Heights, IL

**Peter Lyman**  
from Pasadena, CA

**Mark A. Hasham**  
from Cupertino, CA

**Ed Sanderson**  
from Stockton, CA

**Joe Hill**  
from Auburn, CA

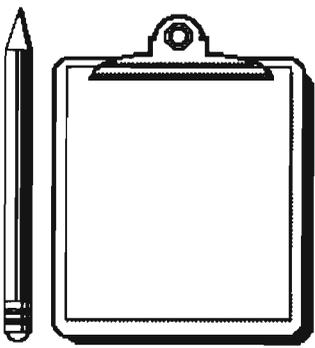
**Robert Doyle**  
from Sacramento, CA

**Sue Lewis**  
from Portola, CA

**Tom Gibson**  
from Spring Valley, CA

**Ronald D. Atkinson**  
from El Cajon, CA

**Don Breitbarth**  
from Sunnyvale, CA



# Report From the Board of Directors

By Wayne Monger

Secretary of the Board

## Board of Director's Meeting April 4, 1993

Hank Stiles reported that the NMRA PCR Silver State Model railroad convention coordinator requested 500 plastic bags with the FRRS and PCR logos on them. The board voted to explore the cost of further production of bags with the FRRS logo.

On the public relations report, Bruce Cooper reported on articles to appear in various newspapers. Bruce also will contact the Japanese Embassy in San Francisco about sending out info for Japanese visitors to the Reno area.

Kent Stephens reported that the museum in Rio Vista has had free public service announcements on Channel 12 in Chico. He is trying to contact the station manager there to see about having the same type of announcements for the FRRS.

Under steam acquisition, Hank Stiles made a report on the proposed acquisition of SP 2252. Various alternatives were discussed as well as the possible high cost of restoration of SP 2252.

Regarding restoration, a lengthy discussion took place of how to go about finding someone to get the 2001 finished.

On the grants report, Kent Stephens says that the FRRS now has a professional grant writer. She will do all of the final work on each grant application before submitting it to an organization. Kent also has identified a few more foundations for grant applications.

Gordon Wollesen reported on the facilities report that there was considerable damage done from the winter snows, including roof damage on the north facing roofs. The fence along the parking lot was damaged also.

The FRRS 1994 10th Anniversary Celebration was discussed at length.

There was a brief discussion of the donation box versus the number of visitors which precipitated the "suggested admission donation" which is now in effect.

The idea of the proposed trade for the 3-truck Shay at Heber City from the Nevada State Railroad Museum was discussed extensively. The board confirmed by vote that the FRRS does indeed wish to acquire the Shay.

Next was a report of WP wood cabooses 614 (body only) which is owned by an individual in Medford, Oregon and located east of Yuba City. Norm Holmes has sent a letter to

the owner stating that the FRRS is interested in purchasing it.

The board voted to agree to the participation by the FRRS in sending a "log" train to Loyalton for display next October. Norm and Bruce will look into the details.

The board discussed the mobile barricades which are now in place in the shop area and loading dock.

Bruce Cooper reported that he had contacted the owner of a road grader for sale at Chilcoot. Bruce will evaluate the purchase and make a report to the board.

Regarding the gift shop, we need to find one or two steady volunteers to help operate the gift shop this summer.

The reprinting of the book, "Western Pacific Diesel Years" was discussed with the board deciding to wait.

## Board of Director's Meeting May 8, 1993

Regarding publicity, it was reported that we have signed up with a company who puts up fixed advertisements on "community bulletin boards" to put some up for us including one at the Holiday Market in Quincy. Bruce Cooper reported that recent articles in local newspapers have resulted in good local feedback of people wishing to volunteer time at the museum. Vic Neves mentioned that we should look into being on the PBS television program "Tracks Ahead." Kent Stephens has contacted Channel 12 in Chico who has expressed interest in sending a crew to the museum to film a public service announcement.

On grants, Norm Holmes stated that we have applied for grant money through the City of Portola to prevent future flood and weather damage. If successful, it would be used to make a concrete curb around the building, and plywood protection for upper windows, and other such improvements.

Next was a discussion of the need for several carloads of ballast to use on the museum trackage.

The proposal to run a logging train on the Loyalton Branch probably will not happen due to objection of UP of running any additional traffic on Loyalton Branch.

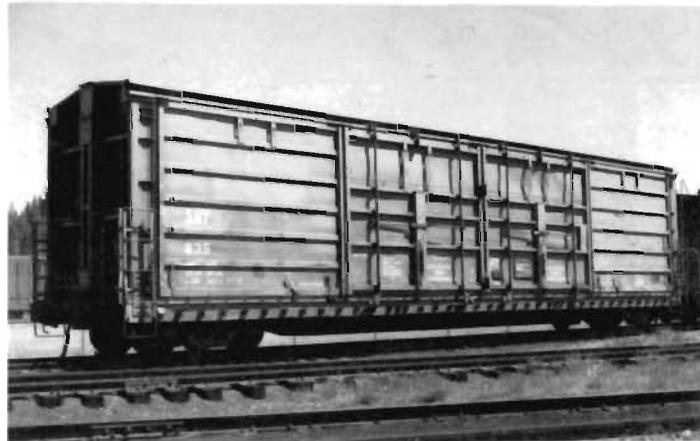
The Golf Tournament was cancelled due to lack of sufficient response. Next year it will be scheduled early in order to get a weekend date.

Lengthy discussions regarding steam acquisition followed.

### *Desperate Down Under*

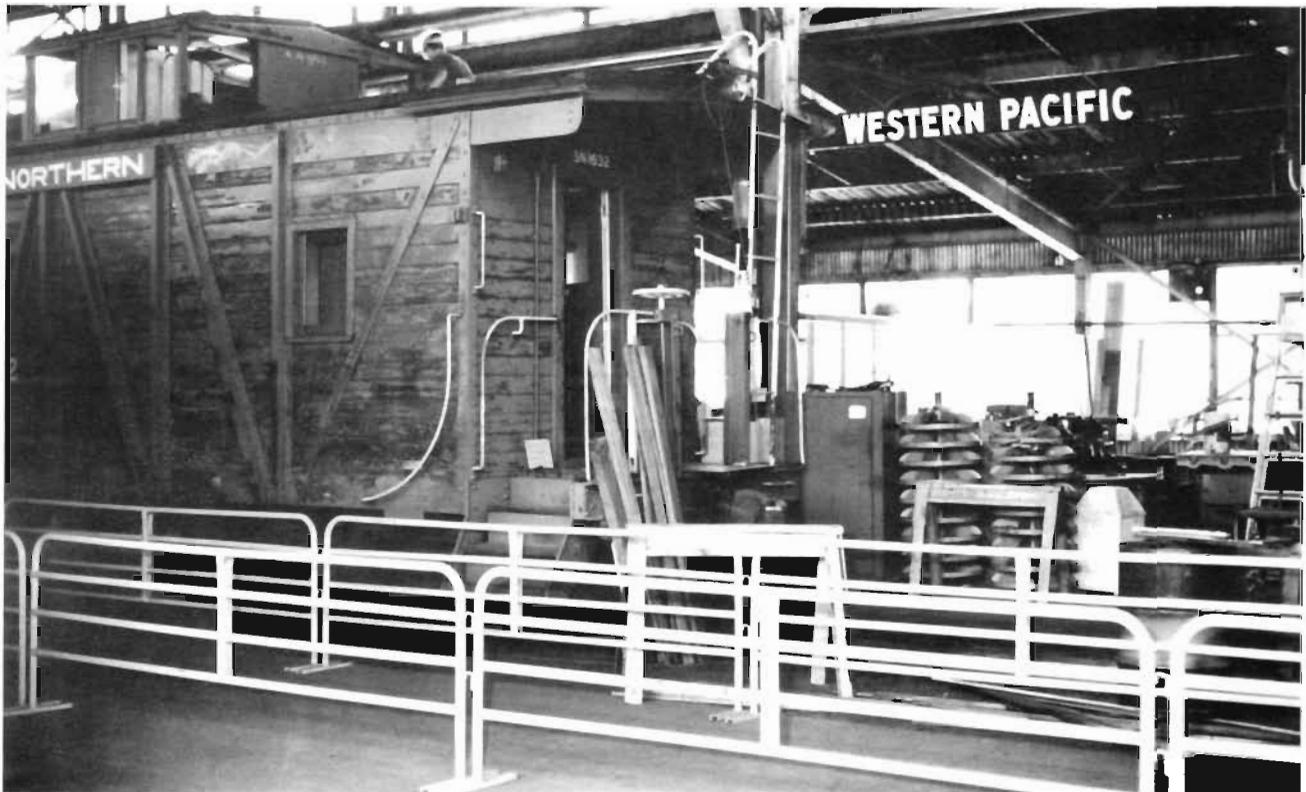
WP modeller in Australia requires two Oriental Models CZ cars to complete train as it originally ran. Cars required: one each of Dome Chair Car and Dome Lounge Dormitory (Dorm obs not required). Also interested in any Overland WP steel bay window cabooses. Contact Rick Schonfelder, 5 Allinga Place, Donvale Victoria Australia 3111.

# Picture Page



*Top photo: Our three light signal was installed on the southeast corner of the engine house by Norm Holmes, Ken Roller and Doug Morgan. Bottom photo: Norm Holmes (left) presents Jim Gidley, Sr. (right) with the Glad Hand Award for his outstanding work at the Museum.*

*Top photo: SRY 835 all-door boxcar has already been put to use storing Baldwin traction motors and spare parts. Center photo: We now own three DODX heavy duty flat cars including this one. We will use these for future locomotive hauling movements. Bottom photo: This is most of the enthusiastic group who pitched in on the Spring Cleanup Day.*



*Inside our engine house, the SN caboose is actively being restored. The new barricades are shown in place to keep visitors safe around restoration and shop areas. Photo by Ed Warren.*

**FEATHER RIVER RAIL SOCIETY**  
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