

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 63

September/October 1993

1929 Ingersoll-Rand Diesel Locomotive on Its Way to Portola!



Shown ready to be secured onto our DODX heavy-duty flat car at Billings, Montana, is the FRRS' newest acquisition. This is a 600 hp unit (two 300 hp engines) built by Ingersoll-Rand in May 1929 and it weighs 110 tons. This was the 46th unit they built and the eighth 600 hp unit built. Our unit is probably the only IR 600 hp unit in existence. It originally was sold to Foley Bros., Inc. at Colstrip, Montana where they used it to switch cars at Northern Pacific's strip mine operating over a one mile line from the coal pits to the NP interchange. In July 1963 it was sold to Long Construction Co. (now United Industries) in Billings to switch cars at their gravel plant.

The body is in remarkably good condition with very little rust present. The wooden window frames will have to be replaced as will the doors.

Billings resident and FRRS member Bob La Force made signs, "Private Property, Historical Preservation, Please Do Not Vandalize," for the locomotive to hopefully prevent theft of copper and other items during transit to Portola. Photo by Norm Holmes.

Inside this Issue:

- Santa Claus Trains are approaching.
- Reports of Railroad Days, Railfan Day & Southern Regional Meet.
- Complete story of the acquisition and history of our Ingersoll-Rand unit.



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.

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Vic Neves----- (510) 352-4373

Publisher of "The Headlight"

John J. Ryczkowski
13305 Mahogany Dr.
Reno, Nevada 89511
(702) 853-5303

Train Sheet Editor

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

Membership

Associate----- \$15.00
Active----- \$30.00
Family-----\$35.00
Sustaining-----\$75.00
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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 have had some interesting calls and letters recently. Other charities are asking US for donations. They ask for Rent-a-locomotive certificates for an auction, ads in their publications, etc. Now these requests give us publicity and we can charge the item to our advertising account, but how much can we afford to give to others when we are always asking for our members to give to our needs. With tight state and federal budgets, some state funded museums will be competing with non-profit groups such as ours for private industry grant money. We have done a remarkable job with little funding - what could we do with a larger income?

-- 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, \$5.00.
- 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, \$4.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.

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.

Notice: 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.

Headlight issue #9 is the most current issue. ALL mailing of back issues is done from Portola. If you feel you have missed a publication, contact the museum.



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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.

SO YOU WANT TO PAINT A LOCOMOTIVE!

By David Dewey

CASH DONATIONS

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

- Norman E. Anderson
- Kirk Baer
- George Bates
- Stephen Brown
- David Burton
- Edward Crary
- Elmo Dito
- Michael Falzone
- Russell Fike
- Barry Garrett
- Pete Goodier
- Rick Gross
- Sam Jenkinson
- Darel Johnson
- David Martin
- John & Janet McCormick
- Ruedi Muller
- Jerry Obert
- Dan & Margret Parnell
- Jonathan Reynolds
- Michael Smith
- John Sullivan
- Ken Thompson
- Michael Tolich
- Joe & Marilyn Vondracek

Please welcome the following new FRRS life members:

- | | |
|---|--|
| Gary Ashcraft
from Fountain Valley, CA | Jim Marklinger
from San Rafael, CA |
| David Conkling
from Granite Bay, CA | Kevin P. Murphy
from Northridge, CA |

Let's put aside museum theory and practice for a bit, and take a look at how we give a locomotive a face-lift. First, we do a thorough cleansing from the inside out with the Hotsey steam cleaner. This will hopefully prevent gunk from inside the carbody seeping through the seams to the outside, ruining the new paint job. To prepare for this, you climb inside the car body and pick up all the loose parts and stuff that has accumulated from the past thirty or forty years -- wear gloves as there are often broken light bulb carcasses around! This can take almost a full day, and you'll find all sorts of nuts and bolts, light guards, reverser levers and other long forgotten tools. Around the sander boxes you usually find an accumulation of sand that is busy absorbing moisture and rusting out the metal around it. In the case of F-units, this means a two day job of vacuuming out the nose and under cab compartment. I have witnessed quarter-inch thick steel completely rusted away by sand-trapped moisture.

Next you don a "zoot suit," (coveralls,) fire up the Hotsey, and start cleaning from one end working towards the other, being careful not to get electrical compartments wet. After about four hours you emerge looking like a Cornish coal miner. (This is a perfect time to commit a criminal activity, as no one can recognize you and your fingerprints are full of grease too!) Two hours later you have transferred the grease to the shower drain, or walls, and are again some resemblance of your former self. Now you can inspect the work you just did. The floor is now two inches lower and looks like metal. (There's even some paint on it!) Closer inspection reveals that some repair in the past covered the outside frame sill drain holes on one side that need to be cut open so water and dirt, etc., can flow out. -- When do we get to do some painting stuff? Not until after we have another stint inside with the Hotsey -- there's still too much grease and dirt around!

Now we take the Hotsey and wash off the outside, starting with the roof and working down the sides -- where did all that "new" dirt come from? Then, using the air impact gun, you begin removing the stainless steel side grills so they can be stripped and polished. Another surprise -- the grills have little wooden spacer blocks that fall apart when you take the grills off. After all the pieces have been picked

up and boxed and labeled, you go back to the roof and inspect for loose bolts to be tightened and holes to be filled. Remove the cooling fan grills so they can be sandblasted and painted later.

It is very important now to document the existing paint striping and lettering information that is still visible by making notes and full size paper patterns of painted arcs, like those on the nose of WP F's. Next, you safety rope yourself to some of the roof hatch lifting hooks so if you slip you won't fall off the engine. (Hey, these roofs are not flat!) Then, using your trusty old DA sander, attack the rust and loose paint, and feather out all the chips and smooth out the old paint. Two days later and many, many sanding disks, the roof is ready for paint -- except we want to sand the sides near the roof so any over spray will be well bonded to the old paint. Next column: Can we paint yet??

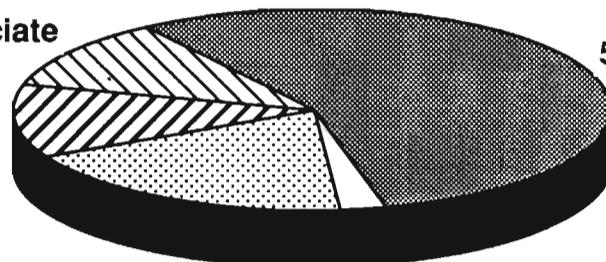
MEMBERSHIP REPORT

as of October 31, 1993

119 Associate

568 Active

118 Life



194 Family

24 Sustaining

*Total FRRS membership is 1,023.
Of these, 30 are Charter members.*

UNIQUE

Ingersoll-Rand Locomotive Is on Its Way to Portola

By Norm Holmes

The Acquisition...

We learned of the existence of a 1929 Ingersoll-Rand/General Electric 600 horsepower diesel-electric locomotive located in Billings, Montana from a photo and caption in "The Short Line" issue 94, September, 1988. We wrote a letter to the unit's owner, United Industries, Inc., asking if a donation would be possible. Other organizations also inquired and it was donated to Phillipsburg Railroad Historians of Phillipsburg, NJ, near where the locomotive was constructed. Last April we received a letter from the Phillipsburg group advising that they were unable to move the unit and offered it to our organization. We contacted the owner again about a donation to our museum. Mr. Joel Long, president of United Industries stated it had been promised to a local man who wanted it for display. Not wishing to take no for an answer for this very rare historic unit, Bruce Cooper volunteered to visit the owners in Billings on a planned vacation trip to Montana in August of 1993. A favorable impression was made. Joel Long and Jim Swenson, their attorney, flew to Reno, rented a car and came to Portola to view our museum. They were impressed with the scope of our collection and donated the locomotive to our Society.

On September 10, 1993, Norm Holmes flew to Billings to make arrangements for the locomotive's shipment to Portola. The locomotive has been out of service for over 20 years and until recently was complete and in operational condition except for batteries. However, since the gravel plant closed the unit has been sitting in an open field and thieves have stolen one headlight, bell, horn, builders plates, gauges, some electrical relays and cable and from the engines, push rods, injectors and governors. The wooden window frames will have to be replaced as will the doors. The body is in remarkably good condition with very little rust present. It is still lettered for its original owner, Foley Bros. FRRS member Bob La Force, who lives in Billings met Norm and at Norm's request made some signs to put on the locomotive to hopefully prevent further theft of copper and other items.

Prior to last year, the locomotive sat at the end of a spur track. When the gravel plant closed the area was cleared and the connecting track removed. It would be necessary to come up with a plan to move the locomotive to the nearest live rail which was about one-half mile distant. A crane company was contacted as to the availability of two heavy duty cranes and a trucking company came up with an idea to move the unit to the live rail.

After returning to Portola, letters were sent to Union Pacific, Montana Western and Montana Rail Link requesting rate-free transportation. A favorable response was received from the carriers. Because of its age and friction bearing axles, it would be necessary to load the locomotive on a flat car for movement. We placed rails on one of our DODX flat cars and it was sent to Billings.

On October 16, 1993, Norm Holmes and Clyde Lippin-

cott drove to Idaho Falls and on October 17, 1993 arrived in Billings, about 1,000 miles from Portola. October 18, 1993 was a day used to check with the crane company and the truckers and to pick up a small supply of spare parts the company had for the locomotive. The area around the locomotive was higher than where it was situated, so a loader and grader were called upon to make an apron on one side and to make a level spot for the cranes to set up.

October 19, 1993 was the big day. All equipment was ready at 9 AM, the locomotive trucks were chained to the track and the locomotive and track was lifted so that the two low bed trailers could back under the locomotive. More ground leveling work was needed because the very low trailers would "high center." The trailers were placed side by side with the locomotive across the two trailers. They would have to be no more than 23 feet wide at the outside because of a need to cross a bridge that was 23 feet wide. A guard rail company removed the bridge railings and guard rails so the load would not have to be any higher than necessary. The locomotive is 40 feet long so there was an eight and one-half foot overhang on each side of the trailers.

After the trailers were located under the locomotive it was lowered and chained to the trailers. The trailers were chained to each other and the drivers coordinated their speed. After three tries, the locomotive was moved from its 20 year resting place. The cranes preceded the load to the nearest railroad crossing, and positioned themselves. The trucks proceeded down the street in tandem with the locomotive across the trailers. It was all quite a sight. At the track, the cranes lifted the locomotive off the track on the trailers, the trailers were moved out of the way and our flat car pushed under the locomotive. The 110 ton locomotive was lowered onto the flat car, the crane's rigging was removed, the locomotive was blocked and the flat car was pulled off the street crossing. It was 2 PM. The entire operation took five hours and went off without a hitch. Strong Crane Service, Whitewood Transportation and United Industries all cooperated to make a very difficult move successful. United Industries furnished the grader, loader, welder and paid for the bridge railing removal. We could not have asked for more.

On October 20, 1993, Clyde and Norman worked all day securing the locomotive to the flat car with blocks and one inch cables. The MRL approved our tie down and moved the car to their yard that evening. After returning to Portola, we were notified of a problem; the load measured 19' 9" above the rail, nine inches more than expected. A tunnel on Montana Western would accept only a 19' high load. After some discussion, it was decided to have a contractor remove the offending air cleaners from the roof so the car could proceed on its selected route. This work has now been completed and the car departed Montana on October 29, 1993 en route to Portola.

Ingersoll-Rand Locomotive

By Norm Holmes

The History...

The first diesel locomotive in the world was manufactured by Sulzer Brothers of Winterthur, Switzerland beginning in 1909 and road tested in 1913. Unlike today's diesel-electric units, the engine was mechanically connected to the driving wheels through jack shafts. It was marginally successful and disappeared during WW I.

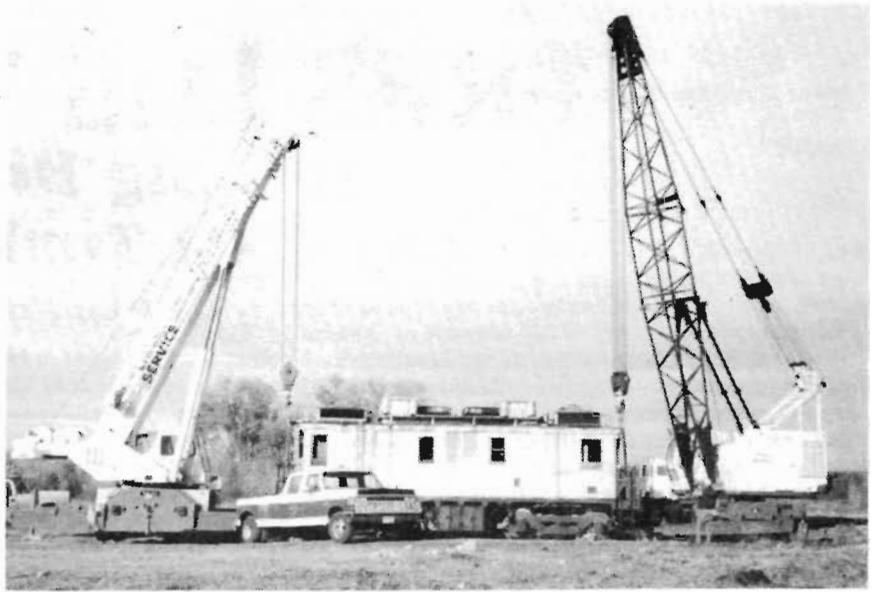
The first successful internal combustion engine powered locomotive built in the United States was completed in 1913 by General Electric. This gasoline-electric model used the same electric components that GE used in its electric locomotives of this era. Later, GE developed a diesel engine and installed it in a bob-tailed rail car in 1917. These were only laboratory models and were never sold. A number of other units were subsequently built and sold. However, none was very successful and production of GE diesel powered locomotives ceased in 1919.

Enter Ingersoll-Rand. By 1920 IR was an established diesel engine builder. A working agreement was concluded between GE and IR under which IR would build the diesel engine and GE would supply the mechanical portion in which the engine would be installed. An IR diesel engine was installed in an earlier gasoline-electric locomotive and testing began in 1923. Testing continued to 1925. The satisfactory performance turned in by this demonstrator led to the formation of a joint venture consisting of American Locomotive, General Electric and Ingersoll-Rand to build locomotives.

It might be well at this point to explain the difference between an "oil engine" and a "diesel engine." An oil engine had solid or fuel injection into the engine cylinders, diesel implied air injection. The air injection system proved troublesome and solid injection was adopted as standard, but the diesel name continued to be used.

The first unit constructed by this consortium was a 300 hp unit that was sold to CRR of NJ in October, 1925. This unit has been heralded as the first commercially successful diesel-electric locomotive in America. It operated until 1957 when it was placed in the B&O Railroad Museum in Baltimore, MD. Production continued until 1928 when American Locomotive dropped out of the consortium to develop its own diesel-electric locomotive. GE and IR built a similar style locomotive until 1935 when box cab car body construction was terminated and IR dropped out of the locomotive market. A total of 119 locomotives were built with IR engines.

Out of this total only three were sold to western companies. The sixth Alco/GE/IR 300 hp unit was sold to the Utah Copper Company at Bingham, UT. The first 600 hp unit (two 300 hp engines) was bought by the Red River Lumber Co. at Westwood, CA. The 46th unit they built (the eighth



Top photo: The locomotive is being lifted from its long-time resting place in Billings, MT. Lower photo: Following the good advice of the trucking company, Whitewood Transportation, the unit is being moved from its old resting place to the railhead straddling two truck trailers. The two drivers coordinated their speeds using radio communication. Both photos by Norm Holmes.

600 hp unit built) was sold to Foley Bros., Inc. at Colstrip, Montana. It was used to switch cars at Northern Pacific's strip mine operating over a one mile line from the coal pits to the NP interchange. In July 1963 it was sold to Long Construction Co. (now United Industries) in Billings to switch cars at their gravel plant. It was found that a rubber tired loader was easier to use so the unit saw little service.

Only five other IR box cabs exist as far as we know. All are 300 hp models. They are: CRR of NJ No. 1000 at the B&O Museum in Baltimore; B&O No. 1 at National Museum of Transport in St. Louis; IR's own No. 90 donated to the Henry Ford Museum in Dearborn; DL&W No. 91 at Illinois Railway Museum at Union; and Union Carbide No. 3 at the Alabama Railroad Museum. Our unit is probably the only 600 hp unit in existence. None are in operating condition. Our unit was constructed in May, 1929 and it weighs 110 tons. The GE serial numbers is 11047, dated February, 1929.

Information is from Dawn of the Diesel Age by John Kirkland; Trains magazine, December, 1970 by David H. Hanley; Diesel Locomotives by Kalmbach Publishing; and Train Shed Cyclopedia issue No. 20, Newton K. Gregg, publisher.

FRRS LOG TRAIN

Is a Big Hit at Loyalton Timberfest

By Mardi Langdon

October 9, 1993 - With horns blasting and bell ringing, Oregon & Northwestern #4 roared into the station siding of the old logging town of Loyalton, California, ushering in the first Annual Timberfest Parade in celebration of the lumbering industry in the Sierras. The Baldwin AS-616 headed up an impressive consist of 2 fully loaded Pacific Lumber Co. log cars and the freshly painted Oregon & Northwestern 300 caboose. The log train, the first to roll into Loyalton since 1958, brought back many memories to local residents and veteran loggers as they toured the locomotive and caboose which remained as a static display throughout the parade and Timberfest.

The brainchild of longtime FRRS member, Peter Langdon, the presence of this train in Loyalton was a great example of what we can achieve with the hard work of several of our members together with the generosity of sponsors such as Union Pacific and Sierra Pacific Industries' Loyalton mill. Last spring Peter had read about the First Annual Timberfest in a local newspaper. Thinking that the FRRS had the perfect consist for a demonstration log train, (having just recently acquired 2 log cars from Scotia, California) he approached the Timberfest committee with the idea of bringing a log train to Loyalton. They agreed that it would be a big hit if we could pull it off. As a result of this contact, initial work began in earnest to prepare our equipment for the event.

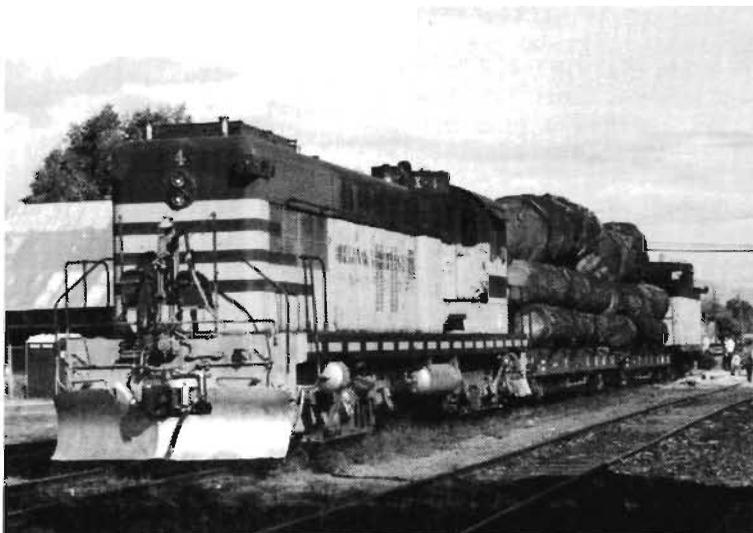
Errol Spangler, Bob Lindley, Al Estabrook, Mardi Langdon, Todd Orlando and Ken "Curly" Belavire got to work giving Errol's Oregon & Northwestern caboose a tune-up, new paint, and new lettering. Wayne and Jack Monger, Clyde Lippincott, and Bob Lindley spent several days giving the #4 a full pilot-to-coupler tune-up and cleaning. Peter Langdon, besides attending the Timberfest committee meetings and coordinating the transportation efforts, cleaned, oiled and prepared the 2 wooden, arch-bar truck log cars for hauling. And Norm Holmes came through again securing approval from Union Pacific for a round trip move for the Baldwin and the caboose from Portola to Loyalton via the old Boca and Loyalton right of way.

A special thanks should go to Sierra Pacific Industries for their contribution of truck transportation (thanks Randy and Rod) for the 2 log cars to and from Loyalton, the loader and operator to retruck the cars, and for the locally cut, very impressive log loads for display on our cars. (The top logs measured 92" in diameter!)

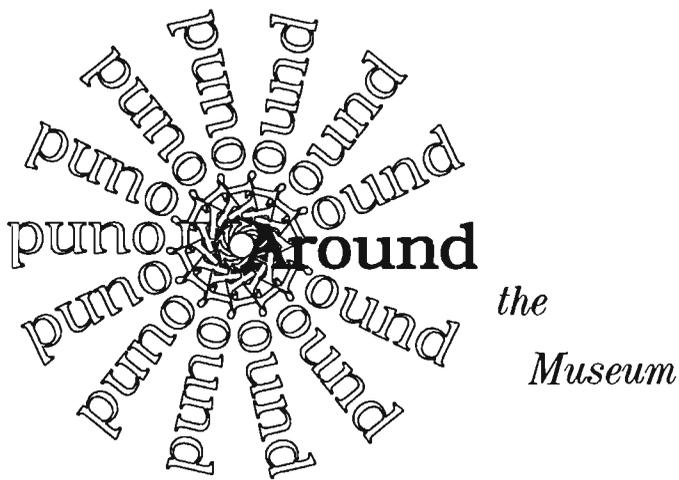
Not to be overlooked was the hard work and support of FRRS members involved, including the project coordinator Peter Langdon; Mardi Langdon who handled the log car loading/unloading and FRRS display table; Chief crane operator Jim Ley; riggers Clyde Lippincott and air brake specialist Hank Stiles; and last but not least the train crew: Engineer Peter Langdon, fireman Mardi Langdon, relief engineer/conductor/brakeman Gordon Wollesen, conductor/brakeman Jim Gidley, Sr., and car attendants Bob Lindley, Errol Spangler and Al Estabrook.

This train not only represented us as a part of this year's Timberfest Celebration of logging, but also brought back memories - echoes of the logging railroads of a bygone era: The Oregon and Northwestern of Southeastern Oregon; and the Boca and Loyalton and Clover Valley Railroads of the Great Sierra Valley over whose lines we traveled this week.

The cooperative efforts of all of those involved led to the success of FRRS' first full off-premises display train and paved the way for continued joint efforts in the years to come.



Top photo: The FRRS Log train with O&NW #4, 2 loaded log cars, and the O&NW 300 caboose pose for the camera on the siding at Loyalton. Bottom photo: (l to r) Al Estabrook, Bob Lindley, Jim Gidley, Sr., and Gordon Wollesen staff the FRRS sales table ready to answer questions about the FRRS for all who came by the terrific display. Photos by Peter and Mardi Langdon.



GLASS WORK

Merrill Turpin has replaced the frosted plastic windows in the UP silver caboose (Silver Palace) and installed the missing front door cab glass in NVR 51.

PAINT WORK

David Dewey has completed the prep work and painting of our former CN F7Bu. It is now a beautiful orange and silver. Lettering and the reapplication of the grills still have to be completed. Dave is now working on the 805A, however with cold weather approaching, the painting will have to wait for Spring.

CABOOSE WORK

Our SN caboose 1632 has been painted, the new roof installed, and it is nearly completed needing only roof walks and a little roof trim. Clyde Lippincott and John Walker did most of the work on the caboose. Spencer Pattison did a fine job repainting the letter boards.

A GIRL'S BEST FRIEND

Norm Holmes and Ken Thompson went to Delleker and picked up a crossing diamond and other lumber mill railroad goods. The diamond has standard gauge track crossing narrow gauge track. This was from the Feather River Lumber Company narrow gauge logging railroad.

BATTERY HOUSE

Work has started on constructing a building to house our spare locomotive batteries. Ground was excavated near the wheel track using a back hoe. Dave Anderson then built the forms and concrete was poured to form a slab for the building. This building will give us a place to store the batteries out of the shop area. Construction will proceed as soon as time and weather permit.

SHOP WORK

Brian Challender has again rearranged the work shop area and we have "found" more room for our work benches, etc.

GP9s

We have purchased two Southern Pacific GP9s NOT to become part of our permanent collection. One unit, probably the 3191, a former passenger unit complete with steam generator, will be traded to Nevada State Railroad Museum for the Yosemite Lumber Co. Shay steam locomotive. This is still a proposal since it has not been officially approved by the Nevada State Railroad Museum. The second unit, No. 3413, will be held for sale, trade or lease. Both units were retired by SP in need of repairs. The 3191 has been repaired and is operational; 3413 runs, but will not load. We expect to have it operational soon.

BOB & ANN BROWN MEMORIAL

We have received a number of cash donations to the memory of Bob and Ann Brown. Bob Brown was an engineer on Western Pacific in Portola and died a few years ago. His wife Ann died recently and their daughter, Phyllis Sundquist, wanted us to purchase something as a memorial. We decided to buy a new type paint outfit that uses low pressure. This system will use less paint by not having so much overspray in the air. We wish to thank all those who donated to this memorial.

QUALIFIERS

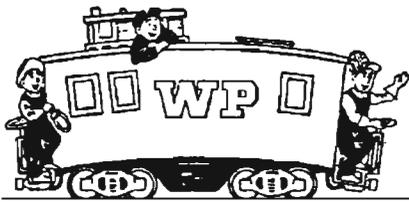
We congratulate the following members of the FRRS Operating Department who have recently qualified in the following positions:

Donald Borden
Peter Langdon
Mardi Langdon

Brakeman
Yard Engineer
Yard Engineer



Our newest additions - GP9s SP 3413 and SP 3191. We have purchased these with the intentions of trading probably the 3191 for a Shay steam locomotive. SP 3413 will be held for sale, trade or lease. Both units were retired by SP in need of repairs. The 3191 has been repaired and is operational; 3413 runs, but will not load. We expect to have it operational soon. Photo by Norm Holmes.



Caboosing with Hap Manitt...

...the Museum's Diary

August 21, 22, 1993 Feather River Railroad Days took place on these days with great success.

August 23, 1993 David Dewey sanded exterior of engine 925C while Larry Hanlon worked on cleaning side of engine 805A. The shop was put back in working order by Gordon Wollesen, Ken Thompson, Ed Crary, Vic Neves, Dave Anderson and Ken Roller. John Martino worked on painting SN caboose.

August 24, 1993 Norm Holmes and Ken Thompson went to Delleker to pick up a crossing diamond and other lumber mill railroad goods. Brian Challender and Justin Brewer studied blueprints on electrical system of engine 2873 to try to fix oscillating light.

August 26, 1993 Brian Challender and Justin Brewer moved machinery out of machine shop so they could clean the floor and paint it, which they then did.

August 27, 1993 Clyde Lippincott and Spencer Pattison worked on windows of caboose SN 1632.

August 29, 1993 Brian Challender and Wendi Hook cleaned and straightened up the shop area after the floor had been painted. Hank Stiles serviced engine O&NW 4.

August 30, 1993 John Walker, Clyde Lippincott, Spencer Pattison and John Martino all worked on caboose SN 1632.

September 2, 1993 Gordon Wollesen worked on electrical work and locomotive batteries. His work on these things was ongoing.

September 3, 1993 David Dewey painted engine 925C.

September 5, 1993 Dave Anderson worked on engine FR&W 16 and on forms for new battery house.

September 8, 1993 Ken Roller painted displays for Loyalton Timberfest; Steve Habeck installed signs on equipment to

be displayed there.

September 14, 1993 Vic Neves and Norm Holmes worked on switching cars in preparation for Railfan Day. They were joined later by Wayne Monger and numerous other people who worked for several days.

September 18, 1993 Railfan Day took place successfully on this day.

September 19, 1993 After several hours of switching, the yard was put back in order after Railfan Day.

September 21, 1993 Merrill Turpin worked on replacing glass in caboose Silver Palace. His work on replacing glass was ongoing for several days.

September 24, 1993 Norm Holmes and Brian Challender worked on engines SP 3191 and 3413 preparing them to be started.

September 25, 1993 Dave Anderson, Julie Anderson and Clyde Lippincott worked on wooden forms for foundation of new battery house.

October 3, 1993 Wayne Monger and Bob Lindley gave engine O&NW 4 a final inspection before it was sent to the Loyalton Timberfest.

October 9, 1993 David Dewey and Clyde Lippincott worked on metal work on nose of engine 805A.

October 16, 1993 Norm Holmes and Clyde Lippincott left for Montana to load Ingersoll-Rand locomotive for transit to Portola.

October 26, 1993 Ken Roller did track work on track 7.

October 27, 1993 Bruce Cooper, Sue Cooper and Linda Lippincott prepared for a luncheon being put on for the Plumas County Supervisors. After the feast, the participants had their pictures taken operating locomotives.

DONATIONS

Marcia Boswell from Happy Hunting Antiques in Blairsden donated an old WP caboose stove; Rick Santina gave us a large number of model railroad magazines; Ken Andrews brought up a new track level purchased at an auction that no one knew what it was used for; Peter Snell gave us a number of Alco, GE and Caterpillar manuals; John Kirkland donated 5 historic Baldwin locomotive builders plates; Bert St. Vincent shipped 3 boxes of Baldwin and other locomotive books including the original purchase order for our McCloud No. 30; and Larry Meeker donated a can of date nails. These were used by some railroads to indicate when a cross tie was installed to be able to see how long they lasted.

RAFFLE DRAWING

We are happy to announce that Harold Kroeger from Oroville, CA was the winner of the all-expense-paid excursion on the Nevada Northern, October 30-31, 1993. The raffle brought in \$2,246 for our building fund.

Our 6th annual railroad trip raffle drawing has been going very well. We have deposited \$1,400 in our special account so far. This is an exceptional value for our raffle this year made possible through the generosity of Trains Unlimited Tours and Rocky Mountain Rail Tours. If you have not sent in your ticket stubs with your contribution, please do so and if you would like more tickets we will be glad to send them to you. They sell for \$5 each or 5 for \$20.

A SUMMARY OF 1993

By FRRS Trainmaster, Jim Gidley, Sr.

1993 has been a very busy year. Good publicity about the FRRS is getting out by magazines, TV, trade shows, and by word of mouth. There is much here for the public to see. Cars and engines are being rebuilt and painted. The visiting public, state and railroad officials have commented to us about the safe and professional job we are doing.

In the operating department, we have a new rule book, a service requirement book, and a new color of operating department hats and tee shirts.

Forty-one (41) different people worked in the operating department in 1993 and put in 2,002 total hours of train service.

I want to thank all the members who so willingly worked at the museum. Please keep in mind that the museum will be needing a lot of extra help for the "Circle the Wagons" celebration in July of 1994.

Thanks to you all,
Jim Gidley, Sr.
Trainmaster

TRAIN SHOW

The FRRS will have a table at the Great American Train Show in San Jose at the Fairgrounds on December 11 & 12, 1993.

WP/FRRS SOUTHERN REGIONAL MEET

By Peter Solyom

The fourth Annual WP/FRRS Southern Regional Meet was held on October 9, 1993 again in La Habra, CA. The turnout for this event was great, with a count of 78 people turning out. Participants included people from as far away as Birmingham, England, Honolulu and Baltimore. The day started out with the registration and setting up of the display and contest models. As in years past, over 250 models were on display, encompassing steam, diesel, freight cars, passenger cars, cabooses, and maintenance of way cars. There was also a good turnout of WP memorabilia including timetables, rulebooks, safety awards, and assorted other items. First of the many clinics was "WP GP20s - The Prototype" by Thom Anderson. Thom highlighted the WP roster of GP20s with his excellent slide collection and prepared a comprehensive handout for the attendees. Next was a clinic on modeling the GP20s in HO scale, showing how to build 4 different versions of the WP locomotives. Following this was an excellent clinic on 1960s WP rolling stock by Don DeLay. This clinic was an expanded perspective of his article in "The Headlight." (Issue #6, back issues of which are available through the FRRS gift shop.) Following the clinics was the feature presentation, by WP/UP engineer Bob "RR" Larson. Bob gave a great view of, not only his experiences on the WP, dating back to 1956, but of his overall railroad career. His experiences on the WP include a number of "Firsts" and "Lasts," which were certainly a pleasure to hear about and see through the eyes of his camera.

After this, Norm Holmes gave a talk on the current activities of the Society and the Museum and then it was time for the contest awards and raffles. The contest winners were as follows: Steam - Bill Mattil for his HO scale model of 0-6-0 #152; Diesel - Bill Mattil for his HO scale model of NW2 #608 in the orange scheme; Passenger Car - Pete Solyom for his HO scale RDC #375; Freight Car - John Brown for his HO scale BI-Level auto rack #89101; Caboose - Bill Mattil for his outside braced bay window #653; and Maintenance of Way - John Brown for his beautifully detailed Jordan Spreader WPMW 7. Best of Show went to Mr. Brown for his spreader! Raffle prizes totaling over \$500 were then awarded, with the Meet drawing to a close.

The planning committee would like to thank the following people for their help at this year's event: Sue Solyom, Steve Phillips, Melanie Evans, Norm and Barbara Holmes, John Brown, Thom Anderson, Don DeLay, Mike Mucklin, and anyone else who may have been overlooked. Without the help of these people, the Meet would not have been as successful as it was. We would also like to thank the Manufacturers and Hobbyshops for their support with raffle prizes. We look forward to continuing this event with its popularity growing each year. Thanks go to all who brought items and models to display, and we look forward to seeing new ones as well as the ones from years past at future Meets! Please contact Pete Solyom, via the FRRS, if you wish to help with future Meets in any way.

Until next year!!

RAILROAD DAYS

The eleventh annual Feather River Railroad Days celebration on August 21 & 22, 1993 was great. After the usual hectic week of preparation the model railroad displays started arriving Friday afternoon. Thunder Mountain from Sacramento had a large HO layout, The Lake Tahoe and Donner Pass group brought a large G scale layout including a live steam locomotive; Jim Druckmiller brought a layout, the regular group from Carson City had a large HO layout. We had TRAINS. Frank Allen brought up his 5" to the foot model of North Coast Railway "Sonoma." This beautiful 4-4-0 operates regularly at the Orland Fairgrounds. The Country Lace band played country music two hours each day. Allan brought a van with two yogurt machines and sold over 500 cups of yogurt at one dollar each, giving all proceeds to the museum.

Vicki Krois and David Dewey sold train ride tickets bringing in \$1,884. Saturday was about the same as last year, Sunday was a 50% increase in attendance. Barbara Holmes, assisted by Granddaughter Cori Holmes and Linda Dewey, took care of Gift Shop sales. The Beanery served hot dogs, hamburgers, chili, nachos and drinks. Working in the Beanery were Sue and Bruce Cooper, Linda Lippincott, Wendi Hook, Lollie (F7 Lady) and others. Ed Crary and Kent Stephens were crossing guards. Operating personnel were: Engineers - Steve Habeck, Dave McClain, Hank Stiles, Vic Neves and Ken Thompson. Firemen - Eddie Chase and Mardi Langdon. Conductors - Ed Warren and Mark French. Brakemen - Leigh Bradbury, Charlie Tronoff and Peter Langdon. Car Attendants - Don Borden, Justin Brewer, Brian Challenger, Charlie Lix, Don Clark and Dave Anderson. Sup't of Operations - Gordon Wollesen; and Train Master - Jim Gidley, Sr.

RAILFAN DAY

One hundred six railfans paid the entrance fee for our eighth annual Railfan Photographer's Day, on Saturday, September 18, 1993. Preparations for the event were started Thursday and completed late Friday evening. Eight different trains were operated around the balloon track, making two photo run-bys. Due to some last minute difficulties, we ONLY had ten units running instead of the twelve we advertised. Units in operation were: O&NW 4 BLH AS-616; FR&W 16 BLH S-12; FR&W 80 GE 80T; WP 512 ALCO S-1; WP 608 EMC NW2u; WP 707 EMD GP7; WP 921 EMD F7A; FR&W 1857 FM H-12-44; SP 2873 EMD GP9E; SP 4404 SD9E. WP 921 was coupled to our newly repainted F7B now WP 925C, WP 707 was coupled to WP 708, O&NW 4 was coupled to O&NW 3, and WP 512 was coupled to WP 501. A four unit consist with SP 2873, SP 3191, SP 3413 and SP 4404 pulled three Cotton Belt box cars and two SP cabooses. 3191 and 3413 had arrived only the day before so were DIT (Dead in Transit). Can any other railroad museum in America put on such a show? We don't think so.

After the train operations, a delicious spaghetti dinner was prepared and served by Sue Cooper, helped by Bruce Cooper and Linda Lippincott. A slide show followed, set up by Vic Neves featuring Bob Larson's popular Winterail slide set. The night photo session used the four unit SP consist and train. This set will not be available again. Event planning was the responsibility of Vic Neves and Wayne Monger. Switching operations were planned and supervised by Steve Habeck. Crew members were: Engineers - Hank Stiles, Dave McClain, Steve Habeck, Norm Holmes, Vic Neves, Wayne Monger and Brian Challenger. Firemen - Dave Anderson, Jack Palmer and Mardi Langdon. Conductors - Ed Warren and Mark French. Brakemen - Charlie Tronoff, Cary Cochran, Dave Bergman and Nick Tynan. Switch tenders - Don Borden, Fred James and Jerry Williams. Sup't of Operations - Gordon Wollesen, Trainmaster - Jim Gidley, Sr.

Tenth Annual NTMC

By Wayne Monger

Another FRRS-sponsored National Track Motorcar Championship (NTMC) has successfully passed into the history books. The 1993 version, the 10th annual operation of this event, was held on Saturday, August 7, 1993. This year's turnout of independent motorcar owners and operators totaled just 19, down from the 32 participants in 1992. Though there are now over 400 individual motorcar owners in the West alone and the NTMC is the longest-running organized event for owners of railroad motorcars (speeders) in the Western U.S., this year's decrease in participation can be linked directly to the huge success of recently formed motorcar owner's groups that are arranging frequent multi-day group motorcar excursions on western shortline railroads plus the increasing "political" pressure on individual motorcar owners from some of these groups not to participate in such public "performance events" as the NTMC at Portola. Also contributing to the decrease in the total number of participants in 1993 was the fact that such past NTMC participants as Vic Neves, Gary Cousin, Pat Cousin and Wayne Monger were instead on the sidelines this year helping to operate the event. A few FRRS members and NTMC participants have suggested that for 1994, the format of this motorcar event should be expanded from just the "motorcar races" to include such competitions as "best motorcar restoration job," "ugliest motorcar," and a "safety skills contest" in order to increase participation.

The format for this year's event remained the same as for the past nine NTMCs, except that this year each participant was given just two chances instead of the usual three to run over the 300-meter (976 foot) course of museum trackage for a best time. And like the 1992 NTMC, motorcar owners were able to participate in one of six different classifications. Overall, thanks to the shortened format, the entire event took just under three hours to complete. With the awards ceremony completed inside the enginehouse by 3:30 PM, the extra time allowed for dozens of participants and spectators alike to enjoy a leisurely post-race potluck barbecue at the museum picnic area. Several of the motorcar owners continued running their motorcars on the museum trackage, providing free rides to the visiting public throughout the afternoon.

Like all other events at the Portola Railroad Museum, the annual success of the NTMC is thanks to the efforts of many of the FRRS volunteers. This year's event began months before early in 1993 with FRRS directors Vic Neves and Wayne Monger plus FRRS member Bill Evans taking an active role in smoothing out concerns that the motorcar owner organizations had on the format of the NTMC, as well as handling the negotiations that saw the establishment of the annual FRRS-sponsored motorcar excursion on the Almanor Railroad (Collins Pine Company) as a completely separate event for insurance purposes. Ron Butler provided assistance once again in providing the mailing list to get entry forms out to all possible participants. Lynda Monger also provided invaluable assistance in making sure that the awards were ordered in time and making sure that her husband kept up with all of the associated correspondence. At the museum, the fine skills of Steve Habeck, Gordon Wollesen, Norm Holmes and the rest of the operating department made sure that all of the necessary trackage at the museum was free of rail equipment for the weekend. FRRS members Vic Neves, Errol Spangler, Mardi Langdon, Bill Evans, Terry Decottignies, Bob Lindley, David Dewey, Linda Dewey and Justin Brewer all helped with getting the museum grounds ready in the days before the NTMC. (P.S. If anyone remembers where the "Start Line," "Finish Line," and "Welcome Race Fans" banners were placed during the Fall 1993 cleanup, please contact Wayne Monger!)

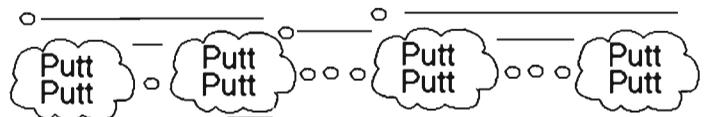
Each NTMC operates smoothly due to the excellent collection of FRRS volunteers that handle all of the jobs for this

event. Celebrating his tenth year at the same job, FRRS treasurer Gordon Wollesen handled the unpleasant task of Official Timer at the Finish Line. This year, Mark French and Dave Anderson mastered the very loud task of Starting Line Judges. Pat Cousin and Linda Dewey took care of recording the times of each participant on the scoreboard. Handling the unglamorous job of switch tender was Justin Brewer. The main announcing chore was done by Wayne Monger, with "color" commentary and sound effects provided by our own Portola radio DJ's "Chuck Roast" and "Chili Burger" (a.k.a. Gary Cousin and Vic Neves). Many other FRRS members assisted with crowd control and other behind-the-scenes-jobs. All are hereby thanked for all of their efforts and time in making this event so enjoyable and successful for visitors and participants alike.

For the fifth year in a row, the motorcar events of this weekend did not conclude with the Saturday evening barbecue at the museum picnic area. At 9 AM on Sunday morning, FRRS members and other motorcar owners were lined up outside the main gate of the Collins Pine Company lumber mill at Chester. Here many of the participants from the previous day's NTMC were waiting to unload their motorcars for this 5th Annual FRRS-sponsored Motorcar Excursion of the 13 mile Almanor Railroad. With 13 motorcars split into two separate groups under the command of Vic Neves, David Dewey, Hank Stiles and Wayne Monger, nearly 50 people had the opportunity to ride once, twice or even three times over this remnant of the ex-Red River Lumber Company electrified mainline between Chester and the UP connection at Clear Creek Junction. Twice, the two groups of motorcars met at Kelly siding near the middle of the railroad. Incredibly, the guys powering the six-person rail bike from Marin County made one full round trip over the Almanor Railroad with no problems. So pleased is the Collins Pine Company with the FRRS handling of the event, the company management has expressed interest in negotiating with the FRRS on arranging for a series of public excursions over their railroad next year, using some of the larger 6 to 12 person capacity motorcars that we have at the museum. Considering all of the other events that the FRRS is involved in for 1994, this may not take place until 1995.

1993 Results

Class A One cylinder two stroke	2nd Place Walter Ozanick
1st Place David Dewey	3rd Place Dave McClain
2nd Place Joe Nemmer	4th Place Tom Mercer
Class B Two-cylinder two-stroke	5th Place Dale Greenig
1st Place Hank Stiles	Class E Exhibition Class, all cars that do not fall into the above classes.
Class C Two cylinder four stroke, w/steel wheels	Exhibitor #1 Bill Evans
1st Place Steve Alley	Exhibitor #2 Home-built 6 person rail bike. Crew members: Wes Williams, Andy English, Bob Flick, Fred Chattey, Gary Helfrich and Ron Sutphin.
2nd Place Mark Norstad	Class W Women's Exhibition Class
3rd Place Kurt Dietricit	Exhibitor #1 Gayle McClain
4th Place Glenn Hanson	Exhibitor #2 Julie Anderson
5th Place Richard Brickell	
6th Place Terry Decottignies	
7th Place Joe Nemmer	
Class D Two cylinder four stroke, w/rubber tires	
1st Place Gary Boots	



Don't Forget...

The FRRS Santa Trains

The FRRS at its best...

Following the great success of last year's evening Santa Trains, we will be eagerly running them again this year. Come see and ride the train with its bright Christmas lights throughout. The schedule is as follows:

- **Train Rides Saturday, December 4, 1993
from 5:30 PM until 8:00 PM.**
- **The Community Christmas Tree Lighting
at the Museum on
Saturday, December 4, 1993 at 7:30 PM.**
- **Train Rides Saturday, December 11, 1993
from 5:30 PM until 8:00 PM.**

As was done last year, the FRRS will serve free refreshments including coffee, hot chocolate, hot cider and cookies in the Beanery.

Santa will be on hand to greet the kids and give them candy canes.

There will be no charges of any kind for the rides or refreshments.

Our gift shop will be open for your Christmas gift selections, also.

This is truly the FRRS at its best, doing good for people. Without any charge, we operate trains and serve refreshments. The look on the kids' faces is just great. Come join in the good will created by these events. It will make you feel good.

Restoration Fund

Chairman, Skip Englert...

The donations for the special restoration fund are still coming in. I want to thank you so much for your efforts and your generosity. Keep up the good work. The following is the up-to-the-minute list of new supporters:

Kyle K. Wyatt, Carson City, NV
Barry Garrett, Modesto, CA
Peter R. Parrish, Santa Clara, CA
David J. Edwards, Indianapolis, IN
***Jim Humphrey, Lancaster, CA**
John & Lois Miller, Laguna Hills, CA
***Terry Sharp, England**
Steven & Judy Fauth, Santa Clara, CA

In addition, the following organizations have made generous contributions to our restoration fund:

***ARCO Foundation, Los Angeles, CA**
***Feather River Elder Hostel, Blairsden, CA**

**indicates a donation in excess of the suggested amount.*

Restoration goes on at the museum at a fast and steady pace. The results are being seen. We wish to thank all of those who are donating to the fund.

We are asking each member for a special one-time donation of \$100 to help complete specified restoration projects.

I assure you that this special donation will be used on these projects ONLY.

No exceptions.

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.

Support your museum!
Thanks again,
Skip Englert



Picture Spot



Top photo: ALCO S-1 512 and EMC SW-1 501 are lined up in a handsome pose waiting for their turn to pull their train on Railfan Day. Above photo: Our head gandy dancer Ken Roller is hard at work on the track extension of track 7 which will give us much needed storage space. Right photo: David Dewey is working hard on prep work of nose door on engine 805A to help prepare it for the FRRS' Circling of the Wagons. All photos by Norm Holmes.

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

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