

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 65

January/February 1994

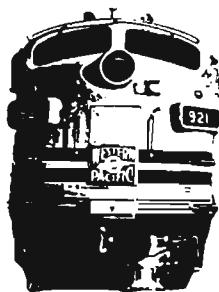
Remembering The California Zephyr at Portola



Top photo: 804A-802B-802C. The westbound CZ always had its windows washed in Portola so that the passengers would have a clear view of the beautiful Feather River Canyon. November 9, 1950. Left: The new California Zephyr made a number of public appearances prior to its inauguration, including displays in San Francisco and San Jose. WP 803 is shown here on March 15, 1949 at Niles, Jct. on its return from display in San Jose. Both photos by Norman Holmes.

Inside this Issue:

- News from around the museum.
- News of FRRS operating crew training.
- Remembering The California Zephyr at Portola.



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.

Board of Directors

Norman Holmes----- (916) 832-4737
President, Founder and General Manager
Hank Stiles----- 1st Vice President (916) 836-2881
Bruce Cooper-- 2nd Vice President (916) 832-4532
Gordon Wollesen----- Treasurer (916) 832-5311
Wayne Monger----- Secretary (707) 426-5510
Kent Stephens----- (916) 895-1603
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
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



Friends.

I have always been friendly, not so much a social person with parties, etc., but friendly. Our museum is friendly, visitors come by and are greeted - more than likely by Ken Roller, but also by any of our members who happen to be there. We have been told by our visitors that they like the atmosphere. We also try to be friendly with other railroad museum groups in the exchange of ideas, parts locations, repair assistance, etc. A case in point is our involvement with the Pacific Limited Group. This four-organization consortium is in its third year of cooperation running excursion trains on the Union Pacific to the benefit of the four organizations. Next time you visit the museum, if you are not greeted, say hello and I'm sure you will get a friendly response.

-- 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.
Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

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.

Note

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.

The Headlight is not published on any particular schedule. Headlight issue #10 is the most current issue. ALL mailings of back issues of The Headlight and The Train Sheet are done from Portola. If you feel you have missed a publication, contact the museum.

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.

Parts is Parts

By David Dewey

Historical societies are usually groups of diverse people with a common interest. In our case, we are all interested in railroad history. Some of us are WP "fanatics," others are locomotive "junkies," caboose "freaks," boxcar "crazies," or just plain "foamites." Before anyone gets too upset with me, I'm not putting any of you down, just pointing out that we each have different railroad interests; I'm personally guilty of being a steam "nut."

Our most visible members are those who are involved in the operating department. They are out there running trains and interacting with museum visitors. They perform a critical role in making our museum a "live" railroad, enhancing the visitors' understanding of railroading. However, those interested and able to volunteer their time to be train crew members are only a part of our overall membership. There are others who have talents in public relations, business management, marketing, research, copy machine repair (quick, get that person's phone number!!), food preparation, and other specialties. Their participation, although less visible, is just as important to the success of the museum.

It is this diversity of talents that allows the society to grow and adapt to inevitable changes in the museum's environment. The museum exists in a very complex environment, interacting with government (local, regional, state, and federal), business (local and national), the public, and our own members. Dealing with all these groups and keeping the museum running smoothly is a complex juggling act which benefits from the multi-talented support of our members.

I found an excellent example of this at another railroad museum. The museum was established next to a two-lane state highway, with an overpass over their connecting railroad. The state decided to widen the highway and remove the overpass, as the railroad line was no longer in use (although the museum was negotiating to purchase it). Fortunately one of the museum members was very familiar with highway law, and the state's procedures for public input in highway improvement planning. Because of his knowledge and efforts, the museum was able to persuade the state to build a new overpass and add the museum's own highway entrance road with entry and exit lanes.

What started out to be a disastrous change in that museum's environment has become a great improvement in public access. The member who achieved this is not a "hands on" operating type person, just one of their many diversely talented members with an interest in railroad history. As the television ad states, "Parts is Parts," but at least in our environment, the whole is greater than its parts.

It's nearing board election time, and I urge each of you to consider your talents and abilities. If you have some business sense, are interested in the museum's future, and are willing to diligently commit your time and energy to furthering the causes of the Society, then consider volunteering to run for the board.

CASH Donations

The following people have made cash donations to the FRRS:

George Andrews
Robert Blanch
John Claudino
Ken Conner
David Edwards, M. D.
John Flower
Martin N. Gibson
Norm Gidney
Donald & Lorraine Grant
Richard Green
Ernest Henton
Thomas Lawler
Roger & Judy Leezer
William Redding, Jr.
Richard Rowe
Francis Sellman
Richard Simonsen
Paul Tilden
Jack Tomczak
Eric Wright
Gregory Zucco

New Life Member

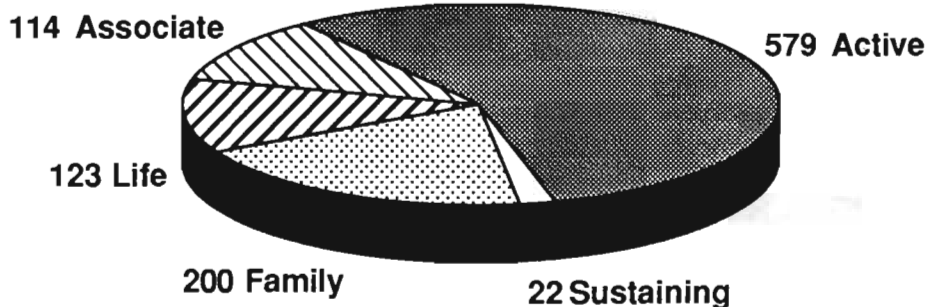
Preston Harrison

from Richmond, VA

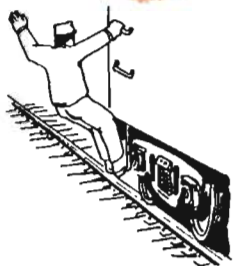
has joined the ranks of FRRS Life Members

Membership Report

as of February 26, 1994



Total FRRS membership is 1,038.
Of these, 30 are Charter members.



Would You Like to Work for the Railroad?

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

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures.

The rules examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be provided for you. You must have a rules book in your possession to take the examination. A passing grade is 75% or above.

Upon your successful completion of the rules exam, you will be instructed in hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination.

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

The crew training for 1994 will be held:

Saturday, April 23, 1994

Sunday, May 1, 1994

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

Note: ANY previously-qualified member who wishes to participate in any operations THIS YEAR, must take and pass the rules examination BEFORE they will be allowed to operate. No Exceptions!

The FRRS First Sub Club

By Rich Canino

This March, The FRRS First Sub Club will begin its fifth year of conducting meetings in the Bay Area.

The First Sub Club is a group of Bay Area members of the FRRS with an interest in planning trips to, and projects at the museum in Portola. It is NOT a separate organization with dues or voting rights. First Sub Club meetings, always free of charge, are open to anyone interested in the activities of the Portola Railroad Museum, fans of the Western Pacific Railroad, or current Union Pacific operations on the WP, modelers, and members of other rail historic organizations.

The main goals of the First Sub Club include informing Bay Area members of the activities at the museum, developing a ride and accommodation message line, planning for future museum events and restoration projects.

The First Sub Club has recruited new FRRS members, encouraged donations for projects, and generated more interest in the museum and its activities. Each meeting is attended by an average of 25 to 30 people and features special programs and/or railroad slide presentations.

The First Sub Club name was adopted from the First Subdivision of the Western Pacific Railroad, which included the Bay Area territory.

Just as the Portola Railroad Museum is unique in its operations and equipment roster, the FRRS is one of the only rail museums to form "sub" organizations to keep members who live distant from the museum informed and involved in its endeavors.

The next First Sub Club meeting will be on Friday, March 25, 1994 at 7:30 PM at the Niles Depot Museum, 36997 Mission Blvd., in the Niles district of Fremont, CA. All meetings are held at this location.

Anyone wishing to be on the First Sub Club mailing list may contact Rich Canino at (415) 591-4997.

California Zephyr Anniversary

Forty-five years ago on March 20, 1949, Western Pacific along with the Rio Grande and Burlington railroads inaugurated the vista-domed California Zephyr. For twenty-one years this was the most talked about train in the country.

Prior to the CZ, Western Pacific operated a train called the Exposition Flyer. This train was named for the Golden Gate International Exposition held on Treasure Island 1939-1940. Equipment was pooled from the three railroads along with the Pullman company supplying the sleepers. This heavy-weight train operated as a through train between Oakland and Chicago over the WP, Rio Grande and Burlington. It traversed the Feather River Canyon and the Colorado Rockies at night. The new California Zephyr could not compete with the SP-UP-CNW City of San Francisco for speed, so when the CZ was being scheduled, it was decided to operate it at a time to maximize its scenery potential. Almost instantly this train caught the interest of the traveling public. This train more than anything else put Western Pacific on the map, so to speak. WP followed with a number of innovations in freight handling and freight train speed. WP's freights often showed up in TRAINS annual speed survey, but that's another story.

We expect to have a reprint of our Headlight No. 1, featuring the California Zephyr, in stock before July 1, 1994. A notice will appear in our next Train Sheet.



It is with deep regret that we announce the passing of two members. James P. Eager of Salt Lake City - died 8-24-93 and Eric Friday of Lake Almanor - died 1-29-94. A number of friends of Eric have sent donations to our museum in his memory.

Don't Forget...

The upcoming Union Pacific Excursion Trains. Update:

- Trip No. 1 The Gold Spike Special. Omaha to Ogden, May 4-8, 1994. Plenty of seats available. Tickets for short segments are being sold. Council Bluffs, North Platte and Rock Springs plan a big greeting. Celebration at Ogden May 10, 1994.
- Trip No. 2 Streamliner City Of Los Angeles. Salt Lake City to Ontario, May 13-15, 1994 westbound, May 24-26, 1994 eastbound. Las Vegas to Ontario and return are doing well, slow Salt Lake City to Las Vegas.
- Trip No. 3 Cajon Pass Steam Special. Ontario to Barstow RT May 21 and 22, 1994. SOLD OUT.
- Trip No. 4 Feather River Special. Fremont to Portola, July 1, 1994 and return July 4, 1994. Seats available in both directions between Fremont - Portola, Sacramento - Portola and Oroville - Portola. There will be a bus return July 1, 1994 Portola - Oroville - Sacramento.
- Round Trips Portola - Keddie and Portola - Reno Jct. July 2 and 3, 1994, 2 round trips daily. Plenty of seats available, we expect a lot of "walk-in" passengers for these trips.
- Trip No. 5 Feather River Special. Fremont to Oroville, July 8, 1994 and return July 10, 1994. Seats available, also short segments Stockton - Oroville, Sacramento - Oroville. Oroville - Westwood RT July 9, 1994, sorry this trip is SOLD OUT.

For more information on the above trips or to make reservations, call Pacific Limited (801) 355-5871, 8AM-5PM, SLC time.

NOTE: We have just learned Southern Pacific has cancelled their agreement to allow the operation of 2472 and 4449 from Oakland to Ogden and Denver. This MAY change, stay tuned for the latest developments.

If you wish to ride the trains as a worker, you are asked to provide your name, address, phone number, past experience, applicable training such as CPR or Red Cross and any physical limitations that might restrict assignment location ASAP to: Steve Habeck, P. O. Box 4046, Quincy, CA 95971

The Union Pacific Historical Society Convention

The 10th Annual National Convention
& "City of Los Angeles" Train Excursion
Red Lion Hotel
Ontario, California
May 18-22, 1994

UP 3985 steam powered Domeliner Excursion on Saturday, May 21, 1994 over Cajon Pass to Barstow and back. Clinics, slides, model/photo contest & displays, swap meet, banquet. Non-members welcome. There was a good turn-out of FRRS members last year.

Times and fees vary.

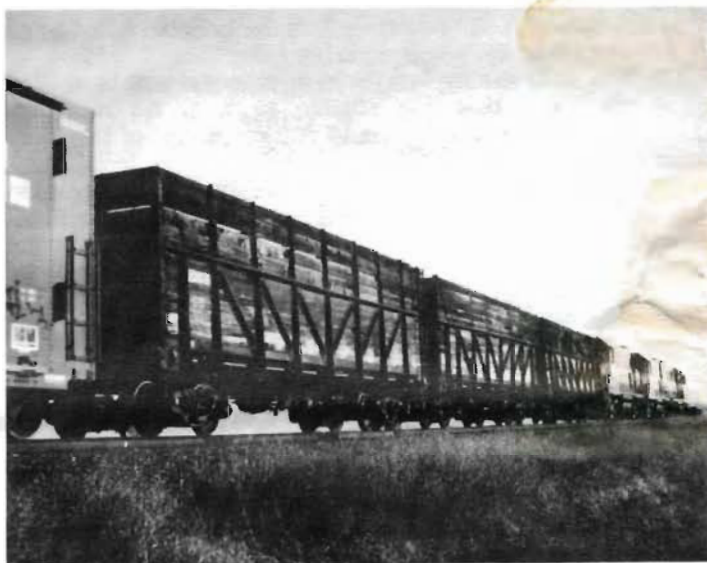
Contact: Keith Martin, P. O. Box 7916, La Verne, CA 91750 (909) 592-1147 SSAE please.

Circle the Wagons

A committee meeting was held January 8, 1994 and February 12, 1994 to discuss ongoing plans for our Tenth Anniversary Celebration, "Circle the Wagons." We have a commitment from the Nevada State Railroad Museum to send their 4-4-0 steamer No. 8 for our three day festival.

We will be paying for trucking costs from Carson City to Portola, but this will be a major attraction for the pageant. California State Railroad Museum at Sacramento has agreed to send SP 6051 and WP 913. An E8 is available from the Los Angeles area and an E3 from Wisconsin may be coming. Transportation costs may possibly prevent the E3 from attending.

Mike Boyd from Sacramento's KCRA Channel 3 will be the master of ceremonies, we have a man from Marysville to represent Jim Beckwourth and possibly an actor from San Jose will be Arthur Keddie. Indians, a covered wagon, 49ers and cowboys are also in the plan. The exact times for the pageant are still under discussion. There still are a lot of details yet to be worked out, but we should have a pretty good schedule developed for the March-April 1994 Train Sheet due out May 1st. Meanwhile, please fill out and mail back the volunteer help form if you plan to help us as soon as possible. Thanks. The next committee meeting will be March 19, 10 AM at the Holmes' home.



Our three former Southern Pacific sugar beet gons arrived in Portola on December 29, 1993 and were set into the museum along with the O&NW equipment on January 3, 1994. Top photo: The sugar beet cars are shown enroute to us on the California Northern near Arbuckle. Wayne Mønger photo. Bottom Photo: These are some of the sugar beet cars that were NOT preserved. This just proves that when opportunity knocks, you have to act quickly. Norman Holmes photo.

Would you like to take part in the decision-making of the FRRS?

News of Board Election and of By-Law Changes

Election time is coming again. Two year Board of Directors terms are expiring on June 30, 1994 for Vic Neves, Kent Stephens, Hank Stiles and Gordon Wollesen. It was suggested by the Museum Assessment preliminary report that we should increase the number of members of our Board to about 1% of our membership. Accordingly, we are proposing a by-law revision to increase the number of members of the Board of Directors from seven to nine effective July 1, 1994.

Being a member of the Board of Directors brings serious responsibility along with it. For example, Board members are required to attend monthly, day-long meetings in Portola, as well as to be willing to devote time and energies for the good of the museum.

Anyone who seriously wishes to run for one of these four positions is to submit their name and a short resume about themselves (which will be printed on the ballots mailed to all eligible voters) to the Society, no later than May 25, 1994.

Ballots AND the by-law revision proposal will be mailed to all members that are eligible to vote. All members EXCEPT Associate are eligible to run for Board of Directors positions and to vote.

The results will be tabulated at the Annual Membership Meeting, Saturday, June 25, 1994 at 7:30 PM in the Flannery Room at the museum. If the by-law revision passes, the five candidates with the highest number of votes will be elected to a two year term. The next highest will be elected to a one year term. Should the by-law revision fail, the four highest vote-getters will be elected to a two year term.

Caboosing with Hap Manitt

Giving thanks to people for volunteering at the museum.

The snow stayed away during January and part of February enabling **Clyde Lippincott** to continue to work rebuilding the interior of the Silver Shower car. After the snow finally did arrive, **Bruce Cooper** fired up our loader and cleared the roadways each time it snowed. **Gordon Wollesen** has completed a new electric circuit in the Beanery to power our ice machines. The few winter visitors are shown through the museum by **Ken Roller**. Ken also has been working on a track switch to the ramp for unloading the I-R unit, and along with **Wayne Monger** has worked on the track No. 7 extension. **Jack Hathaway** has started to work on the UP baggage car to prepare it for use as a gift shop annex.

Donations

United Industries of Billings, MT found and sent us all the records, blue prints and maintenance manuals for our 1929 Ingersoll-Rand locomotive. These will be invaluable for the restoration of this historic unit.

Jack Hathaway donated several picture frames, a bulletin board and a battery powered electric drill.

New At The Museum

We have recently acquired, through the State Surplus Program: 14 stanchions for use as barricades, 3 boxes of nails, 8 boxes of plastic garbage bags, a gasoline powered DC generator for battery charging, a refrigerator, 2 file cabinets, 6 tables, a 1977 Dodge van and misc. tools and office supplies. Sorry, no locomotives this time. With base closings, there is more material that becomes surplus. As a non-profit organization we can acquire surplus property at no cost except for a handling fee imposed by the state to cover their overhead costs.

One of David Dewey's friends "found" some track switch parts in a scrap yard near Oroville. In need of such, Norm Holmes drove our Dodge pickup and trailer and returned

with four 85 lb. points, a frog, a number of slider plates, and 3,970 lbs. of iron that will be useful to increase our storage tracks.

O&NW Equipment Back at Portola

To help the City of Loyalton celebrate its logging heritage with a timberfest, October 9-10, 1993, the FRRS sent AS-616 O&NW 4 and O&NW caboose 300 to Loyalton for display. They moved on their own wheels in the consist of the B&L local. We also sent two logging flat cars that, because of their arch-bar trucks and incomplete air system, were trucked to Loyalton. After the event, it took over a month before the volunteer truck drivers could find the time to return the flat cars to Portola. Meanwhile efforts were made to return the locomotive and caboose. For nearly three months either the B&L engine did not return to Portola or the crew didn't have the 4 & 300 on their pick up list. Finally on January 3rd the equipment was returned home. Some Loyalton people thought they had a permanent exhibit in town! Peter Langdon removed the horn and bell to keep them safe, just in case. No vandalism occurred during their sojourn. All parts have now been replaced.

1941 Dissertation Available on Western Pacific's History

Information for WP Researchers

By Kent Stephens

Here is information about, and how you can obtain a copy of, a doctoral dissertation titled "Salt Lake to Oakland: The Western Pacific Link in the Continental Railroad System," by William Charles Odisho. It was completed by the author in June 1941 in partial fulfillment of a Ph.D. Degree in history in the Graduate Division of the University of California, Berkeley.

Now a history dissertation sounds dry and boring, right? Wrong. Despite the fact that it is a dissertation, Dr. Odisho's WP history is interesting and well written. It held my interest through the entire 180 pages. And as a Ph.D. dissertation, every fact had to be documented. It has no photos but does have two maps. As this work was completed in June 1941, this history of the Western Pacific ends just prior to then.

The FRRS conscientiously looked into reprinting Dr. Odisho's history. However, we were unable to obtain key written legal permission, because the University of California, Berkeley Alumni Division as well as the Photoduplication Services of the University Libraries were unable to locate any trace of the author or his family. There were many other "ifs" as well.

We can't turn it into a book, but University Photoduplication Services has permission to sell single copies of the dissertation to individuals and libraries. Unfortunately, it is their policy to sell the copies in 35mm positive microfilm format only, and they will not budge from that policy. You will need to have access to a microfilm reader to read it. Your local library will have microfilm readers available.

To obtain a copy of this important history write a request letter starting with the author and title and containing all of the following:

"Salt Lake to Oakland: The Western Pacific Link in the Continental Railroad System" by William Charles Odisho. Ph.D. Dissertation, June 1941, University of California, Berkeley. Request one 35mm positive microfilm reel from master neg. #XCU-T 1551; price \$45.00 prepaid in advance with check or money order payable to the Regents of the University of California. Mail to:

Interlibrary Services
133 Doe Library
University of California
Berkeley, CA 94720
ATTN: Photoduplication Services.

The 805A Report by Larry Hanlon

Hello everyone! Yes, it has indeed again been a long time, in fact this edition will cover most of the work done in 1993. Enough additional progress was made on mechanical items to put us within striking distance of calling that job "done," while cosmetic restoration was restarted and also achieved good results. The primary challenge has been finding enough time to get to the museum, as my work/travel schedule has done a good job of evaporating available week-ends. To illustrate, instead of the usual 11-12 museum trips, last year I was only able to squeeze in 3. Luckily, the bulk of the heavy mechanical work seems to be done, and David Dewey has picked up the cosmetic restoration.

Recent Results

In mid-May, Dave McClain and John Ryczkowski changed out the head gasket and water seals on #16 cylinder, the one that had been trickling water into the airbox. They ran out of time to test it, so that was the first order of business on May 30. After filling the cooling system, evaluating a lower liner seal water leak on #13, and allowing ample time for prelubing, we fired her up. It was incredibly satisfying to hear the engine crank vigorously and spring to life immediately, as if it had just been shut down the previous day rather than 7 months earlier. Thanks go to Gordy Wollesen for keeping the batteries charged over the winter. Since we were still in the shop we ran only for a short time, but it was quickly apparent that the operation had been a success as both stacks now ran clean and the engine, already smooth, ran audibly smoother. The final bit of good news was to see no water leaking anywhere after the engine was shut down.

After Railroad Days, Steve Habeck and the switch crew left the 805 spotted over the recovery pan on 3 Rail. I spent the 24th and 25th of August cleaning out the interior and planning restoration and painting strategies with Dave Dewey. On the 24th I organized the numerous external parts occupying the interior space, stored others, and threw out trash. After helping David Dewey remove the grilles from the B unit, I fixed the Shop-Vac and began vacuuming out the interior of the nose. This was slow going as the fine iron oxide dust quickly plugged the filter, and frequent stops for filter shaking were necessary. While this was going on, I also had the engine running in order to give the seals more opportunity to seat themselves. This was the longest single stretch the engine had run since we started the mechanical

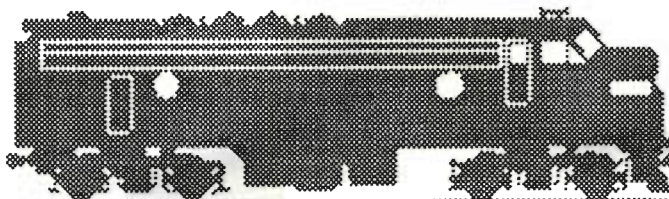
work, and it just purred for 6 hours. Best of all, there were no water leaks when it was shut down. A tight engine at last!!

On the 25th, I hot pressure washed the entire interior. In the contest for "dirtiest job," this probably exceeded even the replacement of traction motor brushes. Even though the Hotsy would not feed the cleaning solution properly and the engine room therefore needs to be done again, this still made a dramatic improvement in the overall cleanliness and is a first step towards painting the interior. Since I was already soaked and filthy, I did the entire exterior as well.

During September and October, David Dewey worked steadily on the restoration of the stainless side panels where they had been crudely sanded to remove the WP roadname at some time in the past. This was a very tedious process requiring many passes over the same areas with increasingly fine grit, but the outcome makes it worthwhile. He also welded a plate over the rusted-out spot on the nose below the engineer's windows, and blended it in to the rest of the nose contour. The pitted areas on the cab sides behind the cab access ladder kick plates were also repaired, and broken grab iron mounting bolts were removed or drilled out. He also cleaned out the cab and took the seats to Oroville for reupholstery. While cleaning up the nose interior for painting, David discovered a pocket of old, caked sand which had to be cleaned out, and rusted metal beneath which required attention. After another Hotsy cleaning session inside the nose, and just before the cold weather shut down painting for the year, David was able to get a coat of gray on the nose interior. What an improvement!!! The additional primer he put on the nose exterior, along with a splash of leftover orange from the B unit painting, are a harbinger of good things to come this spring....

Dave McClain, John Ryczkowski, and I had planned to converge on Portola on Feb. 19 and 20 to attend to a number of 805 tasks such as the insulating sleeves on the #3 traction motor, swapping the original governor back in, and swapping in a working brake stand (the original blew an internal gasket during Railroad Days last August). However, the weather intervened and we were forced to scrub the trip.....which is why I had time to do this report. We'll try again in March.

See you next time!





Norm and Barbara Holmes operated the Society table at the 130th birthday celebration and open house for the Santa Clara, California Southern Pacific /CALTRAIN depot on the weekend of January 15-16, 1994. Plus-X photo by Matthew G. Vurek, Mountain View, California. Further note from the photographer - "The Holmes' do so much "on the road" work for the museum; I think the membership needs to view an example of their travels, even though this particular photo shows them in SP territory!

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

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

Address Correction Requested

Dated Material, Please Do Not Delay

Member



Tourist Railway Association Inc.

We Want You



to help us celebrate
the FRRS' Tenth Anniversary
Circle the Wagons

July 2 - 3 - 4, 1994 will be the dates for our celebration. We are planning for 5,000 people to attend with most of the visitors on July 2 and 3. We need the most help on these days. Before the event, there will be a lot of work cleaning the property, placing porta-potties, garbage cans, signs, barricades, etc.

We need your help to make this event a success. To help us in prescheduling, please fill out and return this form ASAP.

NAME(S) _____	
ADDRESS _____	
CITY _____	STATE _____ ZIP CODE _____
TELEPHONE:	
HOME _____	WORK _____

I (We) will be available:	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.	Mon.
	June 27	June 28	June 29	June 30	July 1	July 2	July 3	July 4
	☐	☐	☐	☐	☐	☐	☐	☐

I prefer to help in the following areas:

- ☐ Reno bus loader
- ☐ Parking
- ☐ Food concession
- ☐ Gift shop
- ☐ Ticket sales booth

☐ Other, Specify:

- ☐ Pageant usher
- ☐ Garbage and rest room
- ☐ First aid booth
- ☐ Equipment host
- ☐ Engine crew

☐ There will be a limited amount of sleeping space in cabooses, etc.
☐ I (We) will need sleeping space at the museum for ____ person (people).
 RV and staff car parking will be inside the balloon loop area ONLY on July 2-3-4.
 There will be a free lunch to all staff on July 2-3-4.

Please return this form to:

Feather River Rail Society, P. O. Box 608, Portola, CA 96122