

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 69

September/October 1994

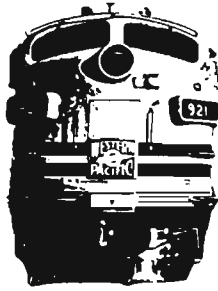
805A is the Star of Railfan Day 1994



FP7 WP 805A is shown leading B Unit WP 925C and F7 WP 921D on a 10-car 1960's-era freight train on Railfan Day 1994. Photo by Norm Holmes.

Inside this Issue:

- Starting the ALCo FPA-4 and FPB-4.
- Complete report on Railfan Day 1994.
- Upcoming Pacific Limited excursion trains.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

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

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

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 and is not supported by 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



As we prepare to draw the curtain on another operating season and prepare for winter, I'd like to pause for a moment and look back at the high points of 1994.

This past year was notable for the progress made on several points, among them: steps to improve relations with the City of Portola, The Eastern Plumas Chamber of Commerce, and our neighbors; real progress toward the de-acquisitioning of equipment not essential to our collection or our mission; visible progress on equipment restoration; and a sharper focus on things that can be accomplished within our resources.

We intend to continue progress made in the above areas in 1995 and beyond; the benchmarks that will identify 1994, as I see them, are:

1. Our 10th Anniversary Celebration, "Circle the Wagons."
2. The Board of Directors' transition for the future.
3. The debut of our signature piece, WP FP7 805A.

However unlikely these events appeared to be even 2 or 3 years ago, they are now historical fact. With a commitment from more of the membership to get involved in some way, no matter how insignificant it may seem, more "unlikely" events will become "historical facts." I extend my thanks to the entire membership, and especially to those who gave their time, money and expertise beyond the annual dues, for making 1994 a very memorable year for the FRRS.

-- Steve Habeck

Title Change

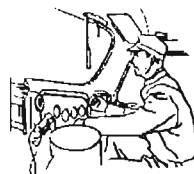
At the October FRRS Board of Directors Meeting, the directors voted to change Norm Holmes' title from Museum General Manager to Museum Executive Director, with no change in duties.

Backissues 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.



YOU! Can Operate a Diesel Locomotive
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Preservation Column...

Paperwork

By David Dewey

One thing all organizations seem to produce profusely is paperwork, especially because of the popularity of computers and their printers. Computer printers can generate paperwork faster than human minds can manage it. Railroads generate a lot of paperwork too, and as a Railroad Museum, we save, use, display, interpret, and store paperwork; emphasis on the latter!

As many of you know, just storing paper does not insure it's survival. The paper itself can be self-destructive, by having a high acid content that will eventually eat itself. Even if the paper is low-acid, but kept in a high acid container (like a manila envelope) it will eventually be destroyed. Some of the paperwork is needed for everyday use, like locomotive wiring diagrams, and comes to us already in poor condition. High use paper was often taped with masking tape, or "scotch" tape so it would stay together longer. OOPS--we now know that the adhesive in such tape destroys the paper!

As a museum, it's our duty, and obligation, to try to preserve these important paper goods as long as possible, for the generations after us. This means; storing paper in as acid-free an environment that we can, using copies of paperwork for shop use (an advantage of our modern technology--the Xerox machine), and having irreplaceable damaged paperwork conserved.

Oh great, another big museum word--conserved. Conservation is the preservation of an object by arresting its deterioration, and sometimes partial restoration. There is some debate as to where conservation ends and restoration begins; but generally, in conservation, the object retains almost all of its original materials and finish, unlike the 805A's exterior, which was restored (old paint stripped off, filler, new metal, new paint, etc.). In the case of paperwork, conservators can remove tape and it's adhesive, and treat the paper to reduce the acid content. They might reinforce worn creases or other areas that are too fragile to handle. This work requires specialized training that is not often given freely; something called job security, but let's not get into politics or protectionism right now.

Meantime, what an understaffed museum like ours can do is to keep the paperwork in a controlled environment, where it is not subject to water, food spills, sunlight, etc. And to keep rolled plans in individual tubes so they don't get abraded or creased. We can use acid-free storage materials, which are available, although pricey, and to use copies when we are out in a unit trying to figure out which relay is preventing everything from running.

By the way, winter has arrived (at least in Portola), so watch out for roof leaks!

Almost Here

As of this writing, the ex-Sacramento Northern GE 44-tonner that we have purchased has arrived in the Union Pacific's Portola yard. In the next issue of the Train Sheet, look for photos and a history of this unit.

Appreciation

Everyone who helped out on our 10th Anniversary Celebration, "Circle the Wagons," on the Fourth of July weekend will be receiving a Certificate of Appreciation for their work and along with it will be receiving a voucher which will be redeemable in the FRRS Gift Shop for a free "Circle the Wagons" mug and T-Shirt. These certificates and vouchers are expected to be mailed around Christmas time.

New Life Members

Welcome the following new life members to the FRRS:

Rick Gross
from Sparkill, NY

John Hittner
from Walnut Creek, CA

James Mathew
from Sparks, NV

Dr. Larry M. Over
from Eugene, OR

Allen L. Wiebe
from Sparks, NV

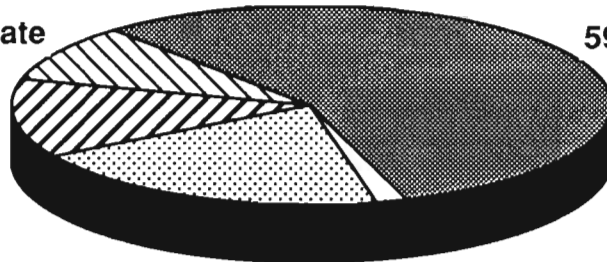
Membership Report

as of October 27, 1994

104 Associate

599 Active

136 Life



212 Family

19 Sustaining

Total FRRS membership is 1,070.
Of these, 28 are Charter members.

Don't Forget...

The FRRS

SANTA TRAINS

The FRRS at its best...

Following the great success of our previous 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 3, 1994 beginning at 5:30 PM.**
- **Train Rides Saturday, December 10, 1994 beginning at 5:30 PM.**

Again this 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.

We will be looking for helpers to work on train crews, and in the kitchen. Also we need people to arrive on Saturday morning December 3 to help with stringing up the many Christmas lights on each of the cabooses and the locomotive. If you can help, contact Gordon Wollesen at the Museum.

Come on up and join the fun.

THE FIRST SUB CLUB

of the Portola Railroad Museum

will hold a meeting on Friday, December 2, 1994 starting at 7:30 PM at the Historic Niles Depot.

The Niles Depot Museum is located at 36997 Mission Blvd. in the Niles District of Fremont, California.

The First Sub Club Meetings are intended as a means for people who live in and around the Bay Area and who cannot travel to Portola as often as they wish, to socialize and to find out what's happening at Portola.

A short meeting will convene by 7:30 PM to take care of First Sub Club business, and to discuss what's new at the museum and the coming year's operations.

Besides Feather River Rail Society members, First Sub Club meetings 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 other rail historic organizations.

For more information contact Richard Canino, 1749 Valley View Avenue, Belmont, CA 94002-1939 (415) 591-4997

7TH ANNUAL

Fund Raising Drive and Free Trip Drawing

By Chris Skow

Trains Unlimited, Tours and the Feather River Rail Society are pleased to announce the 7th Annual drawing for a free trip in 1995. The winner of this drawing will receive two free spaces on any Trains Unlimited, Tours North American trips in 1995. This would include the British Columbia Spectacular, Nevada Northern Spectacular or Fall Colors Express.

Fund raising tickets are \$5 each, or 5 for \$20. All sales from these tickets will go towards the Building Restoration Fund at The Portola Railroad Museum. The drawing will be held at The Portola Railroad Museum on May 22, 1995. Five drawing tickets are included with this issue of the Train Sheet, please help YOUR museum grow by buying all five tickets.

If you have any questions about Trains Unlimited, Tours, please call (916) 836-1745 or write: P. O. Box 1997, Portola, CA 96122. If you want to buy more raffle tickets, Trains Unlimited, Tours can supply these.

Pacific Limited 1995 Itinerary

The Pacific Limited Group has announced its 1995 excursion itinerary with trips through the Feather River Canyon and the Pacific Northwest.

Feather River Canyon

The first trips of the 1995 season will be 2 excursions on the UP through the Feather River Canyon pulled by the rebuilt E9's. These trips are being run as a fund raiser for the American Cancer Society, Mountain Valley Unit, and are cosponsored by Pacific Limited.

Saturday, April 29, 1995: Called the "Scenic Limited," this trip will operate from Oroville to Westwood and return via the Feather River Canyon to Keddle, then north on the "Inside Gateway" or "Highline" to Westwood. The train will stop at Westwood for one and a half to two hours to allow passengers to tour the town or enjoy a barbecue lunch (price yet to be determined). Departure from the Depot Restaurant, the ex-WP Oroville Depot, will be at 8:15 AM with the return at approximately 8:00 PM.

Sunday, April 30, 1995: Called the "Feather River Express," this trip will operate from Oroville to Blairsden and return. Again, a one and a half to two hour stop will be made at Blairsden where arrangements are being made for a barbecue lunch for all passengers (price to be determined). Departure from Oroville will be at 8:15 AM, with return at approximately 8:00 PM.

Both trains will have 14 cars, with 3 classes of service. Deluxe class is limited to 47 seats in the observation/dome lounge car. Free coffee, soft drinks, pastry, and snacks will be available all day for deluxe class. Fares for deluxe class are \$199 for the Westwood trip, and \$194 for the Blairsden trip.

Dome coach class has 129 seats in 5 dome cars, which provide a much better view of the dramatic scenery. Fares are \$169 for the Westwood trip and \$164 for the Blairsden trip.

Coach class has 405 seats in long distance configuration coach seats or in straight-backed dining car seats. Fares are \$139 for the Westwood trip and \$129 for the Blairsden trip.

The train also has an open door baggage car, and most cars have Dutch doors in the vestibules, for fresh air viewing. In addition, there is a concession car where souvenirs, soft drinks, T-Shirts, film and light snacks are sold.

Oroville is at the foot of the Feather River Canyon, about 60 miles north of Sacramento (milepost 205 on the WP).

Tickets can be purchased by check or credit card. Checks should be made out to American Cancer Society, 2889 Cohasset Road #6, Chico, CA 95926, or by telephone at (916) 342-5871 (fax or phone). Tickets are also available from Pacific Limited Group, P. O. Box 27081,

Salt Lake City, UT 84127-0081 or phone (801) 355-5871.

City of Portland

In September and October of 1995, Pacific Limited Group will celebrate the 50th Anniversary of the Streamliner "City of Portland" by operating an excursion train, powered by UP Challenger 3985, from Denver, CO to Portland, OR with side trips to Bend, OR, Spokane, WA, Bonners Ferry, ID, and Butte, MT. This memorable trip will feature much of the scenic splendor of the Pacific Northwest, including:

- The Granger cut-off (Granger, WY to McCammon, ID), which has not seen passenger service in 20 years.
- The Blue Mountains of Oregon.
- A ride along the Snake River, crossing it on the 3900 foot long Joso Bridge.
- Spokane to Bonners Ferry, ID in the Kootenai country.
- The Columbia River Gorge.
- A dramatically scenic trip to Bend, OR along the Deschutes River.
- Rare mileage on UP's Montana Division (Pocatello, ID to Silver Bow, MT near Butte).

The following schedule has been set:

Friday, September 15, 1995, Depart Denver, CO to Laramie, WY.

Saturday, September 16, Layover in Laramie.

Sunday, September 17, Laramie, WY to Rock Springs, WY.

Monday, September 18, Rock Springs, WY to Pocatello, ID via the Granger cut-off (bypasses Ogden/SLC).

Tuesday, September 19, Pocatello, ID to Boise, ID.

Wednesday, September 20, Layover in Boise.

Thursday, September 21, Boise, ID to La Grande, OR.

Friday, September 22, La Grande, OR to Wallula, WA.

Saturday, September 23, Wallula, WA to Spokane, WA via UP's freight only "Washy Line."

Sunday, September 24, The E9's will take over from 3985 for a round trip on the ex-Spokane International Line from Spokane, WA to Bonners Ferry, ID and return.

Monday, September 25, Layover in Spokane.

Tuesday, September 26, Spokane, WA to Wallula, WA.

Wednesday, September 27, Wallula, WA to Portland, OR.

Thursday/Friday, September 28-29, Layover in Portland.

Saturday, September 30, Portland, OR to Bend, OR behind the E9's.

Sunday, October 1, Bend, OR to Portland, OR with E9's.

Monday, October 2, Portland, OR to Hinkle, OR behind 3985.

Tuesday, October 3, Hinkle, OR to Baker City, OR.

Wednesday, October 4, Baker City, OR to Boise, ID.

Thursday, October 5, Layover in Boise ID.

Friday, October 6, Boise, ID to Pocatello, ID.

Saturday, October 7, Pocatello, ID to Silver Bow, (Butte) MT behind the E9's.

Sunday, October 8, Silver Bow, (Butte) MT to Pocatello, ID with E9's.

The 1995 Pacific Limited Group excursion program will conclude in Pocatello, ID where bus connections to Salt Lake City, UT will be available on Oct. 8 and 9. The motive power and excursion train will be deadheaded by UP from Pocatello, ID to Cheyenne, WY and Council Bluffs, IA.

There are a multitude of ticket packages available for these trips, from single-day segments to multi-day segments to the entire trip westbound and/or eastbound (Denver-Portland westbound, including Bonners Ferry & Bend trips, \$1449 coach, \$1799 dome; Portland-Salt Lake City eastbound, including Silver Bow trip, \$649 coach, \$799 dome.)

Ticket fares do not include the cost of overnight accommodations. Bus connections will be furnished to various local motels where required at no additional charge.

Tickets for both the Feather River trips and the "City of Portland" excursion in the Pacific Northwest went on sale October 1, 1994. Tickets may be ordered from Pacific Limited Group, P. O. Box 27081, Salt Lake City, UT 84127-0081. Additional information and credit card orders can be placed by telephone to (801) 355-5871. If you get the answering machine, someone will return your call within 24 hours on weekdays or within 48 hours on weekends.

For those wishing to volunteer as car hosts, more information will be provided at a later date. I will continue to be the Pacific Limited Group representative for the FRRS, and as such, please direct any inquiries or requests for information concerning Pacific Limited excursions to me. There has been too much misinformation & confusion about excursion trips getting out, and often I find the source has been an FRRS member, however well-intentioned he or she may be.

Steve Habeck

UP Chairman Visits Museum

On Saturday, October 8, 1994, Union Pacific Railroad Chairman Dick Davidson and a small party of VIP guests (large-volume shippers on UP) arrived in Portola on a UP executive special for a tour of the museum before going out to dinner.

Mr. Davidson and his party were greeted trainside by FRRS president Steve Habeck, 1st VP Wayne Monger, and directors Hank Stiles and Vic Neves, and were escorted to the museum gate, where a special train consisting of NW-2u WP 608 (2nd diesel switcher purchased by UP in 1940) and MP caboose 13878 was waiting to take the group around the balloon. (Mr. Davidson came to UP via MP and remembered the acquisition of these cabooses.)

Upon arrival alongside the shop building, several members acted as tour guides as Mr. Davidson's party toured the building. Mr. Davidson and some of his guests were particularly impressed with the display room, and with Ken Roller's paintings in the Flannery Room -- enough so that when he saw Ken's whimsical painting of UP Big Boy 4004 on a modern-day steam excursion departing Cheyenne (which Ken painted for Steve Lee and the UP Steam Crew), he offered to deliver the painting to Cheyenne on his train! Mr. Davidson and his staff were thanked profusely, the partial crate Ken had constructed for the painting some time ago was quickly finished, and the painting was delivered to the train.

After about an hour at the museum, the group began making its way back to the UP train. The wife of one of the VIPs, who was fascinated by our "Rent-A-Locomotive" program, experienced a taste of it first hand as engineer Jim Ley directed her as she ran 608 out to the gate.

We wish to thank Mr. Davidson and his staff for bringing their VIP guests to our facility, and we believe they enjoyed their visit. I also wish to thank the FRRS volunteers who were there on October 8, and who took time out of the projects in progress to assist with the tour: Jim Ley, Dave Anderson, Tom Graham and daughter Melissa McGrath, Skip Englert, Ken Roller and Hap Manitt.

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.

Membership Policy

Membership cards and renewal notices are mailed out once a month only. All renewals received in October will be processed no later than mid November; and new membership cards will be mailed out shortly thereafter. Please be patient. Normally, if your renewal reaches us just after the first of a given month, it will NOT be received in time to prevent you from receiving a second renewal notice; your new membership card will be sent the following month. Also, some members give us incomplete, or slightly incorrect addresses, and their membership cards are returned to us.



Odie Lorimer, from Lodi, CA, came up on the weekend of September 2-3-4, 1994 with his wife, son, and daughter, and together they traced the lettering on engine 921D for patterns, then they applied the patterns to 805A and 925C. Following a monumental masking job that took one and a half days, with the whole family helping, Odie sprayed the lettering on the 2 units Sunday evening. After nearly 2 hours of pulling tape and paper off by Odie, Steve Habeck and Jim Gidley, Sr., the units looked fantastic! Thanks Odie and family.

Turp (Merrill Turpin), our glass man, has been busy, too. He has replaced all the busted windows in VIA coach 5742, including the ones that were boarded over. The car looks much better. His next project, already in progress, is replacing the windows & frames in the Ingersoll-Rand carbody.

Restoration Update

By David Dewey

The Ingersoll-Rand restoration guidelines are being formulated, and new glazing in the restored window frames is being installed --many thanks Turp! The new engine push-rods are about 60% completed thanks to life member Mike Tanner, Chris Wilcox and the CSU, Chico Manufacturing Technology Department.

2001's restoration has begun again! New hinges for the battery box doors are on hand, some cleaning of the nose interior has started. Paint application will depend on the weather.

Your suggestions and help are always welcome!

Steam Enthusiasts

The Nevada State Railroad Museum is restoring to operating condition Virginia & Truckee Steam locomotive No. 27. V&T 27 was built by the Baldwin Locomotive Works in 1913 and is best remembered as the engine that pulled the last regularly scheduled train on the V&T on May 31, 1950. To make necessary repairs, as well as to remanufacture hundreds of small details such as fittings and fixtures, your financial help is needed. If you would like to put steam back in No. 27, please send your tax deductible donations to: Nevada State Railroad Museum, Capitol Complex, Carson City, NV 89710. For more information, call the museum at (702) 687-6953.

What Does It Take To Make Portola Run?

By Jim Gidley, Sr.

This article is a big thank you to all the people who have volunteered their time to make Portola run during the past year.

We have a small group of local people who live in the Portola area who spend 7 days a week to help our museum run in a professional way. We have another group of volunteers who come up on weekends traveling from as far away as Southern California to work on museum projects and to operate the trains for the public.

The operating season is over and we all say good-bye to each other as we leave. Many people, due to their schedule, have already left. I want to thank them and give them all a pat on the back for giving of their valuable time to keep our Portola museum running and making a profit. No one department is more important than the other.

I now want to thank Norman Holmes for his leadership in starting the museum and keeping it going for the last 10 years. Special thanks go to his wife Barbara who has done a great job in the gift shop.

Thanks go also to the past and present museum board of directors who have guided the museum in good and bad times.

Thanks go to Hap Manitt who is always there cleaning up, welcoming visitors and looking after things.

Thanks go to the Coopers -- Bruce and the Rental Program have put the museum in the black; and the working members really enjoy the food put out by Sue and her kitchen crew.

Gordy Wollesen, what can we say about him? He carries a big load as Facilities Manager and Superintendent of Operations -- jobs well done.

Hank Stiles gets a special thank you for heading up the Mechanical Department.

Thanks go to Steve Habeck and the members who worked on the Pacific Limited trips during the past years; we learned a lot and did a very professional job.

Thanks go to all those who helped with the Circle the Wagons event. Many hours were spent with lots and lots of people working.

In the Operating Department, we had 6 people qualify for new positions. The train crews put in approximately 2100 hours of train duty time. That is a lot of trips around the balloon track. A big thank you and pat on the back go to the following Operating Department crew members:

Dave Anderson	Mark French	Don Nelson
Julie Anderson	Jim Gidley, Sr.	Vic Neves
Dave Bergman	Phil Gosney	Dan Ogle
Don Borden	Steve Habeck	Jack Palmer
Brian Challenger	Larry Hanlon	John Ryczkowski
Eddie Chase	John Hittner	Hank Stiles
Don Clark	Norman Holmes	Ken Thompson
Kerry Cochran	Peter Langdon	Larry Van Horn
Bruce Cooper	Mardi Langdon	John Walker
Terry	Jim Ley	Ed Warren
Decottignies	Dave McClain	Jerry Williams
Skip Englert	Wayne Monger	Gordon Wollesen

Late this operating season, Jerry Williams qualified as a brakeman.

A big thank you goes to you all who have helped in any way, because without your help the museum could not operate.

Jim Gidley, Sr.
Trainmaster

Coming Out Party

In March or April of 1995 we are tentatively planning for a "Coming out party" for FP7 805A. Look for details in upcoming issues of the Train Sheet.

WP Fans/Modelers

FRRS Southern Regional Meet

By Meet Committee

The 5th Annual WP/FRRS Meet was held on October 8, 1994, with the "to be expected" success continuing. The turnout for the event was 82 participants through the door; 8 Participants joined the FRRS on site. The event started out with registration and the set-up of models for display. Contest entries were also logged in and set out for review. As in years past, over 250 models were displayed, the majority being in HO scale. N as well as O scale were also displayed. The FRRS gift shop was also set up and did a good amount of sales.

A last minute scheduling conflict prevented Art Lloyd from attending and presenting this year. We hope to recruit him for a future date.

The first of the clinics was Tim Dickinson and his "Prototype and Modeling of WP Beer Cars" presentation. Tim did an excellent job highlighting the prototype WP fleet of PC&F cars and how to accurately model them in HO scale using the Eel River car as a starting point. Thanks go to Eel River for the donation of cars for this project. Next was Norman Holmes talking about his "railfanning in the 1940's." The crowd enjoyed hearing about Norm's railfanning excursions back then. The next clinic was by Pete Solyom on modeling WP GP9 #725. This unit has a unique body style and is easy to recreate using an off the shelf Life-Like locomotive. The clinics were concluded with the feature speaker, Dave Stanley talking about his 20 years in railroading. His career has included a considerable time with the WP in functions such as brakeman, conductor, laborer, and yardmaster. His slides and narrative were fun to listen to. Dave also spoke briefly about his experience as engineer on the E units through the canyon this past summer. After Norm spoke about the recent activities at the museum and about the ongoing projects, it was time for the contest awards and raffles.

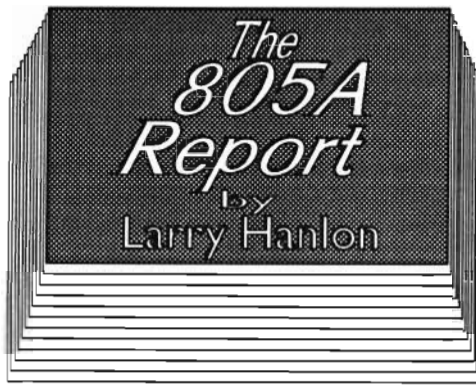
This year's entrants for the contest were less than expected. Bill Mattill won the steam category for his HO scale 2-6-6-2. Bill also won for his HO scale FT A and B units in the green and yellow scheme. Bill won the M of W and caboose categories for his steam tender in M of W service and wood bay window #653, respectively. Pete Solyom won both for freight car and passenger car for his HO models of GS wood gon wood chip car and heavyweight RPO. Best of show went to Bill for his brass FT's (are we ever going to see plastic FT's?) I hope that future meets will bring out a greater participation in the contest so we don't have to eliminate it. We may add a photo category, what do you think? This year's meet had the greatest number of raffle prizes to date, with more and more contributors jumping in. This year's contributors were: Life-Like Products, Pentrex, Microscale, MDC-Roundhouse, Rail Model Journal, Model Railroading, as well as area hobby shops and the FRRS. All of these contributors deserve a heartfelt thanks for their support of this function.

Also the following people deserve thanks for their work in making this year's meet a success: Sue Solyom, Tim Dickinson, Dave Stanley, Mike Mucklin, Thom Anderson, Roger and Dottie Aten, and Norman and Barbara Holmes. We look forward to continuing this event. Next year it will be in a new location, as the city is opening a new meeting facility.

I would like to ask anyone who would like to participate in the organization of this event to contact Pete Solyom, 440 Portola Ave., La Habra, CA 90631. It is a lot of work to put this on and any help is greatly appreciated. We look forward to seeing old as well as new faces next year. Until then,
WP Lives...

Request to the Membership

We hereby request that members who take photographs (either still photos or videos) of museum events such as Motorcar Races, and Railfan Day, offer to the museum some of their pictures for use in publications and for storage as archives. Most of the active members who would normally be taking photos are involved in operations on these days and are therefore unable to take photos.



...the final report in the series.

"WOW! Fantastic! Can't believe it looks so good! After all that work...."

"She sure looks good, doesn't she?" Norm Holmes had quietly walked over to where I was standing, soaking up the impact of the mostly-painted 805A for the first time. The late afternoon sun only added to the spectacular effect. About a week earlier, Steve Habeck had called up: "Dave Dewey's just finished the nose and sides. Red nose wings and all, just like God and the WP intended. You won't believe how good she looks!"

And indeed, even though I had peeked under the blue tarp and had seen orange paint on the nose a few weeks earlier, it still took a while for the realization to sink in that the moment we had been working towards for seven years was now at hand. By now, you've all seen photos of Dave's paint job, and hopefully many of you have had an opportunity to hear the units running together. It took a lot of effort to make it happen, but it was absolutely worth it.

"Recent" Results

Because of schedule conflicts, it took until May 7 to get back to Portola. After discussions with Dave Dewey about work to be done on the B unit and 805, I checked the batteries, which were fine, then filled the cooling system and checked for leaks. There was the "usual" small trickle of water from the lower seal on #13 cylinder after sitting idle over the winter, but no other indication of trouble. The airboxes were dry; a good sign. After prelubing and a small spritz of starting fluid in each airbox, she started right up. Again, thanks to Gordy and his battery chargers! Once running, the control air and brakestand problems were evident, along with a host of control circuit difficulties (e.g. no throttle response). The electrical problems appeared to be a result of body filler dust accumulating on relay contacts, since everything had worked fine in the fall.

On the 8th, Dave McClain and John Ryczkowski were both able to help. We spread sand on a small oil spill instigated by the trickle of water from #13 cylinder, then addressed the brake stand air leak. I for one was not looking forward to wrestling that beast out and swapping in our spare. In diagnosing the problem, I suddenly realized that the independent was behaving erratically also, showing a lot of blowby. Since that was, easy to change, Dave headed for the parts boxcar and returned with a spare. Before I knew it, he had replaced the bad independent valve, and the problem was fixed. Ski, meanwhile, was cleaning accumulated corrosion from the battery terminals and applying a protectant to all of them. Next, we requisitioned a pair of engine air intake filters from 708 after discovering we were out of replacement filter elements. We examined the control air regulator, which had a small leak, and investigated borrowing the one from 708. That looked impractical (as well as being undesirable). When Dave Dewey commented that he knew of a source of diaphragm material, we decided to repair it, but it would have to wait until after the Circle the Wagons event.

Dave Dewey had been methodically addressing the large amount of prep work to be done before painting, and this

kicked into high gear in May. Among other things, this included filling and smoothing the rust pits on the cab sides under the ladder kick plates, repairing the rusted out section under the engineer's window where the cab meets the floor, repairing the rusted out edge of the side panel near the lead porthole, grinding smooth the crude weld repairs on the rear end sheets, and polishing out the gouges from the stainless lower side panels. Bob Blanch also made another trip down from Seattle and helped with polishing and pulling up rotted cab floor boards, among other things. Late in May, Lynn Hanlon made full size copies of the EMD painting diagrams I had obtained through Jack Wheelihan, and forwarded them to Dave to use as stencils. By carefully referencing photos, Dave had already done the lower orange curve before the package arrived. When the package was opened, the patterns overlaid Dave's curve almost exactly -- good show!!

I returned on June 19 to adjust the brake cylinder travel. After conferring with Dave Dewey on painting issues and helping to remove some of the masking paper from the recently-painted orange side panels, I started her up (no water leaks this time). The first brake cylinder I looked at needed the largest adjustment and required the lower end of the brake shoe hanger to be moved to the next positioning hole in the rigging. This proved to be a major fight that consumed the next 2 or 3 hours, but I won. By contrast, the rest of the adjustments needed only a tweak of the slack adjuster nut, and took less than an hour. All of the brake cylinders are now set to between 4 1/4" and 4 1/2" travel. And I couldn't keep from looking under the tarp to see the new paint on the nose -- wow!

In the next week, Dave did the left side of the unit and the nose wings, and Odie Lorimer delivered a beautifully finished nose medallion. Several years ago, Odie had volunteered to paint a nose herald, and I made a full-size template for him from the EMD drawings. At Winterail, I mentioned to him that this was the year we would need it, and he made a nice one! Odie Lorimer did the excellent lettering jobs on both the 805 and the B unit.

I also tracked down the last hard-to-find part and finished restoring the Mars light, cleaned up a replacement porthole casting and obtained a piece of laminated safety glass for it. Don't ask what that cost!

Returning to Portola from the UP Operation Lifesaver special on June 28, I saw the painted 805A for the first time. We also learned about a "minor" difficulty: no operable F units for the "Wagons" pageant. The B unit kept shutting down from low oil pressure, 921 had a serious water pump leak, and 805 had no throttle response. I had known about the 805 and expected to fix it in time, but the others were a surprise! Vacation plans were quickly changed, and Dave McClain, John Ryczkowski and I returned the next day. Ski brought along the 805 bell and a 5-chime horn he had been storing, while I brought the Mars light and porthole. Ski reassembled the horn with all bells facing forward, then he and Dave Dewey installed it and the bell and got them working.

Continued on Next Page.

Continuation of Larry Hanlon's 805A Report.

Meanwhile, Dave McClain and I started on the B unit. A reasonable amount of oil showed on the dipstick, but upon starting it there was an excessive amount of noise from the valve train and no circulating oil visible. Just before we shut it down, Bruce Cooper pulled the dipstick and discovered the real problem -- no oil!! We added the remaining 2 barrels of oil on hand, and it now ran normally, although it was still a barrel low. Bruce placed a rush order for more oil, which was delivered and added on July 1. The B unit had been vandalized over the winter, and we obviously lost more lube oil than it initially appeared. 921 was next, where we replaced the left side water pump using a spare from the parts boxcar. Finally, 805. After checking the governor cable and cleaning a number of relay contacts, we got normal operation back. Next, we reinstalled the Mars light and checked it out. We moved her outside for a few quick photos, then Dave Dewey started painting the trucks silver. Three units-- F units--returned to service in one day! We celebrated the hat trick all the way back to Colfax.

By July 1, Dave Dewey had painted the remaining porthole and assorted grabirons and installed them. I coupled 805 to the B and set up the MU connections; to my great surprise, all worked well, although the control air regulator leak had gotten worse. Two new members (sorry, guys -- I lost your names!) washed all 4 F units and installed the nose medallion on 805. Dave and I also installed the number board frames, then it was time for pageant practice. After the practice run, we installed the remaining porthole glass.

I had intended to park our A-B-A set of Fs at Malfunction Junction for a meet with the UP Es on the excursion train. We learned that the Es were making much better time up the Canyon than expected, and therefore gulped down a few bites of "dinner" and scrambled to make up the set. The 913 (thanks, CSRM!) was facing the right way and matched the orange color better than 921, so we used it in the consist. Gordy Wollesen and the new guys helped with the switch move, and we made it to Malfunction with about 30 seconds to spare. Gordy laid on the horn while we scrambled down for some pictures, and poof, that was it! I've seen one video taken from the train, and it looked pretty good!!

By Sunday, the control air regulator leak had gotten to be pretty bad. This, plus people turning valves without our knowledge, caused a problem that almost delayed the pageant. However, we were able to scramble and work around it. After the pageant, it was back to work all too quickly.

Since then, Hank Stiles has changed out the old oil and filters and cleaned out the bottom of the crankcase as well. By Railfan Day, as you know, Dave had finished painting the roof and rear end and gotten the windshields reinstalled, and he also replaced the leaking diaphragm on the control air regulator. I've been tied up with work and business trips, and haven't actually seen the completed paint job yet. We'll fix that by the end of the year.

There is a sizable number of people that directly contributed to the rebirth of the 805, and whom I'd like to thank for their help. Dave McClain, Dan Ogle, Bill Evans, David Dewey, Ken Roller, and John Ryczkowski were part of the core group that contributed sizable, in some cases massive, amounts of time. It wouldn't have happened without their talents. When you look at the pristine nose contours, think of Bill; when you see the paint, think of Ken and Dave D., and when you hear the throaty exhaust, think of Dave M., Dan, Ski, and me. In addition, Bob Blanch, Brian Challenger, Bruce Cooper, Steve Habeck, Lynn Hanlon, Norm Holmes, Mardi & Pete Langdon, Odie Lorimer, Hap Manitt, Gayle McClain, Glen Monhardt, Jack Palmer, Mary Ryczkowski, Hank Stiles, Jack Wheelihan, and Gordy Wollesen all contributed directly to the project. We also give special thanks to the Union Pacific. If I've overlooked someone, it is truly unintentional and I apologize. You all have been part of a special event in railroad history.

And Hap, I know she's not a steamer, but, this one's for you.

The B Unit, 925C

In my mind, the B unit was a part of the larger 805 project. At my own expense, I shoehorned a trip to Montreal onto an east coast business trip, overcame immigration problems (that was the week Canada required passports for US citizens because of the Indian unrest!), chose our unit from several because of the excellent body condition, did an air-box and crankcase inspection and found a good C engine inside along with new wiring, got a commitment for D77 traction motors and interchange-legal wheels in the reassembled trucks, and secured an agreement for a price that was half the going rate for a running unit, and lower than the value of the engine and trucks alone. And then there was the mad dash to the airport, and making the plane with only a few minutes to spare. I then presented the information to the Board. If memory serves, this was the first significant purchase the FRRS made, and there was some significant discussion before the decision was made to go ahead. In fact, one of the Board members accosted me afterwards for threatening the acquisition of "his Baldwins."

In any event, many of the people mentioned above were also involved in restoring the 925C. In particular, Dave McClain and Pete Solyom traveled to Montreal to work in sub-zero weather to retruck the unit, get it running, and prepare it for shipment; Pete provided the airline tickets. Norm worked tirelessly with the CN, GT, C&NW, and UP to obtain free transportation. Dan Ogle quickly tracked down the minor electrical problem that had kept the unit from loading, and Dave Dewey handled the body work and the painting. And thanks are also due to Gilly Schwager for agreeing to the deal because he wanted to see a B unit saved.

Summary

I have written this series in order to provide people with more insight into the process of a restoration, so that there might be a broader appreciation of the challenges to be overcome along the way. The vast majority of the restoration literature I'd seen concentrated on verification of historical authenticity or the proper finishing techniques, etc., but skipped lightly over what it actually took to accomplish the job. Hopefully these articles have helped to fill a gap, and provide some additional measure of understanding for why Group A is taking so long to finish Project B. So what did it take? Counting travel time, I have well in excess of 1000 hours in this project, and have spent easily a thousand dollars beyond the original share of the purchase price. Dave McClain has to be over 1000 hours also, as we did much of the mechanical work together. Counting the rest of the folks, I'd estimate there are 5000 - 6000 hours in the 805 and the 925C. Whew!

There is work yet to be done to finish the job completely. The cab interior, cab seats, and cab floor have to be finished, the engine room still needs a final cleaning and painting, and there are a few small mechanical and electrical tasks to complete. We still need to find cab side windows and windshield wipers, the 5-chime needs to be tuned, and we need a permanent solution for the Mars light power. If any of you come across a 72 volt, 3/4 KW dynamotor or DC motor generator set that puts out 50A at 12V, that is what we need for the Mars light. Failing that, I plan to install a 12V battery and automotive alternator driven off of the auxiliary generator drive belts. Dave Dewey is going to take over reporting on the 805 as part of the larger set of restoration projects, so I turn the word processor over to him.

See ya.....

To Start an ALCo

By Norman Holmes

Shortly after the arrival of our VIA ALCo locomotives, on July 25, 1994, I received a call from Gary Baloun, a retired CNW CMO, who owns two Montreal/ALCo FPA-4's. He was interested in knowing what we were going to do with our units and offered advice on preparing our units for operation. The main area of concern was water in the crankcase. Since the units were out of service for five years and the exhaust stacks were uncovered in an area of considerable rainfall, up to 50 gallons of water could have accumulated in the crankcases.

The ALCo diesel engine design has an oil drain plug inside the crankcase. While this location may seem strange, it does have a distinct advantage. Usual designs have a pipe from the crankcase to the side of the locomotive where a valve is located to drain the oil. If any water has accumulated at the bottom of the crankcase this water will also be in the drain pipe and valve. In our freezing winter weather the water will freeze, the valve breaks and when the weather warms the water will flow through the broken valve, followed by all of the oil in the crankcase. (This happened to our Baldwin AS-616, O&NW #4.)

B unit 6860 was selected to be worked on first because of a possible generator problem on the A unit. On September 3, I started work on the unit. The oil drain pipe did not have a valve on the end, only a cap. The cap was removed and a valve placed on the end. This was needed to control the flow of water from the crankcase and to prevent the loss of the oil. I then discovered that the oil level was higher than the bottom of the inspection covers. I cut a wooden block the length of the inspection cover, tacked a piece of carpet on one side and cut another block to fit between the unit wall and the engine. When the cover was removed the carpeted block was quickly placed against the engine to prevent the engine oil from pouring out. Then the drain plug was located, removed and 30 gallons of water drained from the crankcase. Since the engine had not run with the water in the oil, the oil was not contaminated with water, it merely settled in the bottom of the crankcase. A set of batteries was installed earlier and charged. The engine was prelubed with an oil pump connected onto the oil filter line and to follow Gary's advice the engine was to be rotated by hand before trying to start it.

Located at the generator end of the engine in a pipe holder is a handy device called a "jacking bar." This three foot piece of pipe with a sort of hook on one end fits into a groove on the flywheel. Raising the bar or pushing down rotates the engine. I tried to rotate the engine, but it would not budge. I asked Gordon for help and finally with me standing on the bar and pushing against the ceiling and Gordon straining from the deck, the flywheel moved. After this initial movement it went easier. It rotated about a quarter turn and stopped again. We surmised that there was rust in the cylinder where the rain water made its way to the crankcase. Pulling a head with its 700 lb. torque head bolts was the best way, but this job was really a job no one wanted to do. Instead an injector was removed and penetrating oil poured through the hole into the cylinder. The engine was barred over until it stopped, backed off and tried again along with more oil. With each turn the engine would go a little further until finally a complete revolution was made.

The injector was replaced and the fuel pump turned on and an attempt was made to start. The engine would not fire. The fuel pressure showed 8 pounds, not up to the 35-45 lbs. recommended, but we thought enough. In trying to discover the problem of low fuel pressure we found that when VIA removed the steam generators they did not cap off the fuel lines and the pump was sucking air. With the suction and discharge lines capped, the fuel pressure went to 50 lbs.

A second try was made to start the engine. Gary said it might take 3-4 minutes of cranking since the engine had not run for several years and the cylinders were dry. Another idea from Gary was to put hot water in the radiator to warm the engine. This is because diesel engines ignite the fuel from heat and every little bit helps. We filled the radiator using our Hotsy pressure washer which heats water. With help from Hank Stiles giving a shot of starting fluid we again tried to start the engine. It tried to start, but before it started to run on its own we ran out of battery power. Our 512 was close by so we ran a pair of jumper cables between the units. More cranking, then one after another each cylinder started to fire until all twelve were in operation. The jumper cables were so hot the plastic on the handles started to melt, but the engine ran! It sounded like an ALCo 251 should.

Before the unit could be moved on its own, a number of air problems needed to be solved. The air compressor safety valves were missing, the two automatic moisture ejection valves leaked and there was no control air to the electrical cabinet. The engine was shut down until repairs could be made. On September 8, Howard Wise and George Childs, friends from the Pacific Locomotive Association, came by for their annual visit. Since Howard is a mechanic for Oakland Terminal Railway, he was asked if he could help solve the air problems. Howard likes a challenge and went to work. Shop air was used to charge the system so we could hear where the air was leaking. With all the leaks sealed, the unit was started. It starts easily now with only a few revolutions. Air pressure was now the 70 lbs. needed to activate the reverser and power contactors.

B units have hostler controls. This is a throttle with 5 positions, reverser and independent brake valve. It also has a horn. The reverser was put in forward, generator field switch closed, throttle opened and nothing happened. It was discovered that a wooden block was placed in back of the reverser mechanism so that it would stay in neutral during shipment. With the block removed, the throttle opened, the unit moved. So far so good. Now let's see if the A unit will control the B. Even without the A running it should. An M.U. cable was hooked up between the units, all control circuits closed and yes it worked.

Air was still a problem. It seems that the compressor in the B unit will not supply air to the main reservoir line that is connected between the two units. We learned that there is a valve that prevents loss of reservoir air if a pipe breaks and this valve would not allow air to reach the main reservoir line that connects the two units.

Attention was now directed to the A unit. Only 5 gallons of water was drained from this unit's crankcase, then the portable oil pump was plumbed into the oil system, oil circulated through the engine and an attempt to bar it over was made. The flywheel would not budge. Penetrating oil was poured into the injector hole, same as the B unit, and allowed to work. Since everyone else was busy on other projects getting ready for Railfan Day, I obtained a track jack, placed it under the jacking bar and with the aid of a five foot bar, raised the jack. The flywheel moved a few inches. Standing on the bar would not bring it back to the starting point. Placing the jack on top of the bar with a 4x4 against the ceiling still would not move the flywheel. A second jack on the opposite side of the engine under a second barring tool finally broke it loose. After more penetrating oil and jacking on the flywheel, it moved halfway around so the No. 1 piston (where the rust was) was at the top of the cylinder. Being tired of working the jack a few inches at a time and since all the pistons had gone from top to bottom or vice-

Continued on next page.

9th Annual Railfan Photographer's Day

September 17, 1994

By Wayne Monger

This year, 12 different units were operational -- and this number did not include use of operational units WP 512, WP 501 and UP 849. FP7 WP 805A leading an A-B-A set of F's was to be the star of this year's show. The big uncertainty was if the recently delivered ALCo/MLW FPA4/FPB-4 set would be operational in time.

Norman Holmes exerted an unceasing effort of near-Homeric proportions that brought FPB-4 VIA 6860 and FPA-4 VIA 6776 back to life after 5 years of inactivity. Another incredible effort was made by Gordon Wollesen who made sure that all scheduled locomotives had charged batteries. David Dewey finished roof painting and detail work of 805A. Odie Lorimer then lettered the sides of both the 805A and 925C. Vic Neves touched up lettering and renumbered the wood sugar beet cars. Peter Langdon and Wayne Monger worked to bring Baldwin AS-616 O&NW 4 and S-12 USS 16 into operation. Brian Challenger, Dan Ogle, Tom Graham, Leslie Wood, Kerry Cochran, Phil Gosney, Doug Morgan and Hank Stiles floated between projects helping where they could. Bob Beattie worked on our A-8 motorcar to prepare it for visitors' lunch time rides. Steve Habeck directed up to three train crews making up the required trains, finishing "early" at 7:30 PM Friday night.

Sue Cooper had informed us early on that she wouldn't be available to supervise the Beanery at all on this day. Wayne Monger made contingency plans. Linda and Dave Dewey, Julie Anderson, Janis Peterson, and Sharon McGarr did a great job handling the crush of lunch time demands. Mardi Langdon and Wayne Monger whipped up a "killer" spaghetti dinner slaving over five gallons of spaghetti sauce and transporting it to Portola after dawn. That evening, Wayne, Mardi and Vic Neves were joined by Fred James and Jim Gronke, for the hot, thankless job of cooking 20 pounds of spaghetti noodles. Thanks go to everyone who helped clean up the kitchen and eating area following lunch and dinner.

The star of the show, WP 805A, had an emergency battery change-out in the morning. Some of the day's trains included: the 805A/925C/921D set of Western Pacific F's on a 10-car 1960's-era freight train; NW-2u WP 608 pulling a "Fruit Extra" of reefer cars and caboose SN 1632; a "1950's Shortline Freight" with four Baldwin diesels: AS-616 ON&W 4/AS-616 O&NW 3/S12 USS 16/DS-4-4-660 NVR 51; the "SP Sugar Beet Train" led by EMD SD9E SP 4404 and EMD GP9E SP 2873; and ALCo/MLW FPA-4 6776/FPB-4 6860 pulling the VIA 3-car passenger train with Norm Holmes at the throttle. All of the locomotives in use got through the day without "dying."

The after-dinner program began with two slide shows: Vic Neves with his photo review of the "FRRS Circle The Wagons 10th Anniversary" and Wayne Monger with slides on the railroads of eastern Oregon. Starting at 9 PM, Vic Neves directed two successful and spectacular shoots of the WP F's on the 1960's Freight Train. The second series had all four of the museum's cab units lined up side by side on tracks 1 through 4. Afterwards, those remaining saw a great slide show by Steve VanDenburg on the Cumbres & Toltec Scenic Railroad's "Rider Freight" behind the restored "Mudhen."

The entire "Railfan Photographer's Day" event went smoothly and safely, a testament to the professionalism and training of all of the FRRS operating department people under the supervision of Gordon Wollesen and Jim Gidley. Sr. A sincere thank you goes to all of the FRRS members who participated in any way to make this event go smoothly. These people include: Dave Anderson, Julie Anderson, Dave Bergman, Don Borden, Don Clark, Kerry Cochran, Ed Crary, David Dewey, Linda Dewey, Skip Englert, Jim Gidley, Sr., Phil Gosney, Tom Graham, Steve Habeck, Norm Holmes, Barbara Holmes, Fred James, Peter Langdon, Sharon McGarr, Wayne Monger, Vic Neves, Jack Palmer, Janis Peterson, Hank Stiles, Ed Warren, Jerry Williams, Gordon Wollesen.

The visitor count was nearly 100, including a rental car full of fans from Australia; \$1,145 was received at the gate. A special thank you goes to everyone who paid the entry fee and then volunteered to help out in some way.

The 10th Annual Railfan Photographer's Day is tentatively scheduled for Saturday, September 16, 1995 with even more surprises to be unveiled.

Conclusion of To Start an ALCo By Norman Holmes

versa I thought I'd use the starting wiring in the main generator to rotate the engine.

During the inspection of all the available ALCo units in Montreal, I could only look at the units. There was no way to evaluate their mechanical condition, only that they were all in running condition when retired. The units that I selected were ones that appeared to have the best body and wheel conditions. I learned from Gary that he had some of the most recent maintenance records of the A units and he told me that our A unit had some generator work done on it just before being retired. We contacted Dick Hulbert, a retired SP electrician to check the generator. He came to Portola and checked the generator using a "megger" on strategic parts of the generator. His conclusion was that while it was not perfect, he found no problems that would prevent us from trying to use it. He suggested washing the armature and fields with an electrical solvent, which we did. With the batteries charged, the starter button was pressed and the engine rolled over with no difficulty. Hurray!

Railfan Day was Saturday, September 17, 1994. This was Friday the 16th. The ALCo units were scheduled to pull a passenger train during the event. With help from Tom Graham, we watered the unit, connected a set of jumpers from 1857 and proceeded to crank over the engine. After a few minutes with the usual help from starting fluid and smoking jumper cables, the unit started. There were air problems to solve, the reverser wooden block to remove and the discovery of which switches has to be turned on before we could move both units.

Work continued on Saturday morning when we finally had the air problems solved. Both units were started and while I walked around outside looking for air or water leaks, I smelled electrical smoke. Smoke was coming out from inside the electrical cabinet in the A unit. I opened the battery switch, killed the engine and ran for some water to put out the fire. (I know you are not supposed to use water on an electrical fire, but the power was off and a bucket with water was the first thing I could think of. Besides the powder from a fire extinguisher makes a mess.) One of the control relay coils burned up, but luckily there was no other damage to nearby wiring. Dan Ogle was there to help and he was summoned to see what could be done. We found another identical relay on another ALCo unit, removed the burned relay and replaced it with the borrowed unit.

Time was running out, the ALCo's were scheduled to operate at 12:15 PM. Air pressure was still not up to what it should be, however shortly after the all-engine horn blow at noon, everything looked OK. We had an air test on the train and we pulled out on time. We eased out of the shop tracks, past Malfunction Jct. and around the balloon track. The photographers were all on the bank near Milward Switch, so here is where we needed to see what the ALCo's do best. Putting the throttle in run 8 the sky turned black and away we went. Speed was soon controlled with train brakes, a stop made and a repeat run was made. We had a train. The units are painted blue and yellow, the three VIA cars are blue and yellow. Portola now has its own "Blue Train." There is still more work to do on the units, someday we will want to repaint them to a different color scheme, but for now they run and next year at least the A unit will do for us what it was bought for, to relieve 921 in the rental program.



Union Pacific E9 951, which was used on the Pacific Limited excursion trains, and our FP7 805A are shown in this handsome pose on the night photo shoot taken on July 3, 1994 on "Circle the Wagons" weekend by David Dewey.

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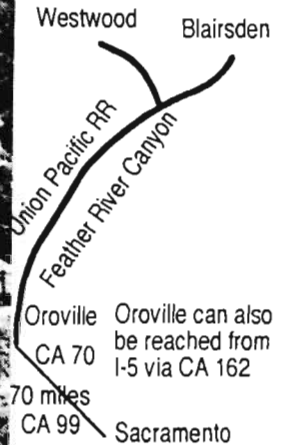
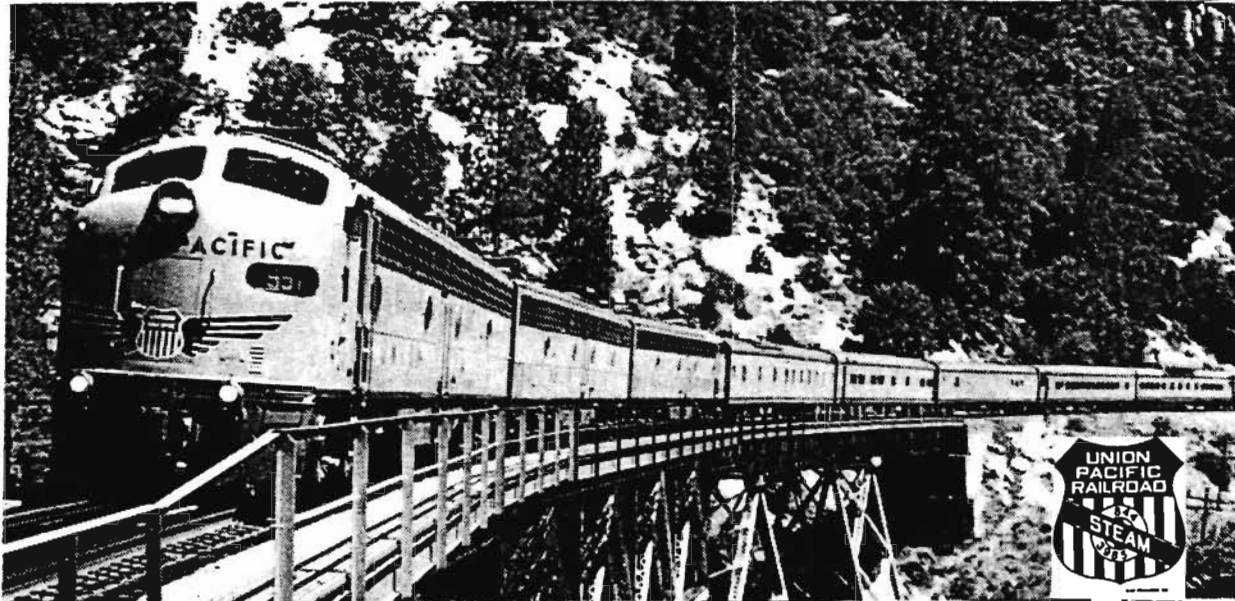


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___ Astra Dome coach tickets @ \$164 ea \$ ___
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