

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 82

November/December 1996

## Winter at Portola

*These photos were taken at the Museum on Christmas Day 1996 and show the remnants of the heavy snowfall from a few days earlier. A few days later warm rain came and the snow went. Now we have a severe flood condition similar to the great flood of '86. Photos by Norm Holmes.*



Inside this Issue:

- Report on Santa Trains.
- Report of 1996 Operating Season.
- Report on Norm Holmes' new WP book.

# The Feather River Rail Society

## The Portola Railroad Museum

Preserving the Memory of

*"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 the Union Pacific Railroad.*

FRRS Tax ID number is 68-0002774  
Member of Tourist Railway Association Inc.

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society.

The Train Sheet is the newsletter of the FRRS.

The Headlight is the Western Pacific RR historical and modelling publication of the WPRRHS.

### FRRS Board of Directors

Norman Holmes; Founder and Museum Executive Director  
(916) 832-4737; 76043.741@compuserve.com  
Steve Habeck; President  
(916) 283-3396; 102054.637@compuserve.com; FAX (916) 283-5810  
Vic Neves; 1st Vice Pres.--- (510) 352-4373; 103157.3067@compuserve.com  
Clyde Lippincott; 2nd Vice Pres.----- (702) 882-4529  
Gordon Wollesen; Treasurer----- (916) 832-5311  
Wayne Monger; Secretary--- (707) 426-5510; 73563.2652@compuserve.com  
Doug Morgan----- (916) 893-1862  
Bruce Cooper----- (916) 832-1002; suecoop@psln.com  
Hank Stiles----- (916) 363-8572; 103344.2501@compuserve.com  
Sue Cooper----- (916) 832-1002; suecoop@psln.com



### FRRS Membership

Associate----- \$15  
Historical----- \$22  
Active----- \$30  
Family----- \$35  
Sustaining----- \$75  
Life----- \$300  
Family Life----- \$450

These are the dues for one year for ASSOCIATE, ACTIVE, FAMILY and SUSTAINING. LIFE and FAMILY LIFE memberships are a one-time payment. HISTORICAL membership dues shown above are for 4 issues of the Headlight.

ASSOCIATE memberships do NOT have a vote, do NOT receive the Headlight, receive only the Train Sheet, and are for one person only.  
HISTORICAL memberships receive only the Headlight, do NOT have voting rights, do NOT receive the Train Sheet, and are for one person only.  
ACTIVE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person only.  
FAMILY memberships receive both the Train Sheet and the Headlight and may include all members of one's immediate family, but there is only one vote.  
SUSTAINING memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes.  
LIFE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person for life.  
FAMILY LIFE memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes for life.

### The Internet

FRRS web page: <http://members.aol.com/cyborgsam/frrs>  
WP web page: <http://www.jps.net/fbrehm/index.htm>

#### WPRRHS Administrator

John S. Walker  
c/o WPRRHS  
P. O. Box 608  
Portola, California 96122  
(916) 671-9584  
76362.167@compuserve.com

#### Headlight Editor

Bill Shippen  
P.O. Box 7261  
Chico, California 95927  
(916) 892-9609  
102144.267@compuserve.com  
FAX (916) 894-7359

#### Train Sheet

Ed Warren  
110 Date Palm Drive  
Sparks, Nevada 89436  
(702) 425-3610  
71251.2705@compuserve.com

#### Chief Mechanical Officer

W.H. (Hank) Stiles  
(916) 363-8572  
103344.2501@compuserve.com

#### Restoration Specialist

David Dewey  
(916) 534-3676  
djdewey@ecst.csuchico.edu

## Available Back Issues of the Headlight

- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.  
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.  
Issue 11 Train dispatching on the WP, Fifty foot single sheathed automobile box cars, WP employee magazines. 36 pages, \$6.00.  
Issue 12 Burlington Northern Pool Power on the WP in the 1970's, part two of "Taming the Canyon," modeling a WP "Recreational Vehicle Carrier" autorack. 36 pages. \$6.00.

Headlight issue #12 is the most current issue as of January 5, 1997.

Back issues of the Train Sheet are available for \$1.00 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

## From the Desk of the President



As this is written, we are in the midst of the 1996 holiday season. There is now some time for home and family, with the last operations of the season, the Santa Trains, successfully concluded. Portola was blessed (?) with a white Christmas, about three feet's worth, on the weekend before the holiday. Digging out will take time, but much of it can wait till after the holidays. We are now in the midst of the first post-Christmas storm, with more snow expected after a full day of heavy rain. Fortunately, the Museum was quite well prepared for the onslaught, with the necessary switching completed and winterization of the locomotive fleet accomplished well in advance of the bad weather. The collection now reposes under a deep blanket of white, at rest until the spring thaw brings the onset of yet another visitor season. With this issue of the Train Sheet, we have included the 1997 calendar of events; the 1997 FRRS calendar will either be with this Train Sheet, or with the next issue of the Headlight, depending upon how production schedules converge. 1997 promises to be an exciting year for the FRRS; please stay with us and watch us continue to grow and improve. Make your plans now to see many of the FRRS Directors and members at Winterail on Saturday, March 8th; also, the WPRRHS will have their first stand-alone convention in Oroville on Friday, April 18th, and Saturday, April 19th, at the Depot Restaurant (the WP Oroville Depot). What better place is there to have a WPRR Historical Society convention than an authentic WP depot? Don't miss it.

On behalf of the FRRS Board of Directors, I would like to thank all of you for your continued support of the FRRS and the WPRRHS, and I hope that your holiday season was a happy and healthy one.

Steve Habeck

## A Word From Your Executive Director

Another year is here. No doubt you have been inundated with appeals for donations to this and that organization. Most are worthy of your support. For this reason we have avoided making a year end request for donations, however a few generous individuals have made year end donations. Thanks so much.

This time of the year there are very limited museum activities and visitors, but there are still ongoing expenses. Our next egg to carry us through the next four months all but evaporated with some costs necessary to pay past losses of Pacific Limited Group. Additionally the cost of moving WP 563 (story elsewhere) and acquiring a McCloud all-door box car both came at an inopportune time. Both the 563 and the McCloud car are acquisitions we cannot pass up.

You will notice that we have established funds for several projects. We ask that you consider a donation to one of the funds that you are most interested in or to the General Fund if you have no preference. If you work for a corporation you might make an inquiry to see if your employer has a matching gift program. That way your donation is doubled. Also if you donate to the United Fund you can designate the FRRS as a recipient for your donation.

Don't forget to send in your tickets and money for the free trip sponsored by Trains Unlimited, Tours. The odds are much better than the lottery.

Norman Holmes

## For Sale

Are you interested in purchasing one of the builder's plates from WP's big mallet No. 260? Earl Failla, P.O. Box 70, Merlin OR 97532, 541-471-1405 has one for sale at \$400.

## Preservation Column...

### On Being Neighbors

By David Dewey

Well, the holidays are over and the Santa Trains have come and gone. For those of you who don't get up to Portola for them, they are an evening event where we light up a caboose train with Christmas lights and invite everyone down for refreshments (Homemade cookies, etc.). It's kind of a special time when the "locals" can come by and enjoy the museum in a nonrailfan way, yet it is still enough "railroady" that some fans come too.

One of the things that makes the Santa Trains so special is that it is one of the unique ways that we are a "good neighbor" to Portola. Many of us at the museum are aware that we are a financial benefit to the surrounding community. Some of the local businesses and city officials are also aware that we contribute much to the area; but the average citizen isn't aware of this, or even what's on the museum grounds.

This is normal for a museum like ours. Museums in small communities such as ours rely on volunteers from widely dispersed areas. The museum volunteers and staff form a community of their own that does not necessarily interact with the "normal" surrounding community. Why is it important to involve ourselves in the local area?

The museum cannot function inside a vacuum; what happens to the area around us affects us. Sometimes the effects are good, sometimes not so good. By forming relationships with the people, businesses, and governments around us, we "get to know" them. Then we will know when they think there is a community problem, or when a new idea forms that might change our surroundings. They also "get to know" us, so they have an idea what needs we have and how we can help them. A sense of belonging helps foster a mutual concern for everyone's well-being. This normally translates to support when we need help, even if it is as simple as a streetlight changed.

The Santa Trains aren't our only way of reaching the local community. We have also worked with school teachers on projects and educational programs at the museum. While the students learn about railroading, we get some restoration work done. More importantly, the local students learn what we're trying to do here and (Hopefully) learn to respect our artifacts (read: vandalism protection!).

In this day of shrinking support for cultural projects and establishments, it is more important than ever for museums to become not only good neighbors, but to be an active community member.

# SANTA TRAINS 1996

By Gordon Wollesen

Portola Railroad Museum's 1996 annual Santa Trains are now history. The 4th year of our December Santa Trains was a rousing success. December 7th and 14th were the dates, and as in the past, our cabooses train was outlined with Christmas lights as was the locomotive. The train was spotted on three rail, right outside the diesel shop. Inside the shop the Christmas tree was well decorated and Christmas lights were strung at strategic locations. The Beanery was decorated to complete the Holiday setting. As in the past, the Beanery served cookies, hot chocolate, cider and coffee to those that visited the museum. The train provided rides to all that wanted to ride. All this was provided, as always, at no charge; it was our donation to the community.

The planning started in September, after Railfan Day. This year our planning and preparation started later in the year because we had lots of prior experience doing this. It was still lots of work. A week before Thanksgiving, the train was made up and a call for assistance was sent out. On the Saturday before the first Santa Train, things began to happen. The yard was set up and two cabooses were decorated. By the next Saturday morning all five cabooses were finished. The tree had been finished on Friday, but the shop interior, locomotive and Beanery remained to be done. By 3:30 PM all was ready. At 5:00 PM the generators were started, lights checked, power tied on to the train and the train aired up. Crew assignments were made and we were ready for the crowds.

December 7th (NOT 1941) dawned partly cloudy, warm and with some wind. Rain showers patted us off and on during the day. By train time it was raining continuously. The biggest problem was the mud in the parking lot. People began to arrive about 5:00 PM and the first train pulled out about 5:40 PM with a fairly good load of passengers. Santa Claus was smart and stayed in the engine house to greet one and all. As the evening progressed, the train had fewer and fewer riders as the weather deteriorated. The Beanery had an

ample supply of hot drinks and cookies, but the takers were not there. The train ran 5 trips that evening and by 8:15 the last run was made. No more people. I estimate that 200 people took advantage of our hospitality.

December 14th dawned clear, warm, with a light wind and still muddy. All was ready by 5:00 PM. People began to arrive at 4:30 PM and at 5:30 PM the train rolled out with a fairly good load. As the train rolled by the parking lot we saw that there were about 50 cars parked and a convoy coming in. The crew was advised that each trip would be "load and go." The second, third, fourth, fifth and sixth trips were made with full cars - less than standing room only! Trips seven, eight and nine had fewer and fewer riders. A record number of trips, and what a night it was. I estimate that 600 people showed up and had fun. The weather was good, clear, but cold and the mud problem disappeared - it frozed!

Overall our 1996 Santa Trains were a success. Everyone that visited the museum had a good time. Lots of favorable comments were heard and a lot of "Thank You's" were given to all the crew. And, the annual question was heard, "Are you going to do it again next year?" The annual answer is "Yes."

Now the "Thank you's" go to all that helped put it together and make it happen. Hap Manitt, Norm and Barbara Holmes, Bruce and Sue Cooper, Lolli Bryan, Steve and Mary Habeck, Ken Roller, Edna Ede, Ken and Missy Iverson, Jim Holliswell, Gordon Wollesen, Tom Graham, Melissa and Judy McGrath, Vickie Krois, Jim Druckmiller, Ed Powell, Bob Carr, Marty Anderson, Harold Lantz, Don Borden, Vic Neves, Jordan, Barry and Zarah Levine and last but not least a special "Thank You" goes to Santa Claus, Rolf Gaudard.

After the first night's operations, a special crew meeting was held in the Beanery. We held the usual crew comment session and very quietly worked into the main reason for the meeting, a surprise Birthday Party. Melissa McGrath celebrated her eighteenth birthday. It was a real surprise!



## CMO Report

By Hank Stiles

I hope everyone had a very nice holiday season and got at least part of what you wanted under the tree. I myself like the chance to get together with family and friends that we seem to be so rushed to take the time to appreciate at other times of the year. It is now time for a lot of us (me included) to go on a diet, lots of rabbit food, so as to be in shape for our upcoming summer at the museum.

As for things at the museum, we will be all right if it does not wash away in all this rain. We had a lot of snow at Christmas time, now all this rain has washed it away along with a good chunk of the Feather River Canyon. The word on the Union Pacific is that it will take up to a month to repair the track when it stops raining. At this point you can't get to Portola by car. I live in Sacramento and I can't get to Stockton to go to work, both highways 99 and 5 are closed. So those of you who are enjoying good weather, count your blessings, things could get worse, as we in central California can attest.

This summer at the museum we would like to get an

ALCo RS-2 in service and repair the air compressor on the ALCo B unit. We may need them this coming fall. Also we would like to replace the traction motor on our BLW DS-4-4-660, that along with the 100 or so smaller projects we will have to take care of.

A fleet the size of ours (larger than many short lines and some regionals) needs a lot of upkeep. With that I would like to invite all of you up to the museum the first full weekend of each month April through October for the Locomotive Maintenance Clinics. This is your chance to help out and learn at the same time. We all have a good time and it is so much fun when they run well.

So we would like to see as many of you at our museum as we can this summer, not only for the clinics but anytime you can. Please come up when you have the time, you won't be disappointed.

Until then stay dry if you can.

Hank

## Establishing Funds

A number of individuals have expressed an interest in donating to a specific project. Accordingly the Board of Directors voted to establish funds for certain projects. They are as follows:

**General Fund** - This fund pays for all bills not covered by special funds including utilities, insurance, supplies, building repairs, improvements etc. All income from membership dues, donations, gift shop profits, train ride tickets etc. go into this catch-all fund. This fund maintains the museum and membership services.

**Building Fund** - Funded principally through the profits from the annual opportunity drawing for a free train excursion trip sponsored by Trains Unlimited, Tours.

**WP 805A Fund** - Started several years ago to pay for the restoration of this important unit. Some mechanical and cosmetic work remains to be completed.

**WP GP-9 Fund** - Repays acquisition and transportation costs for WP 725 and 731. Future restoration work includes body and paint work and mechanical improvements.

**FB 110-1 Fund** - This 1929 Ingersoll-Rand locomotive has been under repair by the Johnson family and will need cosmetic and mechanical restoration.

**UP 737/SP 216 Fund** - For cosmetic restoration as a display item.

**SP 1215 Fund** - Established to fund inspection and possible restoration to running condition. Funding for this project is on a "stand alone" basis.

**UP 105 Fund** - Our UP business car is in need of a new roof.

**TCS Board Fund** - WP's complete TCS control board is to be established in the UP baggage car. A memorial fund has been established in the name of Dave Meyers, WP's Chief Train Dispatcher.

The Feather River Rail Society is a non-profit 501 (c) (3) educational corporation and all contributions are tax deductible to the extent permitted by law. Thank you for your support.

## WP Web Site Updated

Frank Brehm has updated his Western Pacific Internet Web Page. It is now found at:

<http://www.jps.net/fbrehm/index.htm>

Check it out, it has a great deal of good information on it. Also his email address has changed to:

[fbrehm@jps.net](mailto:fbrehm@jps.net)

Why not send him a nice message thanking him for his work on this site? It benefits all enthusiasts of the WP.

## Another WP Locomotive For Our Collection

Five years ago we first made an inquiry to Foster Farms to acquire former WP 563. This 1,000 hp ALCo S-4, one of only two owned by WP, was purchased by Foster Farms in December, 1976, and used as a switcher at their Livingston, CA feed storage facility. It was replaced by a former SP ALCo S-6 and remained as a standby unit and later as a parts source.

In October we were notified that the unit was available at a reasonable price. However, since the museum's financial condition is not as strong as we would like, Norman Holmes and John Ryczkowski agreed to purchase the locomotive, restore it to operating condition (unless major problems are revealed) and then donate it to the museum. A portion of the profit from Norm's book on the Western Pacific will be used to offset purchase and restoration costs.

Costs of moving the unit from Livingston to Portola will be the responsibility of FRRS. We hope to have it in Portola ASAP.

## Registered

We have now registered as "service marks" our FRRS logo and the WP logo as used for the WPRRHS. This gives us exclusive right to use these logos.

## Mailing

Train Sheet No. 81 was mailed on November 12, 1996. Lolli Bryan, Missy and Ken Iverson and Barbara and Norman Holmes collated, stuffed, glued and labeled 1140 issues. Peggy Garner, the membership secretary, supplied the mailing labels.

## Train Shows Coming Up

The FRRS operates sales and information tables at many train shows in California. Drop by and see us.

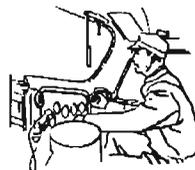
GATS = Great American Train Show.

GATS Bakersfield, January 18-19, 1997.

GATS Long Beach, February 1-2, 1997.

GATS San Francisco, March 1-2, 1997.

Winterail in Stockton, March 8, 1997.



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# The 1996 Operating Season Was a Big One

With the 4th of July being on a Thursday this year we had two extra days of passenger train operations.

A total of 2,744 combined hours of service was worked with crew members coming to Portola from as far away as Utah, Arizona, and Southern California.

Working in the Operating Department is not just running passenger trains on weekends. It's coming to the museum on weekdays and putting in long hours. It takes three to four days of switching to get ready for Railroad Days, and Railfan Day. After the events, all the equipment has to be switched back. A very special thank you goes to the crew members who stayed and worked in the pouring rain the day after Railfan Day. It took two weekends to get everything back in place for the winter.

A big thank you goes to the Mechanical Department for keeping the engines running, also a big thank you goes to the food service people who kept feeding us until the very end. A big thank you goes to all who put time in at the Museum.

Jim Gidley, Sr.  
Trainmaster

## Final 1996 Operating Season Crew Qualifications

- Yard Engineer:** Kerry Cochran.
- Fireman:** King Felton, Judy McGrath and Melissa McGrath.
- Conductor:** Ken Iverson, Judy McGrath.
- Brakeman:** Paul Finnegan, Harold Lantz, John Whitaker and Judy Whitaker.

In 1996, two people moved up to Passenger Engineer, one person moved up to Yard Engineer, eight people moved up to Fireman, six moved up to Conductor, and nine people moved up to Brakeman.

A big thank you goes to you all from the Trainmaster for your dedication and hours of service to attain these goals.

# Trains To Stay On Feather River Canyon Route

The following is a digest of an article appearing in the November 12, 1996 issue of the Portola Reporter. Editor Terri Nekar wrote the article following a presentation before the Portola City Council and residents by Ray Breedlove, Union Pacific's Portola Manager of Train Operations.

"Union Pacific isn't leaving Plumas County. The merger with Southern Pacific will enable Union Pacific to make use of existing parallel lines - over Donner and through the Feather River Canyon... Tracks running over Donner Pass will ultimately be used for intermodal - lighter and faster traffic... Trains coming through Portola will be manifest - heavier cargo consisting of box cars and gondolas carrying mixed freight... The Donner route is faster and shorter than the Feather River Route. It is also steeper, which lends itself well to lighter trains. Currently the SP has to use helper units to get the heavier manifest trains over the mountains.

"The Feather River grade is a one percent grade giving us the luxury of not having to worry about how big the train is, how much horsepower it takes or how many locomotives we need, he said (sic)... Given the number of heavier trains currently going over Donner, which will be transferred to the Feather River Route, he expects an even exchange. Before intermodal traffic can be moved over Donner, UP will have to do a lot of reconstruction on the present tracks, raising the heights of snow sheds and tunnels to accommodate double stacks...a two year project.

## Pacific Limited Group

The Pacific Limited Group has announced that there will be no excursions on the UP in 1997. The increased cost of renting the train and increased insurance requirements were the reasons given. The 1996 trips in Iowa, to Dunsmuir and out of Chicago made a small profit, but the Branson trip did not meet expectations. Lack of lead time to advertise, and increased insurance requirements after the fares were announced, led to a loss for this trip. All four groups which comprise the PLG - Central Coast and Promontory NRHS groups, Union Pacific Historical Society and Feather River Rail Society - have agreed to make up the shortfall so that all bills would be paid by the year's end.

FRRS members participating on the Iowa trips were Ron Piles, Mike Howard, Jack Hathaway, Jeff Blackman and Norman Holmes. On the Branson trip were Albert Estabrook, Jack Hathaway and Errol Spangler.



## 9th Annual Free Trip Opportunity

By Chris Skow

Trains Unlimited, Tours and the Feather River Rail Society are pleased to announce the 9th Annual free trip opportunity. The winner of this event will receive two free spaces on any Trains Unlimited, Tours North American trips operated in 1997. This includes tours operated in the United States and Canada.

Donations for fund raising tickets are \$7 each or 5 tickets for \$30. All sales from these tickets will go towards the Building Restoration Fund at the Portola Railroad Museum. The drawing will be held at the museum on May 10, 1997.

If you have any questions please call Trains Unlimited, Tours toll free at 1-800-359-4870 or 916-836-1745 or write: P.O. Box 1997, Portola CA 96122. If you want to buy more tickets, Trains Unlimited, Tours can supply these. Total value for this free trip opportunity is \$6590.

## New FRRS Life Members

The following people are the newest  
FRRS Family Life Members:

**Dave Brooks and Caren Cohen**

**Gerald and Alice Todd**

Thank you people.

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## FRRS Gift Shop News

Two new books are now available which cover the UP (and some WP) in the Feather River Canyon and a book on the history of the WP and experiences of a WP engineer [our own Norm Holmes].

**The Feather River Canyon: Union Pacific's Heart of Stone**, is still available at an introductory price of \$39.95. This beautiful all color book by Steve Schmollinger shows Union Pacific trains in the Feather River Canyon. A few of the photos go back to the WP days. 104 pages, 100 color photos, 9x12 vertical format, hardbound.

**My Western Pacific Railroad** by Norman Holmes contains a brief history of the WP as published in the WP Milepost magazine and continues on covering WP special passenger trains, The California Zephyr, a photo journey from San Francisco to Salt Lake City and finishes with a steam and diesel roster; a freight car, passenger car and caboose roster. The Chapters: An Engineer's Journey are Norm's experiences as a WP engineer. They are written as a first person narrative by Norm, and you feel as if you are right up in the cab with him. 128 pages, 230 photos including 16 pages of color, 8 1/2 x 11 horizontal format. List prices: hardbound \$42.95, soft cover \$29.95. A special FRRS member rate 20% off list price will be in effect until March 31, 1997.

The above books may be purchased from the Museum Gift Shop. Please include \$3.50 for shipping, and California residents add 7.25% sales tax. The Gift Shop stocks all current books and tapes that are of "Western interest." Profits from gift shop sales help support our museum.

# CASH Donations CASH

The following generous people have made cash contributions. These donations go into our general account to pay ongoing operating expenses.

Thanks people.

**Terry Taylor**  
**Norman Anderson**  
**Robert Berriman**  
**Robert Berriman**  
**William Breiner**  
**Robert Brown**  
**David Burton**  
**Russ Clover**  
**Dwayne and Karen Coate**  
**Milne Collis**  
**Robert Dobbins**  
**Russ Fike**  
**Dennis Gander**  
**Barry Garrett**  
**Charles and Nancy Givens**  
**Donald and Lorraine Grant**  
**William Hartley**  
**Phil and Edna Heckman**  
**Ernie Henton**  
**Harry Jamason**  
**Richard Kirker**  
**Fred Klyver**  
**Thomas Lawler**  
**Charles Lubchenko**  
**David Martin**  
**Kevin Metzger**  
**Wayne Monger**  
**Dan and Marge Parnell**  
**William Redding**  
**James Schindler**  
**Rick Stafford**  
**Don Sturken**  
**John Sullivan**  
**United Way of Los Angeles**  
**Thomas Winter**

# **FRRS Founder Norman Holmes' new book, My Western Pacific Railroad, is a WP book that you will want to own.**

My Western Pacific Railroad by Norman Holmes is a book on the history of the WP and Norm's experiences as a WP engineer. It contains a brief history of the WP as published in the WP Milepost magazine and continues on covering WP special passenger trains, The California Zephyr, a photo journey from San Francisco to Salt Lake City and finishes with a steam and diesel roster; a freight car, passenger car and caboose roster.

The Chapters: An Engineer's Journey, are Norm's experiences as a WP engineer. They are written as a first person narrative by Norm, and you feel as if you are right up in the cab with him.

128 pages, 230 photos including 16 pages of color, 8 1/2 x 11 horizontal format, list prices: hardbound \$42.95, soft cover \$29.95.

All FRRS members in good standing receive a 20% discount off of list price. The following special FRRS member rates will be in effect until March 31, 1997: Hardbound \$34.36, soft cover \$24.00.

Send your order to the FRRS Gift Shop, P. O. Box 608, Portola, CA 96122. Please include \$3.50 for shipping, and California residents add 7.25% sales tax.

**FEATHER RIVER RAIL SOCIETY  
PORTOLA RAILROAD MUSEUM  
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Association of Railway Museums, Inc.



# Portola Railroad Museum CALENDAR

|  |   |   |
|--|---|---|
| <b>January</b><br><br>   | <b>February</b><br>1-2 GATS Long Beach  | <b>March</b><br>1-2 GATS San Francisco<br>8 Winterail, Stockton<br>20 1st Sub Club Meeting  |
| <b>April</b><br>5-6 Locomotive<br>Maintenance Clinic<br>18-19 WPRRHS<br>Convention, Oroville<br>26 FRRS Crew Training  | <b>May</b><br>3-4 Locomotive<br>Maintenance Clinic<br>4 FRRS Crew Training<br>17-18 Get the Museum<br>Ready for Operating<br>Season Weekend<br>24,25,26 Season<br>Opening; Train<br>Rides<br>31 Train Rides | <b>June</b><br>1 Train Rides<br>7-8 Locomotive<br>Maintenance Clinic<br>7-8 Train Rides<br>14-15 Train Rides<br>21 Annual Membership<br>Meeting, Election &<br>Dinner<br>21-22 Train Rides<br>28-29 Train Rides |
| <b>July</b><br>4,5,6 Train Rides<br>5-6 Locomotive<br>Maintenance Clinic<br>12-13 Train Rides<br>12-13 GATS Pomona<br>12 First Sub Club<br>Meeting & BBQ<br>19-20 Train Rides<br>26-27 Train Rides | <b>August</b><br>2-3 Train Rides<br>2-3 Locomotive<br>Maintenance Clinic<br>9-10 Train Rides<br>16-17 Feather River<br>Railroad Days<br>23-24 Train Rides<br>30-31 Train Rides                              | <b>September</b><br>1 Train Rides<br>5 First Sub Club Meeting<br>6-7 Train Rides<br>6-7 Locomotive<br>Maintenance Clinic<br>13 Railfan<br>Photographer's Day<br>14 Museum Grounds<br>Clean Up Day               |
| <b>October</b><br>4-5 Locomotive<br>Maintenance Clinic<br>11-12 GATS San<br>Bernardino<br>25-26 GATS Costa Mesa  | <b>November</b><br>8-9 International Railfair,<br>Roseville<br>22-23 GATS Pleasanton  | <b>December</b><br>5 First Sub Club<br>Meeting<br>6 Santa Train<br>13 Santa Train   |

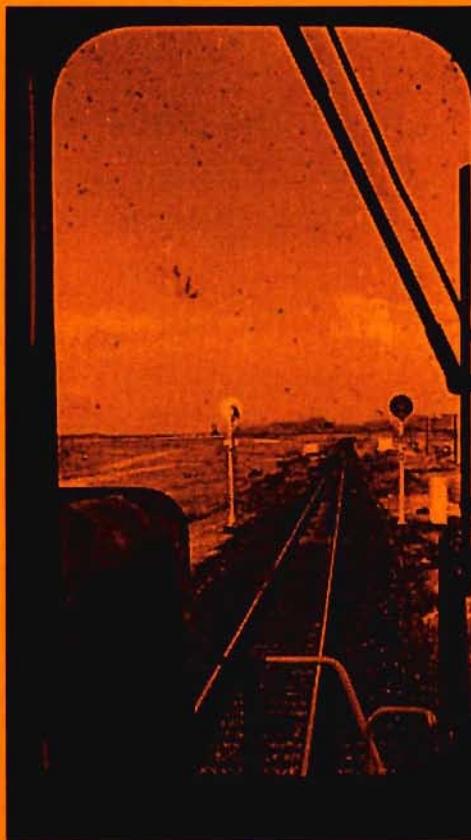
Museum hours: Memorial Day to Labor Day -- open seven days a week

10:00 AM to 5:00 PM. Winter months:  
 Open Daily (weather permitting) 10:00  
 AM to 4:00 PM. Train rides run from  
 11:00 AM to 4:00 PM on dates indicat-  
 ed. Admission to the museum is free,  
 but a donation of \$2 is suggested; all-  
 day train ride passes are \$2, family \$5.

Special admission charges apply on  
 Railfan Day September 13. GATS =  
 Great American Train Show with FRRS  
 Gift Shop table. See "The Train Sheet"  
 for any late calendar changes.



# 1997



May

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