

The Train Sheet



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

Issue No. 58

November/December 1992

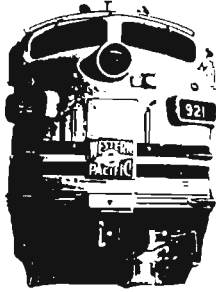
The FRRS Thrills Hundreds of People With Brightly Lit Santa Claus Trains Running as the First Ever FRRS Night Passenger Trains.



Posing for this night photo is the Santa Claus Train of December 12, 1992 with all of its bright lights reflecting off of the beautiful snow scene near Milward Switch. Photo by Norm Holmes.

Inside this Issue:

- Details of the Highly Successful Santa Claus Trains.
- Latest Word on Steam Locomotive Acquisition.
- News of Purchases and Donations.



Feather River Rail Society Portola Railroad Museum

Preserving
"The Feather River Route"

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

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad or the Union Pacific Railroad.

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

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Membership

- Associate----- \$15.00
- Active----- \$30.00
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- Sustaining----- \$75.00
- Life----- \$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the The Headlight.

From the Desk of the President



The Printed Word. Once something is printed, it is fact - right? Wrong. An article, "A History of the Diesel Locomotive," written in an industrial history magazine recently blamed the unions for requiring a fireman on diesel locomotives when there were no longer any fires to tend. Right, but wrong. Early road diesels were maintenance-intensive and needed engine room attention frequently during a trip. EMD FT units, for example, as mentioned in our issue No. 7 of the "Headlight," required regular visits through the units to manually cut in or out cooling fans and to open or close the radiator shutters to keep the diesel engine operating at optimal temperature. Later when the shutters were made automatic and with the F7's and later units, occasional trips back through the units would be needed to restart the engines, change fuses, etc., to get a train over the road. The FT's and F7's are gone and so are the firemen. Today's diesel locomotives are much more reliable and seldom fail enroute. When they do, there is usually nothing that can be done on the road.

The above mentioned article was reprinted in at least one railroad historical publication, and a recent issue of PACIFIC RAIL NEWS contained an article blaming union operating employees for failure to operate trains on schedule. Articles such as these perpetuate the myth that the unions are to blame for all the problems that the railroads have had over the years.

--Norman W. Holmes

Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 A tale of 2 engines; PC-WP box cars; GP40s.....a guide to types; circus specials. 36 pages.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
- Issue 7 Double Issue with color cover, Western Pacific FT's.

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send your order to:

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



YOU! Can Operate a Diesel Locomotive

for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

The Ultimate Experience!

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Professionalism, Part III

By David Dewey

Previously we talked about standards of care for our collection. This time I want to discuss "public access," how we make our collection available to the public.

The standard definition of a museum includes requiring public access. No matter how wonderful a collection may be, if it is not used to educate the public, (and by this I mean to entertain, illuminate and inspire) it is only a collection. The amount of public access varies from museum to museum. However, the generally accepted minimum public access for developed museums is 120 days a year. This somewhat arbitrary figure was set by the Institute of Museum Services (IMS) as a basic requirement to qualify for their grant programs. This is roughly equivalent to being open every weekend in a year, or every day for four months (a summer season). You can see then that it is not hard for even a small museum to meet this standard. This is apparently how standards evolve: Someone says, "Let's do it this way," and no one objects. Does anyone really know why Roman chariot wheels were four feet, eight and one-half inches apart? Hmm, we're getting "off track" here.

Being open is just one aspect of "public service." To provide an environment that is conducive to educating and entertaining requires us to make the grounds safe, visually appealing, and comfortable. I say "entertaining" because we want these people to enjoy themselves so they will come back bringing others with them and support our museum. This can be tough to do as most of us are so absorbed by the preservation work that we are doing that we will endure what, at the time, seem to be minor inconveniences. Joe Public, however, enters our world without this passion and is accustomed to modern standards of both amenities and services. It is difficult for us to see our museum from his or her eyes. We are not alone in this; that's why outside consultants are often used to help plan a museum's development.

Items for attention in a museum's public service program can be as simple as a clean drinking fountain, or as complex as a planned complete personally guided tour of the entire museum with "hands on" operating artifacts. Professionalism

comes to play not in how much we're doing, but in how much we are aware of the public's needs and how we plan on meeting them. This now includes how we are preparing for the Americans with Disabilities Act, which requires that we (and everyone else who deals with the public) make our museum "user friendly" for everyone, including those with special needs. (I wonder if they include Railfans; it seems to me that "Railroaditis" can be rather debilitating!)

Now to give you greater insight into the museum concept of public access, I'm concluding with some definitions from the IMS MAP III grant application.

Current Audience: the individuals who actually use the museum.

Potential audience: the population that makes up the community surrounding the museum, as well as tourists who frequent the area.

Public experience: what happens physically, intellectually and emotionally to the public when it comes in contact with the museum either by word-of-mouth, through media references, or directly (visiting the museum).

Public involvement: when the public actively participates with and supports the museum financially and/or with physical presence, for example, as corporate sponsors, donors, trustees, advisors, visitors, volunteers, members, friends, or collaborators.

Public perception: the public's impression, knowledge of and feelings about the museum. These create your museum's image and establish the role that your museum has in the community.

Universal Access: the ability of anyone, no matter what his/her special needs may be, to gain entrance to and remain mobile in an institution and to have the opportunity to understand the experience.

Visitor services: facilities or services that provide comfort to visitors, including the checkrooms, dining area, first aid stations, information desk, restrooms, seating, signage, telephone booths, and water fountains.

New Life Members

The FRRS welcomes the following new life members:

Chris Kennedy
from Meadow Valley, CA

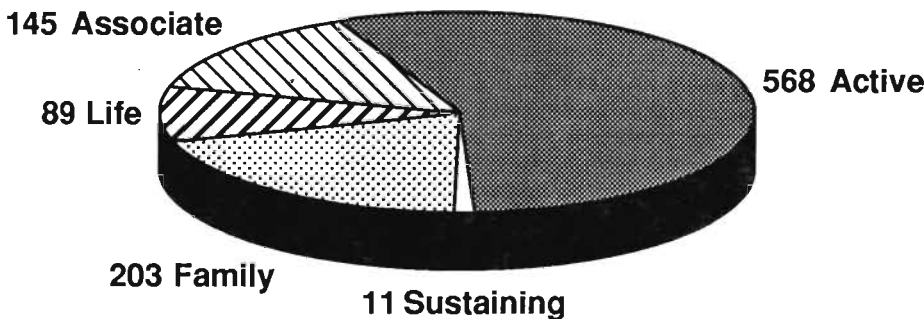
Jim Lekas
from McMinnville, OR

John B. Laumann
from Reseda, CA

Dave Anderson
from Citrus Heights, CA

Membership Report

as of December 21, 1992



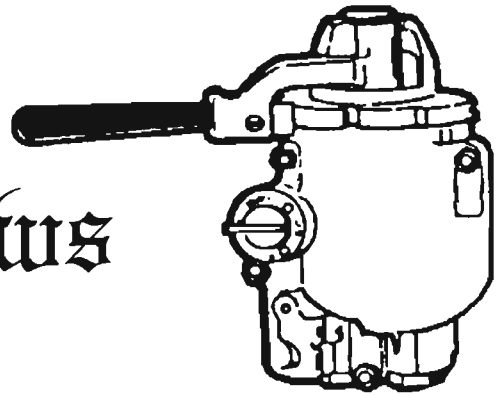
Total FRRS membership is 1,016.
Of these, 30 are Charter members.

Donations

The following people have made generous cash donations to the FRRS to help us to continue to operate:

- Alan Aske
- Michael Falzone
- Steve Fauth
- John Flower
- Henry Forri
- Rick Galassi
- Norm Gidney
- James Harper
- Larry Harrison
- Philip Heckman
- Jack & George Ann Honnor
- Roger Leezer Family
- Tom Mounovan
- Ferdinand Rat
- David Richards
- Gregory Zucco

FRRS News



Donations

Precision Scale used our WWII troop sleeper car as their prototype for an O gauge model. To express their appreciation they sent us a brass model fully painted. Nice.

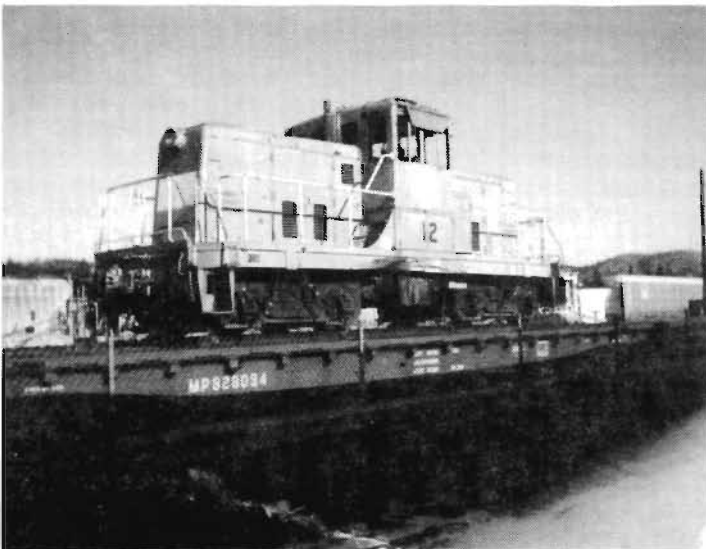
The recent FRRS member discount offer on the Nevada Northern excursion sponsored by Chris Skow's Trains Unlimited Tours, was taken advantage of by five members. Chris has donated the \$20 for each member ticket sold.

Bruce Cooper contacted Thompson Brown of Reno, NV, who had a nice collection of railroadiana on display in the Sparks, NV post office, about acquiring the items for our museum. Mr. Brown was receptive to the idea and we now have a number of very old valuable items to add to our display room.

Skip Englert brought in five old books, etc., from an old NCO engineer's collection.

Shipping Out

Preparing and loading our US Steel 80 ton GE, which was sold, was a lot of work. The job was accomplished with the help of Bruce Cooper, Steve Habeck, Rose Hersted, Dean Hill, Norm Holmes, Ken Roller, Hank Stiles, Ed Warren and others. First we had to remove the engines and generator assemblies, as the buyer did not want them. Then we bolted 2 lengths of rail to the flat car, switched the flat car to Rip 3 up against our ramp, swung the Rip 1 rail over to the ramp rail, connected up all track including rail to the flat car rails. Then using four idler cars, we shoved the GE up the ramp and onto the flat car. The track was then moved back to its normal position. The GE was cabled down to the flat car and it was moved out to the UP for pickup and transportation to Washington.



US Steel No. 12, GE 80 tonner is loaded and secured onto flat car ready for shipment to its new owner. Photo by Norm Holmes.

Purchases

We have recently purchased a large heavy table saw for our woodshop and a heavy hydraulic press for the machine shop from government surplus. We purchased a pair of shop trucks (to replace a diesel locomotive truck when work needs to be done on the regular truck so the unit can be moved if necessary) and a GE 752 traction motor as a replacement for the bad order motor in MILW 5057. Steve Habeck attended a tool auction and purchased a number of wrenches to replace "lost" tools in our tool cabinet. (Please try to remember to return tools to their proper place after using them!!!) We also purchased a set of NEW batteries to replace the old set in WP 512.

As reported in the last Train Sheet, we purchased a BLH S-12 switcher from RELCO located at the USS-POSCO steel mill in Pittsburg, CA. The two remaining operable S-12's along with an inoperable S-8 were going to scrap. We decided to match the scrap yard value and purchased the two S-12's. These were bought to save them from being scrapped and will be sold or traded and will NOT become part of our permanent collection. We also bought all the spare parts on hand and these are being trucked to Portola for future use or for resale.

The Pacific Lumber Co. at Scotia, CA is scrapping their fleet of arch bar trucked wooden logging flat cars. They offered them for sale for \$750 each. We decided to buy two to represent a typical logging train to go behind a Shay locomotive. We also bought two extra pairs of arch bar trucks for future use. The cars and trucks will be hauled to Portola by truck. Jim Ley and Hank Stiles drove to Scotia to select the best available cars, one of which appeared new, never to have hauled a log.

Your Help Is Needed

From reading about all the recent purchases it may seem that we have gone on a spending binge. Despite the recession, our finances are/were in good shape. Your Board of Directors voted to buy the above mentioned items because one must act when items are available and often opportunity only knocks once. We believe we are acting in a financially responsible manner and if you agree and are able to help us to restore our savings account, your donation, large or small, will be greatly appreciated.



Western Pacific Lives!

The latest word on

Steam Locomotive Acquisition

When our museum was formed in 1983, we invited Jim Boynton to take Feather River Short Line engine 2-6-2 No. 8 out of the Plumas County Fairgrounds in Quincy and bring it to Portola for restoration and operation. No. 8, a caboose and an Army car were brought to Portola. The engine was restored to operating condition and operated on our trackage for several years. A rules disagreement resulted in the engine being moved to Virginia City and the cars being moved back to Quincy and placed in storage.

A number of our members have wished we would acquire a steam locomotive again to operate on museum trackage. The five remaining WP steamers are pretty well settled in their present homes, so this left us to find a non-WP engine that would represent steam in this area. The acquisition of a steam engine is not as easy as acquiring a diesel. It's been nearly 40 years since steam was in regular service. Remaining steamers are either in parks or on tourist railways whose owners are reluctant to part with them and when one does become available, the cost of acquisition, moving and restoration is usually beyond our financial means.

Recently the possibility of acquiring a "park" locomotive

came to our attention. It is Southern Pacific 4-6-0 No. 2252, built in 1897, and is located at the Placer County Fairgrounds in Roseville, CA. We have made an offer for the locomotive and are waiting for a response from the Fair Board.

The possibility of a second steam locomotive is also being pursued. This is a three-truck Shay, built for Yosemite Lumber Co. as their No. 4. It is located in Heber City, UT and is being acquired by the Nevada State Railroad Museum along with other pieces of equipment for operation at Boulder City, near Las Vegas, NV. NSRM does not particularly want the Shay and would be willing to trade it for an operational diesel locomotive.

As we do not wish to part with any locomotives in our permanent collection, we needed to find one to purchase. It so happened that LMC Metals at Richmond, CA has purchased 12 SP GP9 and SD7 locomotives for scrapping. Vic Neves, Wayne Monger and Norm Holmes looked over the available units and selected GP9 No. 2873 as repairable and negotiated its purchase. It will soon be moved to Portola for repair and be available for trade to NSRM for the Shay.

Upcoming Railroad Shows

Great American Train Show

Pomona, CA

February 6 and 7, 1993

Shasta Division Winter Rail Fair

Dunsmuir, CA

February 12-13, 1993

Friday railroad art show 6-9 PM. Saturday events include Railfan Swap Meet 9 AM-4 PM; Railroad Slide Show and musical entertainment, model railroad exhibit, Amateur Railroading Filmmaker Show 10 AM-4 PM; Railroad Art Show, Hollywood Film Festival and other events scheduled. For further information contact Dunsmuir Chamber of Commerce, P. O. Box 17, Dunsmuir, CA 96025 (916) 235-2177.

Winterail '93

Stockton, CA

March 6, 1993

Fifteenth Anniversary

Railroad Photography Exposition

and

Railroadiana Show & Sale

Multi-visual slide presentations and photo print competition along with our large Railroadiana Show & Sale. Full event ticket \$17. Order from FRRS Life Member: Vic Neves, Winterail '93, P. O. Box 23721, Oakland, CA 94623-9991. Make checks payable to Vic Neves and include a self-addressed stamped envelope.

Great American Train Show

Costa Mesa, CA

March 14, 1993

In Memory



This past year we lost several friends who were longtime FRRS members.

Ken Boynton passed away in Antioch in July.

Ronald Jackson who lived in Salida passed away in October.

Jim Boynton passed away at his home on Chandler Rd. in Quincy on Wednesday, March 4, 1992.

Grant Allen passed away this past year also.

Our deepest sympathy goes to their families.

WP LIVES ON

SANTA CLAUS TRAIN '92

By Gordon Wollesen

In past years, The Portola Railroad Museum has operated a Santa Claus Train on one Saturday afternoon in the month of December. These past Santa Claus Trains have been fairly successful. Unfortunately, some families could not come and ride on that particular day.

The FRRS Board of Directors decided at the January 1992 meeting to run on two Saturdays in December of 1992 instead of one. The dates of December 5 and 12 were set and operations were scheduled for the afternoon of both days. In late October, member Skip Englert began pressing an idea that he came up with in 1991, of decorating with lights, a five car caboose train and running at night. The idea was accepted by the Board and planning was started. It was found that the City Christmas Tree, located in the City Park, had died and there would be no community Christmas Tree Lighting event. Skip approached the City Council and asked for and obtained permission to have the Christmas Tree Lighting event at the Railroad Museum. He also got financial support and a Christmas Tree from the City. Several local service organizations and businesses were approached to provide cookies and goodies to be served at the museum. This was going to be a community event.

The plans were formulated, reviewed, and the work was started. The caboose train was made up and spotted on three rail along side of the house. Lights were purchased and attached to the cabooses. Portable generators were borrowed and placed on the MoPac caboose, which was located in the center of the train and which became the power car. WP 512 (ALCO S-1) was also decorated with lights. The engine house was set up by placing a 25 foot Christmas Tree on track 1 (hung from the air hoist) near the center of the building. The tree was decorated with lights and handmade ornaments. These handmade ornaments were made by local elementary school children. By 3:30 PM on Saturday December 5, 1992, all was ready. The Beanery was set up to serve the goodies along with hot cider, hot chocolate, hot coffee and freshly popped popcorn. The Beanery crew was ready to go. The train was lit and the crew in place. Here is a note of interest: This was the first FRRS night passenger train operation.

At 5:30 PM the festivities began. The young and the young at heart began to arrive and immediately comments were heard praising the decorated train. At 5:45 PM the first train left for its trip around the balloon track and back. Santa toured the train and gave candy canes to the young and the young at heart prior to the train's departure. Santa remained in the engine house during each train ride because he could not go from car to car while the train was moving. At 7:00 PM the Portola Junior High School Band, under the direction of John Larrieu, provided Christmas music for those assembled in the engine house. At 7:30 PM the house lights were turned off and the official lighting of the community Christmas Tree took place. When the tree lights came on, there were happy exclamations and then there was tremendous applause.

There were an estimated 500 to 600 people that attended the event. The train made five trips during the evening. On trips 1, 2 and 3, there were close to 80 passengers on board each trip. On trip 4 there were over 125 passengers. Each caboose was filled to capacity. On trip 5, only 10 passengers rode the train; the festivities were finished and most of the people had left. A few die-hards stayed to pho-

tograph the train's last run.

A decision was made by Norm Holmes to operate the Santa Claus Train on the next Saturday afternoon (December 12, 1992) from 1:00 PM to 3:00 PM to accommodate those who could not come at night. Saturday afternoon came and went. The train and crew were ready to go on the advertised. The kitchen crew was in place with an assortment of goodies. Santa Claus was on hand to greet everyone. A total of 20 people came to ride and see Santa that afternoon. Three train trips were made. Trip 1 had 6 passengers, trip 2 had 8 and trip 3 had 6. It appeared that our night operations were the big draw.

As time for the night operations approached, everyone involved in the night event began setting up. The Christmas Tree was lit, the Beanery crew set up the goodies, Santa gathered his candy canes and the train crew checked out the train. The train electrician set the portable generators in place and began starting them and connecting train lights. As could be expected, "Mr. Murphy" slipped in the back gate. One generator on the MoPac power car took a dump. NO GO! The other two generators worked fine. What to do? A quick decision by the Electrical Department was made to run a new power cord from the portable generator on the engine to feed the car that the Bad Order generator was supposed to feed. OK! A new cord was strung to accomplish the job. Well, "Mr. Murphy" was still hanging around. The



*Santa Claus (Skip Englert) poses in the engine house in front of the Community Christmas Tree and engine 707.
Photo by Norm Holmes. Focus?*

SANTA CLAUS TRAIN '92

...continued

generator on the engine also took a dump. Now what to do! It was train time. We had about 40 passengers ready to board. A team of gasoline engine surgeons was frantically trying to revive the patient. No luck! A quick decision was made by the Train Supervisor to go without the first car and engine lights. The surgical team removed the ailing generator from the engine deck and took it into the "operating room" (shop) to perform emergency surgery. Just as Santa completed his tour of the train, our skilled surgeons came running out of the house carrying a running generator. "Hold the train!" The generator was put in position and the power cords were plugged in. Voila! Now we had a completely lighted Santa Claus Train. With lots of skill and luck, we beat "Old Man Murphy" and threw him off the property. Even though we got a late start, we made five trips. The same procedure that was used the previous Saturday night was used again. Trip 1 had about 40 passengers on board. Trips 2 and 3 had about 25 passengers. Trip 4 had about 10 passengers. Trip 5 had a massive 5 passengers. The main event was the previous Saturday night. This time we had an estimated 150 to 175 visitors. Not all rode the train, but everyone had a good time. Several passengers were "Second Timers" and several more came 50 or more miles over some very ICY roads to join the festivities.

After the train rides were done, the crew took the lighted train out to the Milward Switch area for a night photo session. Our ace photographers, Vic Neves, Wayne Monger, Norm Holmes and others, picked the best snow covered spot for their photos. After the photo session was finished, the train was returned to track 3 and everything was shut down and put to bed.

Was the whole evening a success? A definite yes! All those that came were smiling from ear to ear. The comments overheard and heard directly were all good. Even the

train crew and the Beanery gang had a good time.

It was hard and time consuming to put this event together. But it was well worth it. This was our only way of thanking the community for their support during the year. Here is another special note: Everything was free to everybody, including the goodies, warm drinks and train rides.

The "Thank You"

A very special "Thank You" goes to those individuals and organizations that provided financial assistance, decorations, goodies, music and physical assistance.

City of Portola: Financial assistance, lights and Christmas tree.

Portola Elementary School: Handmade tree ornaments.

Jim Beckwourth High School: Assistance with stringing lights on the train.

Portola Sr. High School: Assistance with stringing lights on the train and tree.

Portola Jr. High Band: Music.

Portola Rotary Club: Cookies.

Quick Stop: Cookies.

American Legion: Cookies.

Graeagle Lions Club: Cookies.

A local sorority group: Cookies.

Eastern Plumas Chamber of Commerce: Cookies.

Feather River Inn: Cream for coffee.

Jon Haman: Fresh popcorn.

A "Thank You" goes to the principals of all the schools involved for allowing the students to participate during school time.

And last but not least, a "Thank You" goes to the FRRS members who provided excellent help in putting this event together:

Skip Englert for the idea, getting the community support, obtaining the necessary supplies and helping to decorate the tree.

Norm Holmes for his overall help and support.

Thanks Norm!

Steve Habeck for ramrodding the caboose lights installation.

Gordon Wollesen for all of the necessary electrical work.

The Beanery crew: Sue Cooper, Edna Ede, Diane Wollesen, Linda Lippincott and Karena Wollesen.

The Gift Shop: Barbara Holmes.

Our Go-Fer and general overseer: Hap Manitt.

Tree decorators: Skip Englert, Rose Hersted, Sue Cooper, Hap Manitt and Bruce Cooper.

The train crew: Steve Habeck, Hank Stiles, Vic Neves, Ed Warren, Peter Langdon, Mardi Langdon, Vickie Krois, Clyde Lippincott, Rose Hersted, Will Wollesen, Karena Wollesen, Bob Lindley, Nick Tynan and Gordon Wollesen.

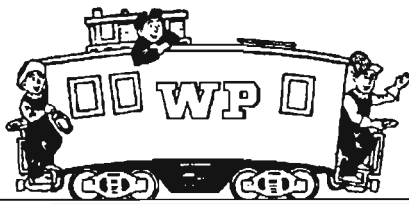
We thank Barbara Holmes for her hard and excellent work for making a new suit for Santa Claus.

And thanks go to the "Old Man of the North," Santa Claus himself. If anyone is omitted, sorry. A big thanks go to you, too.

Will we do it again in 1993? YOU BET! It might even be bigger and better. Tune in next December and find out!



Under a beautiful Portola sunset, the 1992 Santa Claus Train is shown ready to board passengers with all of the lights on. Photo by Norm Holmes.



Caboosing

with Hap Manitt...

...the museum's diary

October 16, 1992 Matt Barton worked on dismantling US Steel 80 tonner preparing it for shipment out. Rose Hersted oiled switch points and switch stands.

October 17, 1992 Merrill Turpin and Skip Englert repaired windshield on engine 501. Hank Stiles worked on voltage regulator of engine O&NW 4.

October 18, 1992 Hank Stiles worked on the dismantling of US Steel 80 tonner. Rose Hersted cut weeds on north side of museum fence.

October 21, 1992 Bill Alexander and son Robert worked on engines MILW 5057 and UP 849.

October 24, 1992 Gordon Wollesen worked on improvements to Silver Spike car. His work on this was ongoing. Hank Stiles replaced brake shoes on engine WP 512 and charged batteries on engine WP 707.

October 27, 1992 Ken Roller put protective coating on outdoor seats of caboose MoPac 13878.

October 30, 1992 Skip Englert took visitors from Elderhostel for locomotive rides.

November 4, 1992 Hank Stiles, Gordon Wollesen, Jim Ley, Bruce Cooper, and Matt Barton worked 9 hours to spot and start locomotives for the benefit of the tour group of TRAIN conventioners. Sue Cooper and Rose Hersted served home baked cookies and hot drinks to the conventioners.

November 10, 1992 Rose Hersted shoveled gravel onto road and removed masking tape and paper from engine 608.

November 11, 1992 Gordon Wollesen and his sons Ian and Will set two poles for electrical service to Silver Spike.

November 16, 1992 Bruce Cooper repaired water pump on engine WP 512.

November 17, 1992 Gordon Wollesen, Steve Habeck and

Norm Holmes moved the new large propane tank into place near the Silver Spike.

November 20, 1992 Bruce Cooper, Skip Englert, Steve Habeck, Ed Warren, Norm Holmes, Hap Manitt, and Rose Hersted did extensive work on switching, track relocation, and tie downs in loading US Steel 80 tonner onto flat car for shipment.

November 22, 1992 Norm Holmes, Bruce Cooper, Hap Manitt, Steve Habeck and Ken Roller put everything back where it belonged, including the rip track.

November 27, 1992 Rose Hersted finished mailing pocket calendars and stenciled FRRS on new museum tools.

November 30, 1992 Steve Habeck and Gordon Wollesen fired up caboose stoves to check their operation for use on the upcoming Santa Trains.

December 2, 1992 Skip Englert brought the Christmas tree to the museum. Gordon Wollesen, Steve Habeck, Skip Englert, Ian and Will Wollesen, Vickie Krois and students from Jim Beckwourth High School mounted bright Christmas lights on the cabooses and engine to be used on the upcoming Santa Trains. This work was ongoing for several days.

December 5, 1992 Preparations for the Santa Train were completed, and the train ran successfully on this day. Sue Cooper, Edna Ede, Karena Wollesen and Linda Lippincott worked in the Beanery serving free cookies, popcorn and warm drinks to all who attended.

December 10, 1992 Norm Holmes and Steve Habeck switched the Burro Crane into the shop. Marion Rice, a former WPMW mechanic, serviced the unit.

December 12, 1992 The second and final Santa Train was run with success again.

Letter of Appreciation

12/6/1992

Howdy,

I started to fill out a comment card... but I needed more room. Also this is a little more personal.

We heard about your [Santa Claus Train] "event" from a local Portola resident I work with. We've only passed through one other time. Our home is Reno, Nevada. We came specifically for the Railroad Museum and the Santa Train. I brought my son and a friend's daughter. Both kids are six years old and my son had the chance to ride in the cab with the engineer. He loved it, Ashley was thrilled to see Santa and she really appreciated him signing her card.

I want to say Thank You to the railroad people, the City Council, and to all the service clubs that made it all possible, we'll be back... for other events when we hear about them. ...I love small towns and hope to return to live in one some day.

*Thanks again,
Jeff Haliczer*

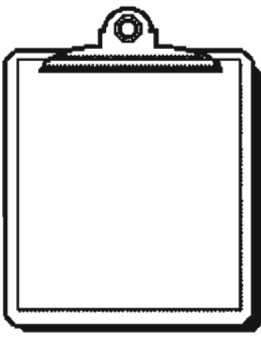
Good Work Folks!

I want to thank all of the volunteers who put in time at the museum this past year; we received a lot of praise for our professional operation. The train ridership was way up and I am sure it will be as big or bigger in 1993.

The group of people who live in Portola and nearby, who are dedicated, hardworking and at the museum every day, are to be commended for keeping the museum open and going.

I want to expressly thank the members who came up to work in the operating department on weekends this past year. A lot of hours were put in, and often you did work for which you received no thanks, or someone else got the credit for the work done. You know what you did, and I want to thank you.

*Jim Gidley, Sr.
Assistant Crew Supervisor*



Report From the Board of Directors

By Wayne Monger

Secretary of the Board

Board of Director's Meeting October 11, 1992

On the publicity report, Hank Stiles proposed listing the museum in the Reno Yellow Pages. There is a March 1, 1993 deadline, so that this will be looked into more fully.

Lengthy discussions followed regarding various steam locomotives that may be obtainable by the FRRS.

Bruce Cooper had a vice-president from Wells Fargo Bank as a locomotive rental customer, and he asked him about obtaining grants.

The "Silver Debris" car was renamed "Silver Spike." Discussion followed about the complete refurbishing of this car.

On the publications report, Norm Holmes reported that he had checked with the printer in Salt Lake City on the re-printing of "WP Diesel Years." We will need to rephotograph each page, and to add an update on dispositions.

Norm Holmes reported on the Pacific Limited meeting held in Salt Lake City on October 2, 1992. All four groups agreed to form a non-profit corporation, the purpose of which is to operate UP, or other railroad, passenger excursions west of Salt Lake City at least once per year. Each group will have to contribute 1/4 of the needed car attendants for each operation. For late May 1993, there is a proposal for a 5-day run from Salt Lake City to Portland, Oregon in conjunction with the 150th anniversary of the Oregon Trail, including a 2-day layover at Baker City, OR.

The TRAIN Convention was discussed.

Discussion followed about the set up, publicity, and operation of 1992 Railfan's Day. Discussion included wanting 12 units operating next year, and the meeting for the set-up of 1993 Railfan's Day to take place in the summer of 1993.

The sale of our US Steel #12 (80-tonner) was discussed.

We have sent a request to Century Locomotive in Montreal requesting purchase of window frames for ALCO FA and EMD FP7.

The load box has been wired and set up using the rear dynamic brake grids of engine UP 6946.

Discussion of repairing or replacing radiators on MRS-1 locomotives was next.

Regarding an organizational chart, David Dewey has submitted a proposal for such a chart for the FRRS, and Norm has several charts from different groups. The board voted to table action on this issue until the next meeting.

Discussion of the purchase of US Steel #16 was discussed as well as the possibility of acquiring an ex-WP GP35 or GP40 from the UP when their respective leases expire.

Discussion followed regarding the "Silver Accordion" car. The board discussed what to do about it, such as cutting it down and repairing it for use as an open air car.

Discussion was next about reactivating and reforming the committee to decide upon what further equipment we should acquire and what equipment already at Portola we should dispose of. The committee of Kent Stephens, Bruce Cooper, Wayne Monger, Vic Neves and David Dewey will meet and will submit a report by February 1, 1993.

The board voted to hold an appreciation dinner for city and county government people who have helped the museum.

The board voted to purchase a 752-E6 traction motor for

engine MILW 5057.

The board discussed revising and updating the FRRS operations rulebook for its next printing. It will need to be reprinted before the start of the 1993 operating season.

Vic Neves brought up that we need to get a committee moving on plans for the FRRS 10th Anniversary "Covered Wagon" Gathering to be held on July 4th weekend 1994. Vic Neves, Steve Habeck, Dave Anderson, Hank Stiles, Wayne Monger, Skip Englert and Norm Holmes were to be included on the committee.

Board of Director's Meeting November 8, 1992

Norm Holmes reported that Don Olsen's "50 Years of the Western Pacific" video is now in stock in the gift shop.

Extensive discussions of steam locomotive acquisition followed.

On the facilities report, Gordon Wollesen stated that work was going on finishing up utilities for the outfit cars on track 5. We will be installing openable windows, sewer line, and specific electrical work.

On the Publication Report, Norm Holmes reported that there was no response from the printing company about re-printing "WP Diesel Years."

The Pacific Limited group has submitted a proposal to the UP for the 1993 trip to Portland and have asked for a response from them before the end of 1992.

The great success of the TRAIN convention was discussed. People were impressed with how well it ran and with the seminars. There was discussion of the many good comments by the visitors who visited the museum by bus tour on November 4, 1992 about the efforts of the FRRS volunteers and the number of locomotives in operation. There was discussion of UP's John Bromley's keynote address and of a letter sent to the UP thanking the railroad for allowing the FRRS to have a museum at Portola after her 7-year old son participated in our "Rent-A-Locomotive" program.

The Baldwin S-12 purchase was discussed as well as the sale of 80-ton US Steel #12. Discussion followed about pros and cons of purchasing two of the other three Baldwin S-8/S-12 switchers at Pittsburg. The board voted to discuss with the owner the purchase of these two units for resale purposes.

The operations rule book revisions were discussed.

The board voted to acquire two wooden log cars from Pacific Lumber at Scotia, CA.

The board voted to allow the Sierra Division of the NMRA to use our dining car for two days for their meet and for model railroad clinics during 1993 Railroad Days.

Kent Stephens will check on the status and availability of some D&RGW wooden cabooses which are identical to the original series of WP cabooses.

Bruce Cooper has made contact with the owner of a collection of railroadiana that is on display in the Sparks, NV Post Office. The owner would be willing to donate it to our museum provided that it remains intact and under lock and key.

Norm Holmes announced, that as a Christmas bonus, a pocket calendar with the FRRS name and logo would be sent out to members who receive "The Headlight."

For I Have Spake With God

By Bob Wilcox

A railyard high in the Sierras. A hot July day, with the sun beating down. The great, sleek streamlined engine waited near the throat of the ladder track. As if some huge tamed beast, its innards rumbled as it patiently ruminated, awaiting its call to duty.

As we approached in humble reverence, its one great eye seemed to follow us benevolently. The handrails were hot in our hands as we climbed the steep ladder to the cab. Our guide directed us to the dreamed-of throne, the engineer's seat. In only a few words, we were shown brake, throttle, and reverser.

With trepidation, we set the direction control to forward, and released the brake. So far, so good -- nothing happened. No bolt of Lightning, no warning Voice from the sky. Then gingerly and tentatively we moved the throttle on. The great beast gave a throaty bellow, as of a giant groaning to get out of his easy chair. The ammeter on the panel climbed, and the mighty locomotive began to move its huge bulk out of its resting place.

Another notch on the throttle. Again the bass bellow, as the powerful diesel worked to catch up to its load. By now we were rumbling along at a cautious but respectable yard speed. Off with the throttle. The beast's huge mass continued to glide, now without effort, now the great powerplant quieted.

We continued thus for some moments as we glided

free, out past the last switch of the yard throat, onto the balloon track. A slight grade then began to slow the immense weight. Again the throttle, barely. Again this rumble to life, again the seeming effortless motion, as we climbed and turned along the curve of track.

The end was in sight: a crossing and stop sign. Our goal was to bring the great machine to rest there. An imagined "President's Car" awaited, with the Railroad President preparing a liquid toast to our successful first run. Could we connect without spilling the drinks? Would we be fired on the spot for crashing headlong into this car?

More trepidation -- our first braking. To our surprise, the mighty engine had mighty means to stop! "You really hammered it down," said our guide, explaining about not locking up to avoid flat wheels and fallen passengers. Stopped far short of our goal, a little throttle moved us gently forward, and a little brake got us "close enough."

What a thrill, the dream of a lifetime. Mary and I spent the rest of our hour taking turns -- starting, cruising, and stopping this incredibly responsive, great streamlined F7A engine. Its 1500 horses effortlessly moved its 125 ton mass, all at the lightest command of our fingertips.

You, too, can rent a diesel at Portola.

Silver State TRAIN '92 Convention Was a Success

The Silver State Train '92 Convention was a success. Over 160 members of the Tourist Railway Association attended the 3 day event with a number of people arriving one or two days early to participate in the pre-convention tours.

The convention was jointly sponsored by the FRRS and the Nevada State Railroad Museum including their "Friends" organization. The Reno Hilton, formerly Bally's and MGM Grand, was convention headquarters.

The November 4, 1992 afternoon trip to Portola had 59 people signed up, but because of a late Amtrak arrival in Reno, 8 were not able to go on the tour. At Portola, Matt Barton, Bruce Cooper, Jim Ley, Hap Manitt, Hank Stiles and Gordon Wollesen had everything ready including 8 diesels and 3 cranes running. An around-the-loop train ride was provided along with a crane demonstration where Jim Ley operated our 200 ton crane and lifted one end of a caboose off its truck. Sue Cooper and Rose Hersted served cookies and drinks in the Beanery while Barbara Holmes did a brisk business in the Gift Shop.

The November 5, 1992 trip to Virginia City had 94 on board 2 buses. Upon our arrival, Bob Gray's restored Virginia & Truckee Railroad had two steam engines (V&T #29 2-8-0 and FRSL #8 2-6-2) and two excursion cars which took us to Gold Hill station. On the return we made two photo runbys. GREAT! We had time for lunch and for visiting Virginia City, then we bused down the hill to Carson City where the NSRM had the "Washoe Zephyr," a 1920's gas car, waiting to give

rides on their museum trackage. Tours of the restoration shop and museum areas were included before the return to Reno.

On Friday, November 6, 1992 a half day spouse's tour to the Wilbur May Museum and Meadowood Mall in Reno accommodated 18 while the TRAIN Board of Directors held their meeting. In the afternoon, there were seminars on Americans with Disabilities Act, Crossing Signals, Festival Planning and Gift Shop Operations.

Saturday, November 7, 1992 had seminars on FRA Regulations, Museum Assessment Program, Hours of Service, Hand Car and Motor Car racing events, Incident and Accident reporting, EPA Regulations and Hazardous Waste Handling and Diesel Electric troubleshooting and battery maintenance. The seminars were well attended and we heard good comments on the quality and variety of them. The Saturday evening banquet was also well attended with John Bromley, Union Pacific Manager of Media Relations as the guest speaker.

FRRS members participating were: Norman Holmes, who did most of the planning, Ed Warren, John Ryczkowski, David Dewey, Jim Druckmiller, Skip Englert and Jack Gibson. Jack is a member of Friends of NSRM also and was the main contact with the Nevada Museum and was responsible for all the printing. Members of the TRAIN organization also were invaluable for their help to make the event a success. Thanks go to all.

FEATHER RIVER RAIL SOCIETY
CONSOLIDATED STATEMENT AS OF DECEMBER 31, 1991

RECEIPTS AND DISBURSEMENTS

	GIFT SHOP	OPERATIONS	TOTAL
RECEIPTS			0
OPERATIONS		141,526	141,526
DUES		24,903	24,903
DONATIONS		15,840	15,840
GIFT SHOP SALES	77,772		77,772
EQUIPMENT VALUE INCREASE		371,903	371,903
MISCELLANEOUS		4,089	4,089
TOTAL RECEIPTS	77,772	558,261	636,033
			0
DISBURSEMENTS			0
COST OF GOODS SOLD	39,599	43,112	82,710
ADMINISTRATIVE EXPENSE	755	14,247	15,002
OPERATING EXPENSE	17,415	14,079	31,494
EQUIPMENT MAINTENANCE		16,669	16,669
BUILDINGS & GROUNDS		8,547	8,547
UTILITIES AND TELEPHONE	2,790	2,142	4,932
PUBLICATIONS	7,762	2,561	10,323
ADVERTISING AND PROMOTION	4,173	8,020	12,192
TOTAL DISBURSEMENTS	72,494	109,378	181,871
NET RETENTION	5,278	448,884	454,162

BALANCE SHEETS

ASSETS			0
CURRENT ASSETS			0
OPERATING CASH	5,109	114,676	119,785
GIFT SHOP INVENTORY	33,535		33,535
TOTAL CURRENT ASSETS	38,644	114,676	153,320
			0
FIXED ASSETS			0
TOOLS & EQUIPMENT	727	18,711	19,438
RADIO EQUIPMENT		1,507	1,507
MOTIVE POWER		1,026,384	1,026,384
ROLLING STOCK		424,359	424,359
LAND IMPROVEMENTS		5,770	5,770
TOTAL FIXED ASSETS	727	1,476,730	1,477,457
TOTAL ASSETS	39,371	1,591,406	1,630,777
			0
LIABILITIES			0
SALES TAX PAYABLE	784		784
LOAN		9,556	9,556
TOTAL LIABILITIES	784	9,556	10,340
			0
MEMBERS EQUITY			0
LIFE MEMBERS RESERVE		10,912	10,912
MEMBERS EQUITY	38,587	1,570,938	1,609,524
TOTAL MEMBERS EQUITY	38,587	1,581,850	1,620,437
TOTAL EQUITY AND LIABILITIES	39,371	1,591,406	1,630,777



Portola Under the Snow. After the first of several snow storms that blanketed Portola, this view looking west near the enginehouse is shown with Ken Roller, our live-in watchman, posing for the camera outside of his "new" home, UP 907344, the "Silver Spike." Photo by Norm Holmes.

**FEATHER RIVER RAIL SOCIETY
 PORTOLA RAILROAD MUSEUM
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