

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 68

July/August 1994

ALCo FPA-4 and FPB-4 are in Portola!



Newly arrived VIA Rail Canada FPA-4 6776 and FPB-4 6860 are shown at the Museum. We expect to have these units in service with our three VIA passenger cars on Railfan Day. Photo by Norm Holmes.

Inside this Issue:

- Numerous photos taken around the Museum.
- Comprehensive report on "Circle the Wagons" event.
- History of VIA Rail FPA-4 and FPB-4 now at the Museum.



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.

Board of Directors

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Hank Stiles-----	(916) 363-8572
Sue Cooper-----	(916) 832-1002
Vic Neves-----	(510) 352-4373

Headlight Publisher

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

Train Sheet

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 425-3610

Membership

Associate-----	\$15.00
Active-----	\$30.00
Family-----	\$35.00
Sustaining-----	\$75.00
Life-----	\$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

Changing of the Guard

By action of the newly elected Board of Directors at the July 1994 Board of Directors meeting, a major change in FRRS leadership has been made. For the first time since the Feather River Rail Society was formed in 1983, Norman Holmes is not President of the Society. Steve Habeck was elected to the position of President.

In order to help ease the load Norm has been carrying, it was felt that it would be helpful to split the position of President and General Manager. Steve will preside at the monthly Board meetings and as prescribed by our By-Laws, "supervise and control the affairs of the corporation and the activities of its officers."

Steve is well qualified to guide our organization, having been a member since 1984. He has been active in the operating department, maintenance department and is our representative to the Pacific Limited Group. In that position, he is involved in decision making; he often is train manager and is responsible for recruiting our share of the passenger train car hosts. Steve now lives in the Spring Garden area and works in Quincy so he will have the time and be close enough to Portola to oversee the operation of the organization.

Norm will continue to be General Manager of the museum and will handle the day-to-day affairs of that facility. Norm is the founder of FRRS and through his leadership has brought our organization from eight members present at that first meeting in February, 1983, to its present 1,083. Membership extends to nearly every state and into six foreign countries, and to all people who are interested in Western Pacific and/or diesel locomotive preservation. The collection has grown from our first locomotive, WP 921D, to 38 units, the largest collection in the world. We also have the largest freight car collection representing nearly every type of freight car that the WP operated in the 1980's, including ten "plain Jane" 40 foot box cars.

Since our facility is open daily, it is necessary to have someone available to conduct the affairs of the museum. The business of the museum goes on and needs to be attended to in a timely fashion. Norm, with the assistance from his wife Barbara also is manager of the Gift Shop, a job in itself. It is hoped that with Steve as President, Norm will be able to reduce his work load from the 10-12 hours a day, seven days a week he has been working since his retirement in 1987.

From the Desk of the President



This column begins a new era in the history of the Feather River Rail Society. One of the most difficult decisions I have ever had to make was whether or not to accept the nomination to become president of the FRRS. The support I've received so far from the new Board of Directors, the Department Heads, and the Membership assures me that I made the correct choice. My personal views of what I feel the Portola Railroad Museum should be striving for, and my concern about the workload Norm Holmes deals with on a daily basis, were also strong influences.

I'm calling on all the various department heads to get actively involved and make things happen. I encourage people to come up with an agenda, or list of feasible jobs/projects, supplies needed, and some instructions, and to submit it to the Board of Directors, in writing, for approval. Your approved written agendas then give the general manager and other daily museum staff a list of jobs that can be worked on with available help. The goal here is to have a good answer readily available when a volunteer asks, "What can I do?"

Although some changes have occurred, remember that titles may have changed, but the people behind those titles haven't changed, and some time for adjustment is needed. And, let's not forget whose vision and effort brought the FRRS, and the Portola Railroad Museum, into existence, and guided us through our first 10 years. Over 1,000 members continue to believe in what he started, and he still works 12-14 hours a day, 7 days a week for the FRRS as Museum General Manager, and a Society Director.

Thank you, Norman Holmes, for all you have done, and continue to do. Without your initiative, none of us would be here. I am honored to succeed you as president of the FRRS -- but you will always hold our most important title, "Founder."

CASH DONATIONS

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

Mike Anderson

Kirk Baer

Robert Blood

J. Allan Brown

David Burton

Bob Carr

Richard Cox

Pat & Lani Dillon

Jim Folsom

Cliff Gerstner

Mr. & Mrs. Phillip Guidera

Sam Jenkinson

Sally, Paul & Kevin Lucia

Lars - Olof Persson

Leo Prescott

Stuart Robinson

Gilbert Rogers

Erwin & Virginia Rosa

Ken Thompson

Joe Zuk

New Life Members

Welcome the following new life members to the FRRS:

Bill Decker

from Mountain View, CA

Glen Donley

from Walnut, CA

Robert Sims

from Tehachapi, CA

Qualifier

The FRRS Operating Department announces the qualification of the following person:

Don Nelson
as brakeman

Congratulations!

Back issues of the Headlight

Issue 1 (Out of print) California Zephyr Anniversary Issue.

Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.

Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.

Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages, \$4.00.

Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.

Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.

Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.

Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.

Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.

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

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

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

Note

The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

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

Membership Policy

Membership cards and renewal notices are mailed out once a month only, shortly after the first of each month. 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. Please be patient. Also, some members give us incomplete, or slightly incorrect addresses, and their membership cards are returned to us.



YOU! Can Operate a Diesel Locomotive
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Fulfill your wildest dream!

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The Ultimate Experience!

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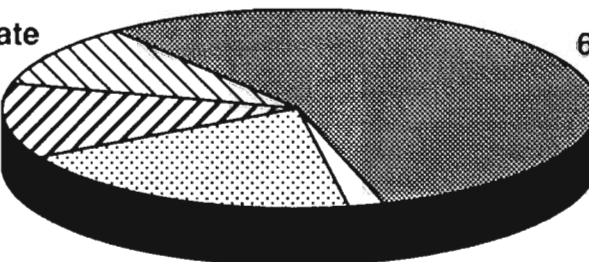
Membership Report

as of August 27, 1994

112 Associate

605 Active

131 Life



214 Family

21 Sustaining

*Total FRRS membership is 1,083.
Of these, 28 are Charter members.*

9th Annual FRRS Railfan Photographer's Day

Saturday, September 17, 1994
9:30 AM to Midnight

This popular event will feature a number of trains operating on a printed schedule and will include:

- Restored ex-California Zephyr FP7 WP 805-A on A-B-A set pulling freight and passenger trains.
- The only 1994 SP sugar beet train using wood beet cars.
- Operational VIA Rail passenger train with ALCO FPA-4, ALCO FPB-4, 2 coaches and sleeper car.
- Four Baldwin diesels in use on freight trains.
- Group night photo session.
- Multi-media shows.
- Spaghetti dinner.

Admission will be \$12 advance or \$15 day of event per person (under 16 yrs. old is free). Working members, of course, will be admitted free. We put a lot of effort into setting up this event and we really put on a great show.

WP Fans and Modelers

5th Annual FRRS Southern Regional Meet
Saturday, October 8, 1994

Southern Regional Meet? What is this "Southern Regional Meet" anyway? Well, if you're a WP fan (as many FRRS members are) and/or a WP modeler (again as many FRRS members are) then you may want to read on! The Southern Regional Meet is an annual get-together of WP fans and modelers held in Southern California. The principal purpose of the Meet is two fold: 1) to keep people, who could not get to the museum as often as they would like, still involved in the FRRS; 2) to allow WP fans and modelers a time and location to highlight their models and listen to presentations dealing with the Western Pacific RR.

Since the inception of the Meet, attendance and participation have grown tremendously. One of the key draws of the Meet each year has been the high numbers of WP models of motive power, freight cars, passenger cars, M of W equipment and cabooses. All of the popular scales have been represented. The Meet now also offers a "popular vote" contest for models. Another key feature of the meet has been the presentations. We have had in past years many well-known WPers including Ken Rattenne, author of the most recent publications of the WPRR, Bob Larson, WP/UP engineer, Thom Anderson, well-known WP modeler and photographer, Tom Bacarella, WP modeler extraordinaire, etc. The presentations are always either WP prototype or modeling related, with a couple of both at each meet. This year we will have the pleasure of listening to Dave Stanley, who has a 20 year history of WP/UP with some CCT thrown in. Dave is familiar to many of you as the originator of Winterail. There will also be a clinic by Norm Holmes and a dose of WP modeling also.

The Meet also is supported by local hobby shops as well as manufacturers, with more joining in each year. This year, Pentrex, Life-Like, Model Railroaders are some of the contributors.

So the "Southern Regional Meet" idea sounds good, doesn't it? If your interest is Western Pacific, from a historical point of view and/or modeling, this Meet is something you want to participate in. And, if you are a modeler of the "wobbly" be sure to bring your models for display and if you wish, contest entry.

Call Pete at (310) 691-4139 if you have any questions. I look forward to meeting you at this year's meet.

24th Annual V&T Railroad History Symposium

Friday-Sunday, October 21-23, 1994

The Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum are pleased to announce the 24th Annual V&T Railroad History Symposium to be held on October 21-23, 1994 at the Nevada State Railroad Museum and in the meeting rooms of the Nugget in Carson City.

This year's symposium theme is the 125th anniversary of:

- the completion of the Transcontinental Railroad
- the beginning of the Virginia & Truckee Railroad
- the introduction of the Westinghouse Air Brake

The Railroad Museum will be open until 8:00 PM on Thursday evening, October 22, 1994, for an informal gathering so that early arrivals can pick up their registration packets. We will kick off the symposium on Friday morning. Papers will be presented in morning and afternoon sessions on both Friday and Saturday, held at the Nugget. On Saturday morning there will be a presentation and discussion on the restoration on the V&T locomotive #27, held in the museum's restoration shop, wrapping up the official symposium program. Steam trains will be operating on the Museum's trackage during Saturday and Sunday.

There will be a Friday evening reception at the Railroad Museum featuring a slide presentation of the museum's year in review. On Saturday evening, the Friends of the Nevada State Railroad Museum annual dinner will be held at the Nugget. This year's key note speaker is Kevin Keefe, editor of TRAINS magazine.

Among the presentations planned for this year are the following:

Virginia & Truckee Railroad

1. Stephen E. Drew: 19th Century Advertisements from the V&T collection
2. Mike Collins: V&T Equipment before 1872
3. Charlie Siebenthal: Operating the V&T before 1872
4. Rich Pitter: Iron Horses to the Silver Mines. Building the V&T

Transcontinental Railroad

1. Don Snoddy: The Union Pacific Railroad
2. Jim Wilke: The Transcontinental Railroad: State of the Art in 1869
3. Wendell Huffman: Bringing the Iron Horse to Nevada
4. Kyle Wyatt: A Tour of the Transcontinental Railroad

Westinghouse Air Brakes

1. Dave Garcia: 125th Anniversary of the Westinghouse Air Brake

Project Updates

1. Marv Texeira & Greg Smith: V&T Reconstruction Update
2. Mimi Rodden: Nevada Preservation Update
3. NSRM Staff: V&T Locomotive #27 Update

For registration forms and information, contact:

Nevada State Railroad Museum
Capitol Complex
Carson City, NV 89710
(702) 687-6953

Results of the

11th Annual National Track Motorcar Championships

of August 6, 1994

By Wayne Monger - FRRS 1st Vice President

The eleventh year of the National Track Motorcar Championships, which was held at the Portola Railroad Museum on August 6, was the last time that this event will held during the summer operating season. Due to the increasing number of the general public that come to Portola to visit our museum on summer weekends that expect to find our train rides available and the fact that private motorcar operations are no longer held to only the summer months on the West Coast, the date of the 1995 NTMC is moving. The FRRS Board of Directors decided during the August 1994 meeting that the 1995 NTMC and the jointly sponsored Almanor Railroad motorcar excursion will be moved out of the summer season and will occur on September 30 & October 1, 1995. To all of you motorcar owners - mark your calendars now!

Due to many past suggestions from participating motorcar operators to "do something different next time" and pressure from the primary West Coast motorcar owner's organization to eliminate the "racing" aspect of this event to further promote safety, the format of the 1994 NTMC was changed to that of an operating skills and knowledge of safety rules contest. Motorcar operators were judged on how well they could start and stop a motorcar within a certain space, how well they could safely cross a road crossing, measure the track gauge and throw a switch while running against the clock. This change came as a disappointment to many of the past NTMC participants that wanted to come to Portola in 1994 to strictly race their cars, who in turn did not show up to participate in either the NTMC or the Almanor Railroad motorcar excursion.

Competition was disappointingly light, with only 5 motorcars competing this year in this new format NTMC - one belt-drive and four gear drive. For the first time in four years, none of the women motorcar operators participated. But the people who did show up had a great time on both days. Jerry Dorville of Grass Valley, CA. was the only person running a belt drive car, making it across the finish line with a time of 7 min. 59.72 sec. in his Fairmont M-14. FRRS member David Dewey of Oroville, CA tried all morning to get his Fairmont M-19 running properly in time but the car refused to cooperate - giving Dave a chance to show the assembled group a lesson on how difficult the older Fairmont cars are to get running right! For the gear drive cars, FRRS member Terry Decottignies of Chico, CA got 1st Place with a time of 4 min. 20.82 sec., FRRS member Walt Ozanick of Milpitas, CA got 2nd Place with a time of 4 min. 27.97 sec., 3rd Place went to John Schubert of Guerneville, CA with a time of 4 min. 47.80 sec. and 4th Place went to Roy Richey of Blue Lake, CA with a time of 6 min. 12.17 sec. All four of these people were using Fairmont MT-19 cars that were built for the Southern Pacific.

A big "thank you" goes out to the FRRS members that

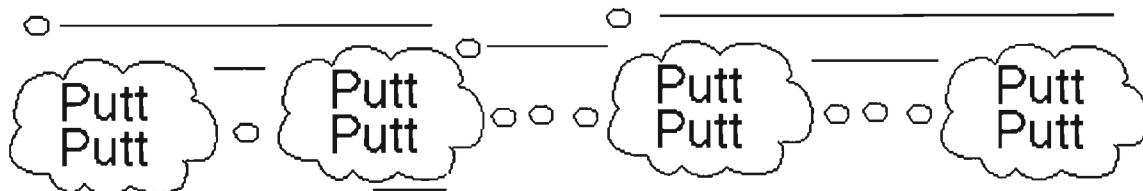
helped put together and run this event. Acting as judges of the event were Steve Habeck, Bill Evans, Melony Evans and Vic Neves. Acting as the official timekeeper was Gordon Wollesen. Scoring was recorded by Dave Dewey and Linda Dewey. Vic Neves also provided the PA system and did the announcing along with Wayne Monger. And without Hap Manit finding one of the scoreboards just days earlier, the event would not have gone as easily as it did.

Following the quick conclusion of the NTMC and the awards ceremony, two motorcar repair clinics were held inside the main museum building. Walt Ozanick presented the first clinic on how to repair sheet metal on motorcars. Then the second clinic was presented by Bill Evans, an excellent session on maintenance and repairs to motorcar carburetors. Meanwhile, the usual weekend caboose train began operations so museum visitors could have a train to ride. That evening, the annual motorcar operators' & families' Bar-B-Q pot-luck dinner was held at the museum picnic area while motorcars were run on museum trackage until 8 PM.

On Sunday, August 7, motorcar operations moved from Portola to the Plumas County town of Chester, which is home to the Collins Pine Company and their private Almanor Railroad. This 6th annual motorcar excursion was jointly co-sponsored by the FRRS and Motorcar Operators West, as the insurance for this run was obtained through MOW and the American Association of Railcar Operators. This year there were 9 motorcars, the five mentioned above as well as FRRS and MOW Director Vic Neves of San Leandro, CA and his MT-19, FRRS members Bill and Melony Evans of Palm-dale, CA and their MT-19, Grover Cleveland of Penn Valley, CA and his M-14 plus Mark and Pamela Slattery of Meridian, CA and their MT-19. Two round trips were made over this 13 mile railroad between 10 AM and 6 PM.

In spite of the small turn-out for the 1994 NTMC, all participants were enthused about the new format once they had all run through the course once. By having the NTMC scheduled for a non-operating weekend at our museum in 1995, there is a strong possibility that there either will be a return to strictly the "racing" format of the past or offering both formats as separate competitions on the same day. This will be determined over the next year as we get feedback from various motorcar owners.

One final note from the 1994 NTMC. Mark Norstad of Corte Madera, CA has donated the home-built six-person rail bike that competed in the 1992 and 1993 NTMC to the FRRS. This rail bike has already become an item of great interest to our visitors as they enter the main entrance of the shop building. Thank you Mark for this great donation. It is made even more special knowing how many hundreds of hours were spent by several people in building this from scratch.



Pacific Limited 1994

By Steve Habeck

The Pacific Limited Groups' 1994 excursion schedule was an ambitious one, with many days on the road and a lot of territory covered.

First off was the "Golden Spike Steam Special," which ran from the Golden Spike Park in Council Bluffs, Iowa (UP Milepost 0.0) to Ogden, Utah, between May 4, and May 8, 1994 with a layover in Cheyenne, Wyoming on May 6, which allowed for tours of the steam shop and roundhouse. UP's Challenger 3985 pulled the 24-car train unassisted throughout the segment.

After the festivities at Promontory for the 125th anniversary of the driving of the last spike, which saw a UP executive special powered by E9's 949/963B/951 run from Salt Lake City to Brigham City and back, the 3985 and its support cars ran from Ogden to Salt Lake City with a short freight, putting on a great show on the climb out of Ogden.

The next segment was the "City of Los Angeles," running from Salt Lake City to Ontario, CA (east of Los Angeles) from May 13, to May 15, powered by 3985 and the E9's. Concerns about the E9's performance were put to rest immediately out of Milford, Utah (where the 3985 and its support cars were cut off to allow us to make Las Vegas at a reasonable time) as the E's took our 16-car train from a standing start in Milford to a 30-mph meet with an eastbound freight at Uvada in 1 hour -- 75 miles from Milford!

A layover day in Las Vegas was an interesting diversion, while 3985 caught up with us. Then it was on to Ontario, and a layover from the 16th to the 20th of May in UP's Montclair yard.

The 21st and 22nd of May saw the 3985 and the E9's running from Ontario to Barstow and back each day, with both runs being sold out. Much has already been written about the events that occurred on the 21st; Santa Fe made every effort to ensure a smooth run on the 22nd, which is precisely what occurred.

After a one day layover in Ontario, it was time to head back to Las Vegas and Salt Lake City on May 24-26 again with a layover in Las Vegas. On the layover day, May 25th, 3985 and the support cars ran ahead to Delta, Utah, where the E9's and train caught up with it on the 26th for the run to Salt Lake City. This completed the "City of Los Angeles" segment. A turn to Cache Jct. and back was made from Salt Lake City on the 28th of May; then the "Golden Spike Steam Special" concluded the May trips by running from Salt Lake City to Cheyenne behind 3985 on May 29th and 30th.

The next round of trips was collectively known as the "Feather River Specials," and were run primarily in conjunction with our 10th Anniversary Celebration, "Circle the Wagons." The train, pulled by the class E9's, was staged for our trips by running down the Canyon on June 28th as an Operation Lifesaver move. On Friday, July 1, the train ran from Fremont to Portola, featuring stops at the classic ex-WP depots in Sacramento and Oroville, both of which are now popular restaurants. The train's passage through the Canyon was well-documented by hordes of camera-toting chasers on paralleling highway 70, which partially contributed to our many empty seats on this trip.

Upon arrival in Portola, the train was welcomed by an A-B-A set of WP F7's at Malfunction Jct., consisting of 805A, 925C, and 913! Buses then took the passengers to Reno, while the train went out to Reno Junction to turn on the wye, a process that was repeated after each Keddie turn.

Two turns from Portola to Keddie and return operated each day on Saturday, July 2, and Sunday July 3, coinciding with the museum's "Circle the Wagons" pageant. The UP dispatchers and crews, including UP engineer and FRRS member Kirk Baer were excellent in getting us over the road and around the wyes at Keddie and Reno Jct. on each trip. The turns operated at about half of capacity, except for the Sunday afternoon turn which saw about 475 passengers. FRRS member Vickie Krois, of Keddie, acted as our Quincy Jct. ticket agent on Saturday and Sunday, putting 52 people on the train (17 on Saturday, 35 on Sunday) on the morning eastbound turns. These people returned to Quincy Jct. on the afternoon westbound turn, after having about 1 1/2 hours in Portola to see the museum and related activities. After returning from Reno Jct. on Sunday night, Steve Lee of the UP agreed to a night photo session featuring UP 951 and our WP 805-A, posed very much as they are on our 10th Anniversary T-shirt! The photo session was conducted by FRRS director Vic Neves, and the results are to be featured in upcoming issues of the railfan magazines.

On Monday, July 4, the train headed west down the Feather River Canyon from Portola, again stopping at the ex-WP depots in Oroville and Sacramento. Arrival in Fremont in the early evening concluded a busy weekend of excursions.

The following Friday, July 8, found the E9's and train on the move again. A late afternoon departure from Fremont brought us into Oroville around 9 PM, setting the stage for the centerpiece trip of the Feather River excursions. On Saturday, July 9, the sold-out train left Oroville early in the morning for the run to Westwood and back. Again, many photographers were on hand throughout the Canyon, and on the Highline, to document this event. The E9's really put on a show on the 2.2% grade from Greenville to Almanor, pulling the grade in full throttle at a steady 17 mph. Upon arrival in Westwood, the passengers had an opportunity to detain and tour the town while the E9's ran around the train. The train was then pulled backwards back to Keddie, where the E9's ran around the train again for the run back to Oroville. Arrival at the ex-WP depot in Oroville was essentially on-time, concluding a mostly-successful trip. On Sunday, July 10, the train returned to Fremont from Oroville, detaining passengers, turned on the wye at Niles, and headed for Oakland. On Monday, July 11, the train began the long return trip to Council Bluffs by running from Oakland to Portola with guests from APL (American President Lines) on board. After detraining the guests in Portola, the train continued home as a deadhead move.

Financially, the 1994 operations did NOT go well. The Pacific Limited Group incurred a loss of \$18,000. The Pacific Limited Group officers have analyzed the 1994 operations and believe the poor performance is a result of several factors and conditions that did not meet expectations, including inconsistent support from the Salt Lake City office, high on-the-road expenses, and poor ridership on several segments. Efforts to remedy these conditions are already underway.

The Pacific Limited Group wishes to thank Julie Graham, manager of the Old Spaghetti Factory in Sacramento (the ex-WP depot) for working with the restaurant owners

Continued on page 9

Circle the Wagons

By Norman Holmes

Although not up to the expectations of the committee, our Tenth Anniversary event brought about 2,000 people to Portola to help us celebrate our 10th Anniversary.

The Fourth of July weekend is a time for family get-togethers, going to the beach, the lake, the mountains; but for about 65 members and friends of FRRS, it meant that they came to Portola to help with our 10th Anniversary celebration. In choosing a date we looked ahead and backward. Our organization was formed in 1983, had the Grand Opening in 1984. Western Pacific's line was completed in 1909. 2009 will be Western Pacific's 100th Anniversary and our 25th Anniversary. That is the reason for our selection of the 1994 date. Our Grand Opening was on Memorial Day Weekend. Usually we have cold rainy weather and occasionally snow on that date. Not exactly what you would want for an outdoor event, that is the reason for the July 1-2-3-4 dates. (Of course this year Memorial Day weekend was nice!)

Preparation for the event started in 1993 with committee meetings every two months. In 1994 the meetings were every month. The committee started with ten members and was down to six by the time the event came on line. As is often the case the work falls on a few who have the time and desire to see the job through.

The initial thought for the event was to have a "gathering of wagons" or as the event's name became "Circle The Wagons." (WP's F units were called covered wagons and we do have a balloon track!) Invitations were sent to all western railroads and museums inviting them to send their E and/or F units to our event. California State Railroad Museum, Mt. Rainier Scenic and a privately owned E3 were the only positive responses. Union Pacific had agreed to send their three E9's and a streamline passenger train to operate through the Feather River Canyon, but these units would not come onto museum property. As time progressed, details in the movement of the visiting units became more complicated. There was extra insurance to be carried and some transportation costs to be paid for. It was finally decided to cancel Mt. Rainier's Northern Pacific F9 and the E3 from Wisconsin. Only CSRM's F7A WP 913 was to attend the event. Union Pacific provided free a transportation move for this unit from Sacramento to Portola and return. For the first time in twelve years, three WP F7 cab units were operating together. Our newly repainted California Zephyr unit, 805A, although not completely finished, stole the show with its bright orange nose and red passenger wings. A night photo session orchestrated by Vic Neves, had the three cab units lined up on parallel tracks for a once in a lifetime shot.

Union Pacific's passenger train pulled by their completely rebuilt A-B-A set of E9's brought a trainload of passengers from Fremont to Portola on July 1, made two round trips between Portola and Keddie and two round trips between Portola and Reno Jct. on July 2 and 3, then made the trip back to Fremont on July 4. This operation helped bring visitors to our event and was an attraction in itself. The Pacific Limited Group was the operating entity for the UP train and provided the ticket sales and car hosts.

After the visiting units, the next major feature of the event was the "Feather River Transportation Pageant." Skip Englert was in charge of this important program. Contact was made with Vern Williams, a rice farmer from Sutter who portrays Jim Beckwourth in Marysville's Beckwourth Frontier Days, to come to our event. (Jim Beckwourth was the man who discovered the lowest mountain pass through the Sierra which was subsequently named for him.) A wagon train was recruited from Doyle, Indians from Nevada and cowboys and dancers from Quincy. Arthur Keddie, the sur-

veyor and engineer who realized a railroad grade not exceeding 1% could be built through the Feather River Canyon, was to be portrayed by our own member, Jim Ley.

Bleachers were set up near the picnic area, a stage was borrowed from the high school and Clyde Lippincott loaned his trailer for the announcer platform. With all this arranged, the locomotives were ready and in order of appearance, the actors were all ready and the pageant proceeded on time Saturday at 1 PM. After some Bluegrass music, the Indians walked across in front of the audience, followed by Portola's Mayor Joe Moctezuma, who portrayed Capt. Don Luis Arguello (the man who discovered the Feather River Canyon), The Black Powder Boys and dancing by the Flat Car Floozies. Jim Beckwourth was next and told how he discovered Beckwourth pass and led wagon trains west. Next naturally was the wagon train, then That Quincy Quartet, Arthur Keddie and draft horses pulling railroad ties. The railroad portion started with a hand car, then NSRM's steam engine No. 8, Western Pacific's first diesel No. 501, CZ unit 805A with 925C, WP 921D and WP 913 with UP 6946 and UP 849 being the last units in the parade.

Sunday the pageant was slightly abbreviated as Vern Williams had to return to Marysville; the wagon, Indians, cowboys and dancers were scheduled elsewhere. The traveling minstrel "Kuddle" entertained the audience and Arthur Keddie told how he discovered the railroad grade, which was followed by the steam engine and diesels which made their runby. A number of visitors told us how much they enjoyed the event.

Our ticket booth was moved to the main gate to sell tickets for the Keddie shuttle trains and to sell admission tickets to our event. This was set up Friday to allow for advance sales and continued to be staffed Saturday, Sunday and Monday. The \$10 admission fee applied Saturday and Sunday. Monday, this was reduced to \$5. When our parking lot filled on Saturday and Sunday we used the vacant lot up alongside our entrance road. We hired a shuttle bus in case we had a really big crowd, but it was not needed.

Food service for the event was a concern. Our Beanery could not accommodate the expected crowd so we contracted with the Portola High School Athletic Club, who is raising money to fund their athletic program. We asked them to set up a hot dog stand and drink booth and when we told them that they could keep all the profits, they enthusiastically accepted. As is our policy, working members receive a free lunch on operating days. A deli-sandwich bar was set up in the Santa Fe diner and this worked well. We also served a pancake breakfast on Saturday, Sunday and Monday and Calpine Lodge had a BBQ dinner available on Friday, Saturday and Sunday.

Also to accommodate the expected visitors we augmented our five porta-potties with four regular potties and a handicap unit. Most of our crew members stayed at the museum for several nights. The need for an occasional shower became evident so a shower trailer was rented for the weekend. Some of the cost of the potties, shower unit and rent of the bleachers was reimbursed from Plumas County Supervisor Fran Roudebush from the recreation fund, a big help. Extra dumpsters were ordered and a nice patio dining area on the dock was set up complete with a parachute canopy cover.

Inside the shop building we had several model railroad layouts and an Operation Life Saver booth.

Continued on page 9

The Canadian ALCos at Portola

By Kent Stephens

The History...

FRRS has sold one ALCo diesel unit and added two ALCo units to its collection at Portola. Long Island FA-2 604 has been sold to the Illinois Railway Museum at Mt. Union. IRM's general manager has indicated they plan a future restoration of this unit to either display or operation as Louisville & Nashville 314, its original owner and number. IRM has been as active as FRRS in preservation of historic diesel units, but 604 is their first ALCo FA model unit.

FRRS had originally acquired 604 in 1987, through donation from Norm Holmes, with the intent to paint the unit for either SP&S or Union Pacific, and number it one number higher than the actual units. This hasn't happened, due to the 604 being a low priority unit for restoration and needing a massive amount of restoration, coupled with insufficient restoration help at the museum. Both UP and SP&S both owned ALCo FA-2s. Union Pacific's are long gone with no surviving examples. Former SP&S/BN FA-2s are still on the Long Island as power cars, now rebuilt with Detroit diesel engines. None were up for retirement when the opportunity came up to buy the 604 at very low cost. Having an ALCo that could be painted to represent an SP&S or UP ALCo FA seemed important to the Portola Railroad Museum collection, as SP&S's ALCo FA's occasionally came down the High Line on the Western Pacific as far as Oroville or Stockton, both before and after the BN merger. IRM has asked Portola to store 604 on a temporary basis, so you should still have time to get your pictures during the next few months.

The ALCo cab unit isn't vanishing at Portola with the sale of 604, as 604 has been replaced by the very significant preservation purchase of a Canadian "ALCo type" A and B unit set. FRRS has bought ex Canadian National/VIA 6776 (FPA-4) and 6860 (FPB-4) from Canac International at Montreal. The A unit, 6776, is the same model of ALCo cab unit as Napa Valley Wine Train 70-73, which were also bought from Canac. The B unit is the second preservation purchase of an FPB-4, and 6860 was the first FPB-4 built.

There is a major difference between 604 and the newly acquired Canadian units. This is the prime mover. FA-2 604 has an ALCo 244 prime mover while FPA-4 6776 and FPB-4 6860 have an ALCo 251 prime mover. The fact that the FPA-4/FPB-4 have 251 prime movers instead of 244's is important to the Portola Railroad Museum for operation of these units. The 251 prime mover is a mechanically supportable diesel engine in today's operational environment with parts and entire prime movers available. In contrast it is very difficult to locate and obtain expensive replacement parts for a 244 engine. The 244's are also excessively "smoky" with ALCo exhaust; the 251's are not nearly as bad. (ALCo S-5 and S-6 model switchers, as well as the Century line of road units and several predecessors road unit models such as RS-11 and RS-32 also have 251's. At the museum, our only

251-powered ALCo up to this time has been Southern Pacific 4004, an ALCo RS-32, which was the predecessor model of the Century 420. ALCo's at Portola with 244's include the Kennecott RS-2/RS-3's Nos. 2, 3 and 908; the MRS-1's and the 604.)

The FPA-4 and FPB-4 are a Canadian-only model representing a continuation of the FA line, having been built by Montreal Locomotive Works, ALCo's licensee in Canada. Technically they should be called MLW's and not ALCo's (The model was catalogued in the U.S. to be built by ALCo at Schenectady, but never sold domestically by ALCo.) They also represented a continuation for ALCo in the horsepower race between the builders - the 12 cylinder 244 is rated at 1600 hp with the 12 cylinder 251 being rated at 1800 hp. Both the FPA-4 and FPB-4 units had their length increased; the A unit is 54'0" (FA-1 and FA-2 are 53'6") and the B unit is 53'2" (FB-1 and FB-2 are 52'8"). Our FPA-4 unit still has its steam generator unit; the steam generator units have been removed from the FPB-4 unit.

There are several spotting features to distinguish the FPA-4 model from the FA-2. The FPA-4 has additional radiator space (louvers) below the shutters on both sides near the rear of the car body not found on the FA-2. FPB-4 and FB-2 units can be distinguished in the same way. Another spotting difference is the ladder leading into the engine compartment midway on both sides of the car body. The ladder on the FA-1 and FA-2 extends to the bottom step and is in front of the side of the fuel tank. On the FPA-4, the steps below the frame are notched into the side of the fuel tank. B units can be identified the same way.

The FPA-4 and FPB-4 are specifications DL218 and DL219 respectively. Electrically they have a GT581C main generator, upgraded over what was in the earlier FA's, and four GE752 traction motors. Gearing is 62:21 which gives them a top speed of 92 mph which is probably not attainable on our museum trackage! The nominal weight for the units is 260,000 pounds. They are equivalent to ALCo's RS-11 freight unit.

As noted above, the FPA-4's and FPB-4's are a Canadian-only model. A total of thirty-four A units and twelve B units were built in a production run between October 8, 1958 and May 13, 1959. They were built only for the Canadian National; The A's carry road numbers 6760-6793 (c/n's 82269-82275, 2nd group 83145-83171), the B's had road numbers 6860-6871 with three series of c/n's (82276-82278; 82241-82444; 82854-82858). CN used them primarily in passenger service out of Montreal. All forty-six units survived their years on the CN and were acquired by VIA, trading their CN paint scheme for VIA's blue and yellow.

Continued on page 9



Conclusion: Pacific Limited 1994, By Steve Habeck

to obtain permission to use their facilities during the station stops. Special thanks are also due to Gary Quilici, owner of the Depot Restaurant in Oroville (the ex-WP depot) and his staff, for allowing us to make his facility a depot again for a couple of weekends.

Lastly, and most importantly, the efforts of the FRRS volunteers who donated their time and travel expenses and put in long hours in hot weather need to be recognized.

When I offered to take on the planning for the July 1994 trips in August of 1993, due to Hal Lewis' workload in preparing for the May 1994 trips, I had no idea what the next 10 months would be like. The learning curve was steep and full of obstacles, and very early on in the planning stage it was clear that help would be needed. Right from the beginning, Norm Holmes was involved, as we tried to coordinate Pacific Limited and "Circle the Wagons." Also participating from the earliest planning stages were Gary and Pat Cousin of the FRRS, and Hal Lewis and Bob Bunch of the Central Coast Chapter-NRHS. Several others contributed key pieces of the planning puzzle as the trips got closer.

On the "Thank You People" page elsewhere in this issue, special recognition is given to a group of FRRS members and other volunteers from Southern California, who, due to a misunderstanding between myself and Hal Lewis, were not notified in advance that they had been selected to work the Barstow turns. These people, gathered up through persistent efforts of Pete Solyom, were able to help out on very short notice when Gary Cousin and I discovered the lack-of-notification error, and saved Pacific Limited from having to run short-handed with full trains.

If anyone who volunteered their time and effort is not recognized on the "Thank You Page," I apologize for my oversight. I attempted to maintain car host lists from the trips specifically for this acknowledgment.

Again, many thanks go to all the FRRS volunteers who worked the Pacific Limited excursions, and/or supported the trips by working at the museum. We could not have accomplished what we've done without your help.

Steve Habeck
FRRS Pacific Limited Rep.

Conclusion: Circle the Wagons Report, By Norman Holmes

Allen Wiebe set up his Yogurt stand and slush machines; all income, over \$600, was donated to us. Jim Druckmiller contacted a number of railroad model manufacturers and other organizations asking them to donate items to a raffle. A raffle booth was set up which generated additional income.

Our small, but well stocked Gift Shop could not accommodate the large crowd expected so a Gift Shop Annex was set up in one end of the UP baggage car. The interior of the car was painted, carpet installed and shelves erected. A set of stairs was constructed and a display case and place for the cash register was borrowed. Jack Hathaway was in charge of the Annex which took some of the load from the Gift Shop. It really turned out nice. A number of railroad museums use baggage cars as their only Gift Shop.

Publicity for the event started with Pentrex arranging for a flyer to be designed and this was then published in several of their railroad magazines at no cost to us. This same flyer was sent to all model railroad shops in the west and to our membership. Ads were run in local papers and in Reno. A nice program was printed which included ads from local merchants to help offset the cost. D&L Distributing company, in addition to supplying our drink stand, made up a banner announcing our event. The banner was erected across the Gulling Street bridge by Sierra Pacific Power Co.

A final accounting is not yet available, but with ticket sales, food sales and profits from the Gift Shop, we probably came out about even. There were a lot of expenses and a lot of work put in by a lot of people, all of which made our first really big event a success. Without the volunteers this celebration would not have happened. We are very grateful.

On the "Thank You People" page elsewhere in this issue, we have listed all of those who helped with this event as best we can recall. If you've been left out, our apologies, it was not intentional.

Conclusion: The Canadian ALCos at Portola, By Kent Stephens

Most remained in service until the big cutback in VIA routes several years ago. The majority were stored serviceable five years ago and put up for sale by Canac International. 6776 was last used March 3, 1989, 6860 was last used on March 25, 1989. (As most fans know, both Canadian National and VIA are owned by the Canadian government. Canac International is owned by Canadian National and functions as a business under CN, handling purchases, sales, consulting, bidding and contracting.)

Just over a dozen FPA-4's had been sold by Canac by June 1994 in three years - our 6776 was the fourteenth to be sold. All have been sold to museums, tourist railroads and several private individuals in the U.S., including Napa Valley's four units and one on the Grand Canyon Railway. (See TRAINS August 1994 issue p. 29 for color photos of two FPA-4 units.)

The B units haven't been as fortunate in escaping the cutting torch. Only two of the 12 B units have been sold, class engine 6860 to Portola and 6863 to a group on the East Coast, which according to reports, may scrap it for parts for their ex-Long Island FA-2. Portola's FPB-4 may be the only survivor.

Reading these numbers you may think Canac still has a number of units for sale at Montreal. Not so. When Norm Holmes inspected them in late May, Canac International had only six A units and four B units left, including the two we bought. (Two additional A's were there that had been sold to the scrapper but hadn't been moved.) The remainder - nearly half the A units and most of the B units have been sold for scrap. The scrapper in late May had two FPA-4's, one mostly scrapped and one fairly intact, and stacks of trucks from scrapped units.

The museum's major reason for buying FPA-4 6776 is to place it in Portola's famed locomotive rental program, which has become a major source of income for the museum. Western Pacific F7A 921D is the only unit available in the combo part of the rental program's second hour, and is receiving excessive wear in constant use in the very popular combo program. It is planned to retire 921D from the rental program after 6776 becomes serviceable.

As has been announced, one of the highlights of the 9th Annual FRRS Railfan Photographer's Day (Saturday, September 17, 1994) is to have FPA-4 6776 and FPB-4 6860 in operation powering a matched VIA passenger train of two coaches and a sleeper. See you at Portola on the Saturday. (Sources: The Second Diesel Spotters' Guide; The Diesel Builders, Vol. 2; American Locomotive Company and Montreal Locomotive Works, By John F. Kirkland. Thanks also to Doug Cummings of X2200 South and Norm Holmes for assistance in the article.)

to a raffle. A raffle booth was set up which generated

Thank you page... The FRRS extends a heartfelt thank you to each and every one of the following people:

The FRRS thanks the following people for helping at our 10th Anniversary Circle the Wagons Celebration:

Dick Angell
Maggie Angell
Bob Bartron
Dave Bergman
Art Bergman
Lois Bergman
Don Borden
Lolli Bryan
Brian Challenger
Eddie Chase
Don Clark
Kerry Cochran
Bruce Cooper
Sue Cooper
Terry Decottignies
David Dewey
Linda Dewey
Jim Druckmiller
Matt Eastman
Edna Ede
Skip Englert
Al Estabrook
Jim Gidley, Sr.
Phil Gosney
Tom Graham
Larry Hanlon
Jeremy Harding
Jack Hathaway
Dean Hill
Barbara Holmes
Norman Holmes
Ellen Housen
Keith Kennedy
Mardi Langdon
Rich Lema
Jim Ley
Bob Lindley
Clyde Lippincott
Linda Lippincott
Dwayne Litzenberger
James Malkson
Hap Manit
Rex Matzen
Dave McClain
Sharron McGarr
Melissa McGrath
Wayne Monger
Lynda Monger,
Vic Neves
Jack Palmer
Dick Patterson
Judy Patterson
Ken Roller
John Ryczkowski
Paul Sanger
Lloyd Shears
Leigh Shears
Chris Skow
Errol Spangler
Kent Stephens

Bob Stern
Hank Stiles
Ken Thompson
Charlie Tronoff
Merrill Turpin
John Walker
Ed Warren
Gordon Wollesen
"The Royal Order of the Burnt Bunions" were people who worked on parking and crowd control out in the dust and the heat. Just some of these people are: Mardi Langdon, Linda Dewey, Lynda Monger, Tom Graham and his daughter Melissa, Jack Palmer, Eddie Chase, Mark French, Kerry Cochran, Clyde Lippincott, Phil Gosney, Dwayne Litzenberger, Cathy Bauer and Jerry Bauer.

The person who came the most distance to help us was Dwayne Litzenberger from Westminster, Maryland.

Phil Gosney, famous Amtrak engineer and railroad photographer, celebrated his 25th anniversary of working for a railroad (starting with the Milwaukee Road) on Saturday, July 2 by not only handling the parking duties in the main parking lot but also getting some throttle time on one of the Fs in the pageant.

The FRRS thanks the following people for helping on Railroad Days:

Dave Anderson
Art Bergman
Lois Bergman
Dave Bergman
Don Borden
Brian Challenger
Eddie Chase
Don Clark
Kerry Cochran
Bruce Cooper
Sue Cooper
David Dewey
Linda Dewey
Edna Ede
Sara Eisenbeiss
Skip Englert
Jim Gidley, Sr.
Tom Graham
Steve Habeck
Jack Hathaway
Norman Holmes
Barbara Holmes
Ellen Housen
Vickie Krois
Hap Manit
Dave McClain
Judy McGrath
Melissa McGrath
William McGrath
Vic Neves
Jack Palmer
Ken Roller
Hank Stiles

Merril Turpin
John Walker
Ed Warren
Gordon Wollesen
We thank the following Southern California people who helped out on short notice by staffing the Pacific Limited Barstow turns:

Ken Anderson
Tim Dickinson
Lynn Dickinson
Paul Fredriconi
Ken Kenyon
Mike Mucklin
Steve Phillips
Pete Solyom

Roger and Dottie Aten, and Les and Marilyn Paal also assisted on these trips, but they got advance notice, since they worked some of the earlier segments, before the Barstow turns.

We thank the following FRRS members who worked the May 1994 Pacific Limited trips (Golden Spike Special, City of Los Angeles), in addition to those above:

Roger & Dottie Aten
Norman and Barbara Holmes
Mike Howard
Ed LaMantia
Leslie and Marilyn Paal
Mike Romiez

We thank the following FRRS Members who worked portions of the July 1994 (Feather River Specials) Pacific Limited trips:

Dave & Julie Anderson
Roger, Dottie & Peggie Aten
Rich & Deborah Canino
Neil Carlson
Kerry Cochran
Gary & Pat Cousin
Terry Decottignies
David & Linda Dewey
Dave Dodds
Don Douglas
Larry & Lynn Hanlon
Jack Hathaway
Mike Howard
Vickie Krois
Peter Langdon
Carol Malcolm
Dave McClain
Renee McComb
John Orton
Leslie & Marilyn Paal
Jack Palmer
Ken Ritz
Mike Romiez
John Ryczkowski
Steve Stepanik

Museum Envy

By David Dewey

Every museum is proud of its collection and the job it is doing saving significant parts of our history. Most museums want to tell the public just how wonderful they are and how important it is to visit their wonderful facility and collection. However in doing so, many museums have inadvertently alienated their fellow museums, and have initiated a "can you top this!?" atmosphere. One museum's brochure proclaims it, "the finest interpretive museum in the world," another states (erroneously, I might add), "world's largest collection." While the marketing department might think these P. T. Barnum tactics bring more visitors, they also antagonize other museums' members.

While the logical side of one's mind can rationalize that, "it's only marketing," the emotional side often is thinking, "where do they get off saying that--is our collection junk?" This creates a negative climate of distrust, competition, jealousy, and inferiority. We've all heard the resulting statements: "They have state funding," "They have wealthier members," "They have more volunteers," "We're interpretive," "We're hands-on."

Enough is enough! Each museum is filling its niche; for the visitor the best museum is the one he or she is visiting right now! We are each trying in our own ways to show the public that our collection is important to our visitors' lives so they will continue to care for it when we're gone. We should not be in competition with each other, but supportive. When a donor offers something out of the realm of the museum's collection, consider who might be interested and direct them there. When preparing ads, don't be arrogant about the museum's uniqueness. When speaking to others, don't belittle other museums. This railroad preservation world is but a small niche in preservation; if we can't show respect for ourselves, how can we expect it from others?



This photo was taken during the Feather River Transportation Pageant on "Circle the Wagons" weekend. In the foreground are "The Flat Car Floozies." Ken Roller "The Hobo" is sitting behind them on a track material cart doing his antics near the weed burner. In the distant background is a Union Pacific train. Photo by Ed Warren.

805A Restoration Update

By guest writer David Dewey

The star of our fleet has debuted! Although not quite cosmetically finished, the October issues of Trains and Railfan feature photos of her. For Railroad Days, she was coupled to 925C and 921D, and after a brief "training" session, performed flawlessly.

Many projects have recently been completed: Hank replaced the oil filters, mopped out the old oil, and put in fresh oil. David rebuilt the control air regulator. The cab ceiling is partially installed, as are the windshields. Unfinished projects include: new linoleum, seat rebuilding, locating and installing side windows, painting the roof and rear panel, straightening the pilot, polishing and lettering the stainless, and cleaning and painting the engine room.

As this project is at last winding down, we will have a final 805A Report written by Larry Hanlon in the next issue of the Train Sheet. After that, we will have a "Restoration Update" which will attempt to keep you informed of present projects, future restoration plans and accomplishments.

As to future restoration plans, the present plan is to finish the 805A exterior & cab, the 925C exterior, then the 2001 exterior. After that, projects planned are the touch-up (and correction) of 921D, engine room painting of 805A and 925C, and a McCloud paint scheme. Also the car department plans on completing the SN and WP wooden cabooses, and cleaning many boxcars; more developments next time!



Shown is the nose of 805A after being painted. Photo by Norm Holmes

Railroad Days

It seemed like we just got through our "Circle the Wagons" celebration when the Feather River Railroad Days event was upon us. Having everything ready in July made it easier to be prepared for the August 20-21, 1994 event. Each year we run two trains on Railroad Days. This year it was decided to use one of our VIA coaches and two cabooses on one train and four cabooses on the other. Switching was completed Friday and motive power was selected. Our bright orange NW-2u WP 608 was to power one train and an A-B-A F7 set would power the other. WP 921D, WP 925C and WP 805A were coupled together to make a beautiful three unit set. Norm Holmes had the honor of running the first train with 805A on its first "revenue" use since we acquired it in 1987. For subsequent trips there was no shortage of engineers who wanted to run this attractive consist.

Meanwhile inside the shop building, four model railroad layouts and a musical group entertained our visitors. Allen Wiebe again donated use of his Yogurt and slush machines (the peach cocktail was delicious!). Attendance this year was down 20-25% from last year partly because of the Cottonwood fire. Although the fire was 25 miles away, there was some smoke and some people didn't come for that reason.

On the "Thank You People" page elsewhere in this issue, we have listed all of those who helped with the Railroad Days event.

Steam At Portola

Through the cooperation of Nevada State Railroad Museum, we had an operating steam engine in Portola for 32 days. NSRM's 1888 former Dardanelle & Russellville (Arkansas) 4-4-0 was trucked to Portola on June 27, 1994 and operated during our 10th Anniversary celebration July 2-3-4. On the Fourth it carried American flags and operated our caboose passenger train. It occupied a place of honor in the shop until July 23 and 24 when it again pulled our caboose train in revenue service. After the train schedule, we used it for switching, but its 45 tons were a little light to move four 120 ton diesel units. We really appreciate the opportunity to have a steamer here for our event and thank the volunteer crew from Nevada State Railroad Museum who worked so hard to have everything working.



...with Hap Manit

Giving thanks to people for volunteering at the museum.

- Clyde Lippincott and Norm Holmes traveled to Niles Canyon Railway to pick up a traction motor for GE No. 80 using Clyde's pickup and trailer.
- Jim Ley checked out the electrical system on VIA passenger cars.
- Rick Santini and Brian Challender worked on headlights on 2873.
- Gordon Wollesen installed new electric circuit for Yogurt machine and welder.
- Dave Anderson and Hank Stiles worked on new battery house building.
- Peter Langdon replaced turbo drain plugs on ONW 4.
- John Walker and friends painted porches on north side of shop building.

New Equipment

Our latest locomotive acquisitions are a pair of ALCo FP locomotives purchased from Canac in Montreal, Canada. After the concept of selling the Long Island FA-2 to the Illinois Railway Museum and purchasing an FPA-4 from Canada was approved by the Board, Norm Holmes was directed to go to Montreal, select a unit and if the price was reasonable to also acquire a B unit.

On May 16, 1994, Norm flew to Boston (he got a special low cost senior citizen rate which was only good in USA), rented a car and drove to Montreal. After meeting with Canac officials at their office they went to the yard to inspect the six A units and four B units that were for sale. Since they had been out of service for some time and no records were available, selection was made on the basis of wheels and body condition. All units were said to be serviceable. A unit 6776 and B unit 6860 appeared to be best. After returning to Portola, a proposal was made to Canac to purchase the two units at a price we were willing to pay for one unit. Our proposal was accepted.

It was hoped the units could be prepared and shipped in time to reach Portola for our "Circle the Wagons" event, however it was June 22 before they left Montreal. They were then delayed at the border even though we had all the customs papers in order prior to their arrival. They arrived in Chicago on July 3, and were "lost" until July 12. On July 14 they were in North Platte; on July 16 they were interchanged to the BN at Kansas City. A quick call to UP Customer Service brought them back and they arrived in Portola on July 21, 1994. We paid transportation costs to CN and GTW for Montreal to Chicago; CNW moved them from Chicago to Fremont; and Union Pacific graciously gave us a free move from Fremont to Portola. Again UP has been very generous in helping us obtain equipment for our museum.

Since their arrival in the museum, both units have been washed by Ken Roller, a set of batteries has been installed in both units and at this writing date, are awaiting time for inspection and prelube prior to starting. For a detailed history on these units, see a related article elsewhere in this issue of the Train Sheet.

Material Donations

Thanks to many generous people, we have received recent donations including:

- A complete lower quadrant semaphore signal from SP's Siskiyou line donated and delivered by David Mihevc and Keith Johnson.
- Four track drills and a rail saw donated by David Dewey.
- A computer printer and printer buffer from Roger Kemis.
- \$150 worth of wrenches from David Bergman.
- Repair to the two headlights for our Ingersoll-Rand by Jerry Todd.
- Four operator's manuals and air brake books from Robert Topham.
- A large supply of duplicate slides donated by Stan Kistler.
- An O Scale model kit for a WP GP-9 donated by Bill McClung, Red Caboose, Longmont, CO.

Mark Norstad of Corte Madera, CA had built a six seat rail bicycle that competed in the 1992 and 1993 NTMC. This year he donated the machine to our museum collection. It's a big hit with the kids.



*from the
Board
of Directors*

Board Of Directors Meeting, July 17 1994

Bruce Cooper reported on the progress of the acquisition of military M 60 tanks to Portola. Vic Neves mentioned that a future issue of Railfan & Railroad is going to carry an article on the Locomotive Rental Program, etc., and Skip Englert also mentioned that the brochure handed out at the State of California Ports of Entry will be featuring the Museum in a future edition. Norm Holmes also stated that the City of Portola will possibly be making a request to Rand McNally to include the Museum in their listings.

On the restoration report, David Dewey mentioned that he and John Walker had located a Carter Bros. clerestory coach in Oroville. David was asked to provide a report on it for the next Board meeting. David also mentioned of the existence of a WP wood reefer and a WP 39' single dome tank car in a construction yard located in Oroville. Bruce Cooper mentioned and the rest of the Board agreed, that David should be given a "pat on the back" for his work on 805A. After much discussion, it was agreed that David's work schedule priority list will be; finish 805A and 925B, paint 2001, 921D and McCloud 30 (ex USS # 16).

On the mechanical report, Hank Stiles said that engine 501 is running successfully since the blower was rebuilt.

Sue Cooper stated on the Beanery report that the Beanery is now well set up for equipment except for the glass fronted cold box which is giving some problems and the need for a larger freezer.

In the general manager's report, Norm Holmes stated that he and Clyde Lippincott have collected the GE traction motor from PLA at Fremont, and that we have received approx. 1700 lbs. of Ingersoll-Rand parts from Billings, including an armature.

The board discussed the purchase of SN 146 (44 tonner) and spare parts from NW Oklahoma Railway. [The deal has been made, and arrangements are underway to transport the unit and spare parts to Portola.]

Steve Habeck mentioned about an oil product that is being used in the Greenhorn Ranch area that could be spread over our access road and parking lot to reduce the dust level. This will be looked into.

A Project Underway

During May and June, Portola High School students under the guidance of Rich Martínez removed the yellow paint from the UP caboose 25049, exposing the original box car red. In the heat of the sun, the paint just peeled off. They expect to return in September to do more work on the car.



Top photo: The 805A is shown with the Circle the Wagons crew and the Nevada Museum's steam crew. Middle: A perfect threesome, our 921D, 805A and CSRM's 913 lined up in a perfect pose. Top two photos by Vic Neves. Bottom: The Pacific Limited train rumbles into Portola with one of the Keddies turns during Circle the Wagon weekend. Photo by Ed Warren.



The old meets the new - the FRRS' first locomotive, F7 921D, on the left, is coupled nose-to-nose with ALCo FPA-4 6776, the FRRS' newest acquisition. Photo by Norm Holmes.

**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM**
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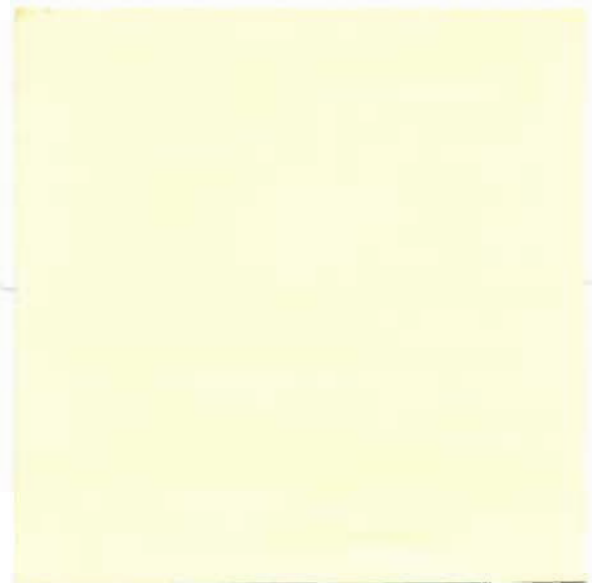
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Member

TRAIN



Tourist Railway Association Inc.



WESTERN PACIFIC

FANS AND MODELERS

Feather River Rail Society
5th Annual
Southern Regional Meet
Saturday, October 8, 1994

FEATURING:

☛ GUEST SPEAKERS:

DAVE STANLEY

20 years with WP/UP
Yardmaster/Engine Service
Originator of "Winterail"

ARTHUR LLOYD

WP Public Relations 1949-1961
Promotion of the California Zephyr
President-Railway & Locomotive Historical Society

NORMAN HOLMES

President and Founder
Feather River Rail Society
WP/UP Engineer

also

- ☛ Western Pacific modeling/historical information presentations
- ☛ Western Pacific model/memorabilia display (bring your WP models, timetables, china, etc.—over 100 WP models featured at past meets!)
- ☛ Popular vote WP scale model contest categories:
 - Steam Locomotive
 - Diesel Locomotive
 - Freight Car
 - Passenger Car
 - Maintenance of Way
 - Caboose
- ☛ Raffle (win a "Rent-a-Locomotive" session from the Portola Railroad Museum plus other fabulous prizes)
- ☛ FRRS Gift Shop (Support the FRRS through the purchase of your favorite WP memorabilia, books, videos, etc.)

TIMETABLE/LOCATION:

Registration begins: 9:00 a.m.
Clinics/Activities: 10:00 to 5:00 p.m.
Place: La Habra Senior Citizens Center
165 E. La Habra Blvd. (between Harbor and Euclid)
La Habra, Ca 90631

FARES:

FREE ADMISSION with new FRRS membership sign-up!
FRRS Member: \$4.00
Non FRRS member: \$6.00

ADDITIONAL INFORMATION:

Call: (310) 691-4139

 **WP LIVES**



Preserving "The Feather River Route"

SHOW TIME

In addition to our show table at the Southern Regional Meet we will have the following shows where FRRS and WP merchandise will be sold.

LONG BEACH Great America Train Show, November 12-13
ROSEVILLE International Railfair, November 12-13
OAKLAND Great America Train Show, November 19-20
SAN JOSE Great America Train Show, December 10-11
COSTA MESA Great America Train Show, December 17-18

Dottie and Roger Aten will be our representatives at the Southern California shows, while Barbara and Norman Holmes will host the Northern California shows.

Our Gift Shop still has a good supply of Circle the Wagons Tee Shirts in Large and Extra Large only - \$10.00 each.

Also 921 Tee Shirts in childs 10-12-\$8, M-L-XL-\$10, XXL -\$12.

10th Anniversary black ceramic mug \$4.50.

10th Anniversary program with equipment roster \$2.

WP Merchandise box car - 4 different numbers \$15.

Corduroy caps with WP logo embroidered onto cap. Available in black, dark green, royal blue, silver and burgundy - \$8.50.

Blue stripe and pink stripe engineer caps, child and adult sizes, adjustable - \$4.95.

SALE

SALE

SALE

Black Tee shirt with General Stearn engine white flocked that glows-in-the-dark . Childrens sizes - \$5.95, Adult sizes - \$7.95.

Red Tee shirt with covered wagon style diesel locomotive that glows-in-the dark. Childrens sizes - \$5.95, Adult sizes - \$7.95. Both above have PORTOLA RAILROAD MUSEUM printed below the art work.

Above items are available by mail. Checks, VISA or Master Card are acceptable. California members please include tax. Please also include \$2.50 for shipping if order is less than \$25.00.