

Due to weather it was not until Wed Nov 27th that they headed for Portola over Donner summit. Ski met the load at Truckee and was a pilot car for the trip north into Portola. The body was unloaded by Ski, Steve Milward, Hap Mani, Jim Ley and Mike Attama on to tie cribbing, trucks to be placed under the car at a later date. As the long load was moved thru Portola and down to the museum site it started to rain then snow! Ski who just got back from a long Caribbean Scuba diving trip got used to the cold that all of us have been getting used to for some time..... Old Man Winter has come to the high Portola area early this year.....

The car cost us \$2,500, the trucking bill has yet to come. We need financial help from the membership to pay for this important acquisition. One member already has contributed \$100 toward it's cost, can you help? We still have a REA express reefer coming soon.....

### DONATIONS

Former WP engineer Bud Tabor visited the museum on Railroad Days. He was impressed with our efforts and subsequently donated a front number plate from WP mallet 258, two class lamps and a number of diesel engine manuals. Bud also arranged for the donation of a slide and photo collection from retired WP road foreman of engines Norman Roberts. The slides were taken between 1947 and 1962 and show many interesting views of the WP in the Feather River Canyon along with our CVL #8. While picking up the above items at Oroville, Norm Holmes observed some steam locomotive fire bricks stacked alongside the garage. Inquiry resulted in the bricks now being stacked in the engine house at Portola.

A request to Union Pacific for two UP shields to be placed on either end of the diesel shop building resulted in the delivery of two reflective decals mounted on heavy aluminum. When UP does something, they do it in grand style. We have two WP heralds of equal size and after the building is painted these will be mounted on the ends of the building oposite the UP shields. The safe is safe. The Western Pacific office safe from the Portola depot is now in our museum display room. This 3x3x4 foot safe dates from and is still lettered for the Western Pacific Ry. which disappeared in 1916. No longer needed it was donated to the Society.

Effective 9am Nov 14th, crew calling at Portola was transfered to the Crew Management Center in Salt Lake City, Utah. All boards are now maintained at this location. Employees wishing to see their position on the boards are using the computer terminal at Portola. This change made the old crew boards redundant. Through Trainmaster Jack Rich our Society removed both boards, leaving all the names in place as they were when last in use, and moved them to the storage room at the museum. They will be kept there until suitable frames are made for display. Hap Mani was a crew clerk

for many years when these boards were in full use and has many fond memories.....

The three clerks were also out of a job and chose to take severance. A party was held in their honor and Society President, Norman Holmes, presented them with a one year honorary membership in the FRRS. Red Nally, Marion Crumpacker and Lola MacKenzie were invited to come on down and see the crew boards at any time and welcome to the FRRS.....

Marion Crumpacker donated an old oak desk and file unit bought by her husband, Bob ( he was a long time diesel house foreman), when the engineman were moved from the diesel house to the depot. The desk had been in use at the Portola depot until the clerks jobs were abolished. Marion decided the desk should return to the house from whence it came. Earlier in the year Marion donated four track jacks and a number of old record books to the Society.....

During last summer's operating weekends, the American Legion set up a hamburger stand in the diesel house to feed our hungry operating crews and visitors. At the October membership meeting, Legioneer Walter Roode presented the Society with a check for \$150, part of their profits from sales. We appreciate them sharing with us and look forward to their participation next year.

Larry Hanlon donated electrical wire and fittings, Cash Donations were received from George Comer, Leland Thwaits.....

### AND AROUND THE MUSEUM

Some of the county workfare people are back with us again. Because of an early snowfall in Oct, we were able to burn the piles of brush cut and stacked last summer. Under Hap Mani's direction, our RV park and picnic areas as well as the overflow parking areas are now clear of brush.

Two days before the Sept 28-29 operating day, our sewer line plugged up. While this may not be exciting news for those of you who live far away, it was very important to those of us at the museum. With a good number of visitors expected over the weekend, sanitary facilities had to be available. The local Deer John firm supplied us with two units we had to pay for them but they were needed. Portola's maintneance crew tried in vain to find the trouble before the weekend, even excavating a ten foot deep hole near the shop building. On Monday, as a last idea before the jack hammers were started, a "snake" was fed down the vent pipe on the roof and the clog disappeared. Thanks to the City crew, we are flushing again.

Last winter we had a serious problem with water coming under the doors on the north side of the building. Water runs off the roof and freezes on the ground creating an ice dam. When it melts,

the water runs into the building instead of away from it. It's too bad the designers of the building didn't raise the floor above ground level, but we have to live with its present configuration. To eliminate the water in the building problem, Norm Holmes built forms and mixed 12 sacks of ready mix concrete to construct curbs in front of the six north side doors. Hope this will solve the problem.

To prepare the building for paint, Wayne Monger patched all the holes in the roof left there when pipes and exhaust stacks were removed. UP has offered to paint the building for us, but the painting contractor had other commitments and was unable to do the job before winter set in. Next spring we should have a nice bright silver building.

---

### PROJECT LIST

We have many projects at the museum that are just waiting for someone to adopt.

Projects already under way are:

CVL #8 (steam engine) Jim Boynton

WP 779 (caboose) John Marvin

SP 1345 (caboose) Vic Neves

WP 20806 (box car) John Ryczkowski

TS 520 (box car) Odie Lorimer

SN 5005 (covered hopper) John Walker

If you would like to adopt a car or a smaller project, or help on any of the above we'd love to have you. Just contact the Department Directors or project coordinators .....

---

### WESTERN PACIFIC NATHAN M5

Here is a photo of the standard locomotive horn as used by the good old WP and a sound that can now only be heard in Portola.....

This will save you climbing up on the engines.....

### MODELS of WP 426 CLASS CABOOSE'S ARE A GO NOTE'S FROM THE EDITOR

Overland is going to run 200 HO Scale brass models based on our 428 WP caboose. One style with roof walks and the other the rebt style with out roof walks and windows blanked over. A lot of members have sent in their requests and with only 200 they will go fast as they will also go out to all other Overland Dealers. With a 20% discount to members on all models the FRRS supports, if you want one get your name in the hat....Overland is also going to do the early wooden cupola caboose based on our 779. I am sending in the drawings, data and photos on them. no delivery date as of yet but I'll keep you posted. Overland has shown interest in the Air Dump car and the SN ACF covered hopper. On models; Cascade Models is doing the WP business car "Feather River" if your interested in one please advise as we need more interest or the car may be dropped.....Oriental has done the WP exGN heater car as used on the CZ. (article on the heater cars next issue).....

PLEASE take the time to fill out the questionnaire that Norm and myself made up and send it back with your 1986 dues... We would like to know in what direction to take the SHEET as articles to do, modeling? or history or just fokey museum news and how you feel about the FRRS.

This issue I have a WP PS-1 box car modeling article I hope you find it of interest and next issue I'll cover the PS-1 cars with special equipment. Coming up is a WP steel caboose paint scheme guide, WP never seemed to have a set standard.....Also in this issue I am starting to run photos of WP license plates that many members have. Send a B&W of yours.....

