

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 49

May/June 1991



The FRRS volunteers and the UP Steam crew pose on the front of UP Steam engine 844 at Winnemucca, NV after the second day's excursion trip.

Photo by Vic Neves.

#### Inside This Issue:

- Extensive reporting of the two Steam Excursion Trains
- News from around the Museum
- New items in the gift shop



# 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 weekends 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 operates the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad.

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

### Board of Directors

- Norman Holmes-----(916) 832-4737  
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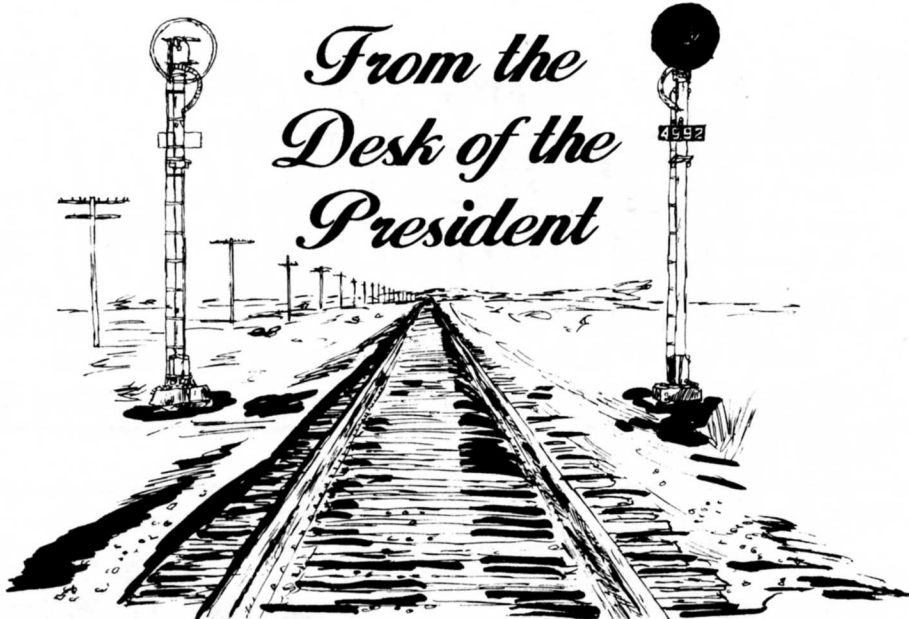
Mardi Vincent (916) 836-2167

### Membership

- Associate----- \$15.00
- Active----- \$30.00
- Family----- \$35.00
- 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



With summer here, at last, members and visitors are coming to our museum in larger numbers than ever before. Often someone will show up and volunteer to help for a day or two. While we have more work than can be done in the next few years, it is sometimes difficult to assign work to someone who we do not know, or to someone whose skills we do not know, or to someone whose likes and dislikes we do not know. If you show up to volunteer to work and do not obtain a job that you particularly want to do, let us know. We always appreciate the self-starter, one who sees something that needs to be done and does it, but before starting, please check with someone in charge to be sure this is what we want done. We really do appreciate any help we get.

--Norman W. Holmes



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### Back issues of the Headlight

- Issue 1 California Zephyr Anniversary Issue
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color
- Issue 3 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
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons

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

### Current Membership

as of July 10, 1991

Associate	185	Sustaining	2
Active	559	for a total of:	973
Family	173	of these, 33 are charter	
Life	54	members.	

# U.P. STEAM EXCURSION TRAINS!

"...the FRRS was recognized as a professional and capable organization."

"...the professional attitude which everyone displayed."

"...the excursions were unqualified successes."

"...FRRS has set new standards of performance for excursion service that all other groups would be measured against."

"...UP Steam Crew commented that they would look forward to working with the FRRS in the future."

"...the tremendous success is primarily due to the professionalism and competence of all of the FRRS volunteers..."

"...the performance of our FRRS crew was top-notch and impressive..."

## **Report to the FRRS Membership on the Steam Excursions of 1991**

by Wayne Monger

Before I go into the details of just how our first railroad passenger excursion was put together, I would like to state that the tremendous success of this great undertaking is primarily due to the professionalism and competence of all of the FRRS volunteers that worked on this event. Without the effort each of you put out to make sure that the passengers were comfortable and that the trip was successful, we would not have been told by the Union Pacific's steam crew that we "had set new standards of performance for excursion service that all other groups would be measured against." Thank you, and let's hope to do it again in '92, "on the way to San Jose." The FRRS had been informed by the Union Pacific in December 1990 that we would be the sponsoring organization for one leg of the 844/3985 steam excursion, most likely the May 13 Sacramento to Portola excursion, while most other legs would be handled by the Tourist Railway (TRAIN) organization. Just prior to the Jan. 6 FRRS Board of Directors meeting, the TRAIN organization dropped their sponsorship of all sections, leaving the field wide open. Norm Holmes offered to the UP that the FRRS would sponsor not only the May 13 Sac. - Portola segment but also the May 14 Portola to Winnemucca segment, plus the April 27 Portola to Sacramento segment if no other sponsoring group could be found for that day by the end of January. As it worked out, Norm Holmes contacted Hal Lewis at the Central Coast Chapter NRHS in San Jose about the April 27 trip and the rest is now history.

It was a quick start for the FRRS in the massive task of organizing such a project once the excursion was approved by the Board of Directors on January 6, 1991. Many decisions that would later reflect in the organization of the project were made that day. Norm Holmes and myself volunteered to run this project for the FRRS. I also insisted, and the Board of Directors agreed that the May 13 trip be initially offered strictly to Active FRRS members as a way of thanking them for their support of the FRRS in the past. Due to having only 220 seats for sale each day, having over 600 active/family/ life members and knowing just how fast any excursion through the Feather River Canyon would sell even to a limited number of people, we decided to sell only 4 tickets to each household. Both Norm and myself had several different ideas as to the number and type of ticket options we should offer to the members and the public. The evening of January 6, I spent time looking over Train Sheet editor Ed Warren's shoulder as he generated both the information sheet and the ticket order forms on his Macintosh. Much progress was made the next day as I scouted out what would later become the first photo run-by location for May 14 at the old siding of

Continued on page 4

## **FRRS Steam Excursions Successful**

by Steve Habeck,

FRRS Steam Excursion Train Manager

*a.k.a. "Feather River Steve"*

By all accounts, the Union Pacific Steam Excursions on May 13, and May 14, 1991, sponsored by the FRRS were unqualified successes. The sold-out May 13 trip up the Feather River Canyon from Sacramento to Portola, although dampened by cool, wet weather, and delays in the valley, featured 2 fine photo runby stops, without rain, and a welcome home at Portola in the form of our F7, 921D, and ALCO S1, WP 512, at Malfunction Junction. The May 14 trip across the high deserts to Winnemucca gave us much improved weather, and 3 outstanding photo runby stops.

As the FRRS Train Manager, I was the one carrying 2 radios, and my primary job was communicating with Steve Lee of the UP Steam Crew, and other UP personnel, as well as maintaining contact with the FRRS crew on board the train. Although I initially approached being train manager with some reservations, the performance of our FRRS crew was so top-notch and impressive that my job became easy. We particularly impressed the UP people on 3 counts:

1. The energetic and thorough cleaning of the cars assigned to us after each day's run;
2. The discipline of our photo lines (expeditious unloading and loading of passengers, and keeping them together during runbys);
3. The professional attitude which everyone displayed throughout both days.

These items plus innumerable small details that were promptly attended to, lead the UP Steam Crew to comment that the FRRS would hear from them again regarding future excursions, and that they would look forward to working with us.

These excellent results were not achieved by accident. A great deal of planning and forethought went into these excursions. Many thanks are due to Norm Holmes, Wayne Monger, the FRRS Board of Directors, Mardi Vincent, Hank Stiles, Vic Neves, and many others for weeks of work in advance of the trips. We must thank the Union Pacific Railroad for extending the invitation to us, and to Steve Lee and his crew for putting on a fine show for us.

All the advance preparation, plus the performance of each and every car attendant, and our support personnel both on-board, and at the museum, resulted in the FRRS being recognized as a professional and capable organization, and we made some money for the museum in the process. I want to thank everyone involved with these excursions for their enthusiasm, long work hours, and personal sacrifices made in support of this project, and I am proud and gratified to have been involved with it. Thank you all!

Continuation of Report to the FRRS Membership on the Steam Excursions of 1991 by Wayne Monger

Red Rock, solved some of the financial questions by using the special account used previously for the depot fund raising raffles into which all revenue from the excursion would go toward our proposed depot/visitor center plus got John Walker of Yuba City working on getting the tickets for the trip designed and printed up. Within the week following the January 6 meeting, I had nearly 650 flyers printed up, stapled, labeled and sorted for the post office to send to the FRRS active/ family/life members. Even though it was not the most efficient way of selling tickets and handling details of the excursion, it was decided that all ticket sales would go directly to Norm in Portola first for the depositing of the money and initial bookkeeping then would be sent to me in Benicia for the main processing of ticket orders and assignment of seats. By the end of January, ticket orders for the May 13 trip were rolling in and my home phone was staying very busy all through the day. We had decided that I would use my home phone to field all questions and inquiries about the excursions, as it would help prevent conflicting answers that people would get by talking to the large number of people that normally answer the phone at the museum. This also helped keep the business of the excursions as separate as possible from the rest of the museum business.

The pace of the work continued steady through mid-February, with the time spent just on phone calls to my home averaging 3 to 5 hours daily. It was during this time that Norm and I sat down and started sorting through lists of FRRS Volunteers to try to put together a crew of car attendants and supervisors for both the May 13 and May 14 trips. Unlike almost every other organization that operates excursions, we at the FRRS are privileged to have a "large" core of people who are comfortable working around railroad equipment and can maintain a professional attitude toward their assignments and their fellow volunteers. By starting with the FRRS Operating Department personnel and using not only the above criteria but also how well someone works under stress, communication skills with others, where they live in relation to Portola and the excursion runs plus what specific skills that they have that would address specific needs of our passengers, Norm and I were able to piece together a proposed crew of volunteers for each of the two days. It was also in February that I had the chance to talk with Steve Lee (manager of the UP's steam operations) about some of the details of the train and trip while we both attended the National Railway Preservation Symposium at the CSR in Sacramento. It was at this time that I gave him a preliminary list of photo run-by locations for both May 13 and May 14. By the end of February, most all of the seats for the May 13 trip had been sold and I sent out postcards to all of the people that got fliers earlier letting people know that the May 13 trip was "sold out" and hoping to stimulate sales of the May 14 trip, that up until this time had sold very slowly. As it worked out, the May 13 trip was "sold out" for a few weeks until we got more information from the UP and we decided to sell the seats in each car that we had reserved for the use of the car attendants - which is where those "extra" seats came from that we sold in March for the May 13 trip.

During March, the time that I was spending on the many aspects of the steam excursions was adding up to an average of 8 to 10 hours per day (a "full time job"), most of the time answering and responding to phone calls. (For all of the dozens of you who called looking for tickets for the May 13 trip and hung-up when you found out that there were tickets available for only May 14, you blew it! Ask anyone that was lucky enough to ride/work both days and they will tell you that the May 14 trip was better than the May 13 trip!) It was also during March that Mardi Vincent volunteered to take over the food aspect for the excursions (Thanks, Mardi!). It was during this time that John Walker wrote the article for the special issue of The Lark that would be passed out to all of the passengers each day. Norm took

over the arrangements to be worked out for the various bus transportation needs and the lodging of passengers on certain options at The Nugget in Sparks. To help out with the sales and inform the public of our excursions, Vic Neves and myself put together press packets of info and photos for many of the main regional newspapers the TV crews that the Board of Directors had earlier agreed to invite along. Norm also placed ads in the Sacramento and Reno papers for the May 14 trip, which was by now starting to sell at a good rate.

It would take pages more to detail all that went on with this project between April 1 and the time when we finally were able to get all of our wet and cold passengers out of the rain and onto the train at Sacramento the morning of May 13. Some of my own highlights were the three days that Vic Neves and I spent scouting and marking photo run-by locations that would hold 250-people in organized fashion and still fit within Steve Lee's criteria for such locations (including getting my 4x4 stuck in some very deep and slick mud near Sloat as it was getting dark!), the tremendous way all of the FRRS members took care of the UP steam crew and other officials while the train laid over in Portola next to the museum on April 27 and the professionalism showed by almost all of the people in attendance for the combined FRRS/Central Coast Chapter "orientation and safety meeting" held by Steve Lee the afternoon of April 27. As for the trips, I guess that I will remember more of the things that went wrong than the thousands of things that went right each day. Included in this short list are the problems caused by the local officials in Sacramento that did not have the train ready to go at 8:30AM and forced us not only to not know which side of the train we would load our passengers at but also forced over 220 people to stand out in a cold, driving rain for over 1-1/2 hours until most everyone was soaked to the skin, the looks of near panic in some of the passengers faces as the train remained stopped for nearly 10 minutes inside Tunnel #8 as the air conditioning on each car continued to pull more and more smoke into each car until you literally could not see from one end to the other inside some of the coach cars and the mix-up with the buses when we arrived into Portola over three hours late. Some of the great things that I will remember will be how John and Mary Ryczkowski worked with the passengers with breathing problems after we got out of the long tunnels around Lake Oroville, the tremendous cooperation and organization shown by the FRRS staff and passengers at every one of the photo run-by locations plus the number of people that came up to us and thanked us for such a great trip each day.

On the "bottom line," this excursion service has put the FRRS toward the front of sponsoring organizations in the eyes of the UP when it comes to future trips, increased our credibility with other historical groups and has given us a large profit - most of which will go into our special fund for the construction of our new depot/visitor center facility.

The success of these excursions are thanks to the following people: FRRS Train Manager: Steve Habeck

FRRS Supervisors: Wayne Monger, Vic Neves, Mardi Vincent, Norm Holmes, Hank Stiles.

Car Attendants/Hosts: May 13 - Larry & Lynn Hanlon, Jack Palmer, David Dodds, Renee McComb, David & Julie Anderson, Dave McClain, John & Mary Ryczkowski, John & Janet McCormick, Richard Canino, Mark French, Gordon Wollesen, Skip Englert, Doug Jensen, Bill & Melanie Evans, Peter Solyom and Ed Warren.

May 14 - Gordon Wollesen, John & Mary Ryczkowski, Dave Dewey, Kent Stephens, Mark French, Gary & Pat Cousin (thanks for the desert info handouts!), Dan Ogle, Jim Gidley, Brian & Cindi Challenger, Errol Spangler, Bob Lindley, Jim & Janene Mathew, Lynda Monger, Barbara Holmes, Roger Hepkema, Eric Rich and Ed Warren.

## Photo Locations for Run-Bys

May 13, 1991

- #1 Milepost 218.85. 1/2 mile west of the west switch at Elsey, next to Green Mtn. Quarry. (train stopped)
- #2 Milepost 236.35. Shelf/road above west portal of Tunnel #9, 2 1/2 miles west of the west switch of Pulga. (train did not stop.)
- #3 Milepost 265.4. 1/4 mile east of Tunnel #25, 1 mile east of Rich Bar. (train did not stop)
- #4 Milepost 304.1. Along Middle Fork of Feather River 1 mile west of old west switch Two Rivers siding. (train stopped)

May 14, 1991

- #1 Milepost 351.18. Fill and cut 1 mile west of old west switch of Red Rock siding. (train stopped)
- #2 Milepost 391.18. S-curve 2 miles west of west switch Sand Pass siding on .4% grade. (train stopped - 3 photo run-bys)
- #3 Milepost 396.9. 2 1/2 miles east of east switch Sand Pass. S-Curve on hillside above desert floor. (train did not stop)
- #4 Milepost 483.7. 3 miles west of Antelope siding. (Lucky guess, as we did not scout this one.) (train stopped)

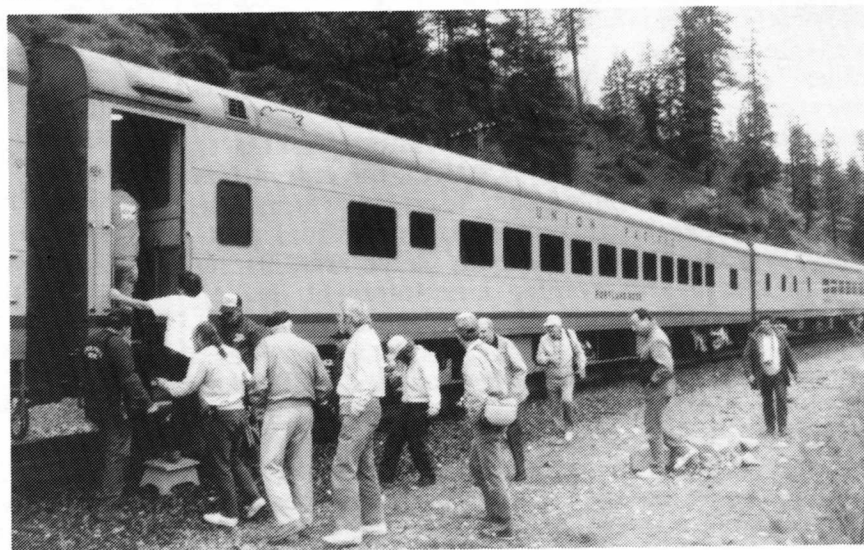
### UP Passenger Cars in Our Portion of the Train:

Western Lodge-----	Baggage/souvenir
Sunshine Special-----	Coach
Texas Eagle-----	Coach
Sun Valley-----	Lounge
Portland Rose-----	Coach
City of Los Angeles-----	Diner
Columbine-----	Coach
Challenger-----	Coach
Western Star-----	Baggage/display

### Railfair '91 . . . A Thank You by Hank Stiles

I would like to take a little time to thank all our members who helped at Railfair '91 in Sacramento in May. Thanks to all of you, our museum got a great deal of publicity that can only help. I was most pleased that when I asked people if they could fit working at our booth into their schedule, people jumped right in with both feet. Even members who just came to visit offered to help and I was never turned down when I asked for help. This spirit of cooperation is what makes our museum one of the best in the country and a pleasure to belong to. The following is a list of the people who helped. Please excuse me if I left anyone off of the list. Again, thank you. Hank Stiles.

Norm Holmes, Terry Decottignies, Alan Jacobson, Larry & Lynn Hanlon, Joe Hill, Bob Lindley, Sandi Spears, Dave Anderson, Kent Stephens, Wayne Monger, Brian Challender, Jack Palmer, Tom Moungovan, Gary Cousin, Mardi Vincent, Ken Roller, Jim Gidley, Sr., Errol Spangler, John Ryczkowski, Mark French, Richard Canino, John Conrad, Matt Vurek, Ed Crary, Sam Jacobson.



Top Photo - FRRS May 14, 1991 Excursion Photo Run-By #2, 2 miles west of Sand Pass, NV at MP 391.18. Center Photo - Photo line at excursion run-by location #2 for May 14, 1991 2 miles west of Sand Pass, NV while train is backing up. Notice light colored tape designating photo line placed by Vic Neves and Wayne Monger before trip. 11:30 AM, Milepost 391.18. Lower Photo - Passengers reloading onto UP coach car, "Portland Rose," following 2nd photo run-by of May 13, 1991 excursion along Middle Fork of Feather River 1 mile west of old siding at Two Rivers, CA. 7:40 PM Milepost 304.15. All Photos on this page by Wayne Monger.

# 8th Annual National Track Motorcar Championship Races

August 3, 1991 at 1:00 PM  
Portola Railroad Museum  
Portola, California

Continuing the tradition of the National Track Motorcar Championships (N.T.M.C.), this year's races will once again be held on the grounds of the Portola Railroad Museum. As before, the N.T.M.C. will consist of each participating motorcar owner/operator having three (3) opportunities to cover a 300 METER (976 feet) section of museum trackage from a standing start for best times. The change this year in the N.T.M.C. is that there will be four (4) categories of participants to compete for trophies. The four categories will be as follows:

1. One-cylinder, steel wheel motorcars.
2. Two-cylinder, two-cycle motor, steel wheel motorcars.
3. Two-cylinder, four-cycle motor, steel wheel motorcars.
4. Two-cylinder, rubber-tired motorcars.

For safety reasons, all motorcars that are powered by motors larger than two-cylinders will be allowed to be used only in exhibition and display and will NOT be allowed to compete for best times against other similar cars.

Motorcars will be allowed on the museum trackage all morning for "warm-up" runs prior to the start of the N.T.M.C. Members of the public will be allowed to ride on the various operating motorcars at this time plus in the late afternoon following the conclusion of the races. Admission to the railroad museum grounds for the visiting public is free.

For those motorcar owners/operators wishing to participate in the 8th Annual N.T.M.C., the entry fee is \$10.00 per motorcar, plus a completed entry form. The entry fee includes participation in the annual post-race Bar-B-Q held in the museum picnic area. (Bring your own meat!) and evening entertainment dealing with motorcars in the museum's meeting room that night.

Details are now being worked out that will allow participating motorcar owners/operators to make our annual post-N.T.M.C. motorcar run over the 13-mile long Almanor Railroad the next day on Sunday, August 4, 1991. As usual, the necessary release forms will be available from Wayne Monger for not only the N.T.M.C. at Portola on Saturday, but also for the Almanor Railroad run on Sunday.

To sign up for this year's N.T.M.C. or for more information, contact:

Wayne Monger - N.T.M.C. Chairman  
1300 Southampton Rd., #214  
Benicia, CA 94510  
phone (707) 746-8238

## A New Super Hollywood-Style Production...

FRRS member Bob Ackerman has written, produced and directed a real masterpiece of a video production that you can own from our gift shop. It features Railfan Day 1990 with trains that were made up specially for the day, and all of our operating equipment, and continues with switching activities the day after the event. There are in-cab scenes, maps showing locations, and engine-room scenes showing starting and stopping of engines, and much more. The tape runs 36 minutes and you are helping the Society when you purchase it. Treat yourself. The price is \$29.95 post paid and CA residents please add 7-1/4% sales tax (\$2.17).

## Qualifiers

The FRRS Operating Department announces that 2 people have qualified so far this year as full-fledged brakemen. They are: Mike Kelsey from San Jose, CA, and Peter Langdon from Somerset, United Kingdom who is spending the summer in the Reno, NV area. Congratulations go to these 2 people who mastered the training administered by the Operating Department.

## Baldwin AS-616 Progress Report

Our 2 ONW Baldwin AS-616's are still in Oregon as this is being written. Arrangements have been made with Oregon Eastern to move the locomotives from Burns to Ontario (156 miles) as soon as the Union Pacific inspector checks them over again. Once at Ontario, UP will move them the 50 miles to the M-K facility in Boise for evaluation as to how best to move them to Portola. Oregon Eastern will charge us \$1,000 per unit for the move, Union Pacific has agreed to a free move to Boise.

Recently, six individuals have sent checks in the amount of \$375 to help us with moving costs. This added to the \$540 received previously still leaves us \$1,085 short for the initial moving costs. If you would like to contribute to help with this expense, it would be appreciated. The following sent donations during the last 2 months: Randall Cape, Erik Frodsham, Richard Kirker, John Kirkland, Leo Prescott, and David Sieber. THANKS.

## Trip Drawing

Enclosed are 5 tickets for our 4th annual Railroad Trip drawing. The winner will receive two tickets for any 2-day private car trip between Oakland and Reno, or Oakland and Los Angeles round trip including lodging, transfers and all on-board meals and drinks. The trips are sponsored by FRRS member Chris Skow's Trains Unlimited Tours. The tickets are \$3 each or 5 for \$10. You are under no obligation to purchase these tickets. However, all proceeds from their sale go to our depot building fund. If you do wish to purchase, please send the stubs with your donation to FRRS, P.O. Box 608, Portola, CA 96122.

# Pen Pals Wanted...

We have received a number of requests from individuals who would like to correspond with members of our society. If anyone would like to write to the following people, please feel encouraged to do so. Being a Pen Pal is fun!

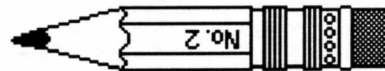
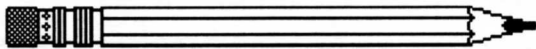


Ray Humphries  
617 Winchester Ave.  
Nanaimo, B.C. Canada V9R 4B6  
models WP in HO and wants  
info. and photos.

Akihiro Nakamura  
28-29, 2 Chome Kamiochiai  
Shinjuko-ku  
Tokyo 161, Japan  
models American HO railroads  
and would like to exchange  
slides and information.

Peter deWal  
3A Louis Rd.  
Orchards 2192  
South Africa  
will exchange  
photos, cards,  
etc.

Dan Perrson  
Slandstigen 22  
S14400 Ronningei  
Sweden  
interested in Western Pacific



## FEATHER RIVER RAILROAD DAYS August 24-25, 1991

### Don't miss the fun!

The ninth annual Feather River Railroad Days will be held on August 24-25, 1991. Again we will have a large number of railroad layouts in the diesel shop, we will have a musical group(s) and we will be operating trains both days. We will need extra help before the event to get everything ready, and especially on Saturday and Sunday when we expect the largest number of visitors ever. Sue Cooper will be serving a pancake breakfast on Sunday Morning in addition to our regular bill of fare at the snack bar.

Regarding train operating crews on Railroad Days: Anyone who wishes to work on a train operating crew on the weekend of Railroad Days must have worked on a train operating crew at some time during this year; no one will be allowed to operate Railroad Days who has not operated this year at all. If you have questions about this, contact Gordon Wollesen at the museum. Plenty of other types of workers are needed such as ticket takers, crowd control, switch tenders, kitchen helpers, mid-train car attendants, etc.

### FRRS Preservation News

Bill Evans completed the repainting of the rusted areas on UP Centennial 6946. A generous donation was received from Peter Watkins to pay for the upkeep of this unit. Bill and Doug Jensen continue to prep GP20, WP2001. Bill and others are now working on prep work on NW-2u, WP 608 for repainting. It is hoped to have it completed by Railroad Days.

Our government surplus 3/4 ton Dodge pickup has had an automatic transmission overhaul, brake repair and other repairs made at Norm Holmes' son's transmission shop in Vacaville at a parts-only cost. It is now serviceable. Brian Challender has started prep work on our International dump truck. It will be repainted in WPMW yellow -- the color adopted by Board of Directors motion. All MW equipment will be painted yellow except derrick No. 37 (which will be black) and Crane No. 90 (which will remain orange).

## Board Members Unopposed

The three board members whose two-year terms expired July 1, 1991, were unopposed for reelection, therefore it was not necessary to mail ballots to our voting membership. Norm Holmes, Wayne Monger and Bruce Cooper are now members of the Board for another 2 years.

Several members expressed an interest to be on the Board, not because of any particular dissatisfaction with present Board members, but because they wished to have a voice in the affairs of the organization. Our Board meetings are open to any member, and the Board listens to opinions from visitors before making decisions.

## WANTED

We could use a Public Address System for use in our museum shop building. If any member has access to a unit that would be available for donation or purchase, please let us know.

## Radio Communication

Our communications supervisor, Eric Rich, has gone through our radio equipment and is in the process of installing working radios in all of our operating locomotives. Gary Cousin, through his employer Motorola, has obtained a 25 watt base station, a remote radio for the snack bar, and two good hand-held radios for the operating crew at a good price. Good communications are essential for our operations and in case of emergency. Eric and Gary are the only persons authorized to "repair" our radio equipment. In case of failure or needed repair, please tell them or the General Manager.

## Around the Museum

The need for additional storage tracks has been partially solved by Ken Roller's track work. In just 5 days, Ken spiked down 300 feet of rail to extend No. 6 track parallel to the inside balloon track. An initial layer of gravel was first placed on the graded right-of-way, then ties were hauled from the stock pile in our dump track and rails placed on the positioned ties for Ken to spike in place. Others helping in the prep work were Bruce Cooper, Bill Evans, Steve Habeck, Dean Hill, Norm Holmes, Jim Ley, and Ed Thomas. Additional ballast is now needed before we can place the track in service.

Phil Webb, our roll-up door expert, came by and with Hap's help, completed work on the east No. 1 diesel house door. They also worked on east No. 2's door, but it is not yet operational. Hap and Norm made 2 trips to Reno to dismantle a large shelf unit from a warehouse and obtained 2 pick-up loads of plywood and 2x4's. Bill Evans immediately appropriated several sheets of plywood to construct a supply cabinet. Gary Cousin and Mardi Vincent also used some material to construct a sand-blasting booth, where we can recover the sand for reuse.

Group visits to the museum are increasing. On June 5, 1991, a bus load of visitors on a tour organized by Sports Leisure Travel from Sacramento stopped by, a senior summer school group from Feather River College came up for a visit and we expect at least 2 bus groups to arrive on Railroad Days.

## New Lifers

We have four new courageous people who have taken the plunge into FRRS life membership. They are: Mr. T. J. Day, Thomas William Clabaugh, Mark B. Freiberg, Rod Mortensen. Thanks gentlemen, you won't be disappointed.

## Donations

We now have a steam whistle from WP 0-6-0 No. 154 donated by Gene Rogers. John Ryczkowski donated a number of WP 913 posters for sale in our Gift Shop. Owen Acuff donated his collection of railroad books and recent Trains Magazines. Owen gave us a complete set of Trains several years ago. Sid Smith donated 4 new caster wheels for our scaffolding (much appreciated). William Thompson donated a WP feather sign from the San Leandro depot. Virgil Staff donated 2 Adlake markers, a WP medallion, number plate from WP 155, builder's plate from WP 6, a super heater plate, builder's plate from WP 25, steam gauge from a WP tug boat, builder's plates from WP 802A, 605, and 713, and CZ car plates from CZ 10 and 14. Chris Skow donated several boxes of railroad magazines and "collectable" paper. We thank you all for your generosity.

The following have made a cash donation along with their membership renewal to our general fund:

Mark Acuna  
Wallace Brown  
Everett Brown  
Ed Del Prete  
James Dias  
Robert Diehl  
Cliff Gerstner  
Gary Griffin  
Richard Holmes  
Werner & Rosemarie Lang  
Les Madden  
Peter Martin  
Brian Matsumoto  
Jim McCombs  
Alex Pancheco  
Ken Rattenne  
Charlotte Rodgers  
Michael Rumball  
Ralph Shafer  
Ed Slintak  
Walter Treanor  
Peter Watkins  
Walter Whitman  
Robert Wilson  
Steve Habeck, via a PG&E community service award  
Thanks to you all.



# The 805A Report by Larry Hanlon

Hello everyone! More good news this time! But first, another commercial.....

The 1991 weekends for 805 work are the second weekend of the month and will continue that way throughout the summer. This also coincides with the Board meetings, so members can not only help out on projects but also drop in on the meeting on Sunday and see the Board at work.

Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do as you can see from the list below. And now the news....

## B Unit

Those of you who were able to make it to the museum on Memorial Day were able to hear the sweet sound of success. On May 25, Norm Holmes, Dave McClain, and Wally Wollesen combined their talents to get a good set of batteries into the unit. Dave and Norm loaded new oil into the crankcase and filled the cooling system. Sunday morning, Dave and Dan Ogle began tracking down the reason for the unit's refusal to load. Dave found a set of traction motor cutout switches built into the reverser, an unusual arrangement. After turning the switches and pushing the series contactor in manually, a healthy arc was seen. Progress! Dan delivered the coup de grace when he traced the problem in the contactor interlock circuit to a bad contact on one of the parallel contactors. After he temporarily wired around it, the 925C became a fully functional unit -- and in only an hour after they started troubleshooting! It runs really well.

On Monday, Steve Habeck couldn't resist testing the MU circuitry. In short order, the 925C was lashed up to 921 and 707 -- and everything worked as it

should. I'm told it sounded great being used in passenger service that day!

Now to repair the broken window glass. I have the replacement side port-hole assemblies at home to drill out and replace the sheared mounting screws; they should be ready for installation by the end of July. After that, the B will be ready for thorough cleaning and painting. Also, during a top-to-bottom search of the unit on May 17, 1991, I found all of the parts we had purchased in Montreal.

## Recent 805A Results

Last time, I missed acknowledging the contributions of 3 people. Bob Blanch came down from Portland and worked on grinding down the rough weld lines on the rear of the unit. Alan Jacobson came up from Phoenix and stripped the nose door of its remaining paint. It looks good and is now ready for final paint prep. And Mardi Vincent has been wirebrushing the pilot to clean it up before working on straightening out the dent down there. Thanks, people!

In the last episode, our intrepid adventurers were ready to polish off a few mechanical details and fire up the engine. It didn't work out quite that way. On May 16, Steve Habeck and Wally found that only one battery was bad, and replaced it. Wally then charged the batteries for the next 2 weeks, and now the interior lights are brighter than ever -- actually bright enough to see what you're doing! Dave and I added the second O ring to the lower seal on liners #4 and #5, torqued them down to spec, and filled the cooling system to the top. When all of the inspecting and swearing was done, we had observed leaks from the upper liner to water manifold seal on #12, and four leaking cylinder

head gaskets. The rest of the cooling system looked OK, although admittedly this was a static test. Frustrated, on the 17th we did other things, such as the B unit inspection and repairing the west end 1-2 rail switch, which had been run through.

On June 8, Dave and I raised the #12 liner again and found that the offending seal had popped out of its seat and been sheared when the liner was last installed. It is now repaired and the liner torqued to spec once again. On June 9, John Ryczkowski and I installed the "gingerbread" (rocker arms, injector, fuel and lube oil jumpers) on cylinders #4 and #5.

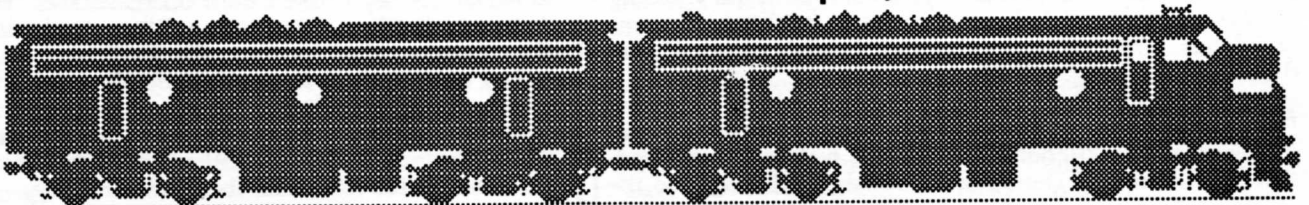
Next up mechanically is the leaking cylinder heads. Glen Monhart lent us a pair of EMD liner anchor jacks to clamp the liners in place while we pull the heads, so we now have the necessary parts and tools for this job. If all goes well, it should be possible to do all 4 heads in one long weekend.

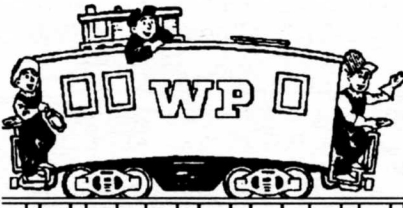
Bill Evans has started matching the orange color in his preferred paint. I've sent him a color chip from the 805 to help out. Ski has noticed in WP mechanical records that the orange color was referred to as "International Airport Orange." So next time you're staring out the airplane window while waiting for 15 planes to take off ahead of you, notice the color on the safety structures and think of the WP .....

## Next Steps for 805 Work

- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Fabricate and install replacement stirrup steps on pilot
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Obtain and install original cab windows
- Check injector and valve timing
- Tighten crankcase-oil pan bolts
- Inspect fuel tank interior and clean if necessary
- Clean engine's top deck and airbox with diesel, wipe dry
- Add good used lube oil and start engine
- Look for leaks, check control functions and move locomotive
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....





# Caboosing With Hap Mani

Hap's Museum diary...

This writing of "Caboosing with Hap Mani," is dedicated to Hap's birthday, which took place on June 10, 1991. A surprise birthday dinner for him was held at the Log Cabin Restaurant, and many friends were in attendance. Hap turned 75 years young and we all wish him well, and hope he has MANY more happy birthdays.

- April 26, 1991 The westbound UP Steam train was on display in Portola all day.
- April 27, 1991 The westbound UP Steam train left Portola headed for Sacramento. Steve Habeck worked on lettering new switchstand targets.
- April 30, 1991 Gordon Wollesen worked on electrical work and on batteries.
- May 6, 1991 An incident at the museum involved a white Cadillac driving out of the museum property recklessly. Chris Skow who was at the museum at the time made the report to the Sheriff's office.
- May 8, 1991 Norm Holmes and Dean Hill went to Sacramento to take the museum's green truck for transmission repairs.
- May 9, 1991 Cordless telephones were put into service for Hap Mani and Norm Holmes so they won't have to run the 100 yard dash to answer the telephone anymore. Bill Evans used the loader to fill and level the new roadbed for the track 6 extension.
- May 11, 1991 Norm Holmes and Bill Evans went to Reno to attend an auction. They came back with a sand blaster and other assorted goodies.
- May 12, 1991 The museum was bustling with activity in preparation for the next day's steam excursion train.
- May 13, 1991 The bus left Portola at 3:30 AM headed for Sacramento with crew members for the UP steam excursion train. The train made its way from Sacramento to Portola. Upon arrival, the train was cleaned for the next day's trip to Winnemucca. Norm Holmes spent the evening at the Nugget in Sparks, Nevada to supervise the lodging arrangements and the loading of passengers on buses the next morning. See stories elsewhere.
- May 14, 1991 Wayne Monger and John Walker completed ticket sales for the Portola to Winnemucca steam train which operated on this day. In Winnemucca, the FRRS crews cleaned the train and then posed for a picture on the nose of the UP 844 steam engine.
- May 15, 1991 Hank Stiles spent the day at the museum with his mother and father.
- May 16, 1991 75 school children toured the museum.
- May 17, 1991 25 school children from the Quincy Pre-School toured the museum and went for a train ride. Larry Hanlon and Dave McClain worked on engine 805A. John Ryczkowski borrowed 30 pictures from Hap in order to make negatives.
- May 18, 1991 Operating crew training was held for "new recruits" in the operating department. About 6 newcomers showed up and were shown the ropes.
- May 21, 1991 Gordon Wollesen solved a power surge in the ladie's room by replacing the service panel that serves it.
- May 23, 1991 Gordon Wollesen replaced the main building service panel. He had power restored at 3:00 PM. The museum has 1600 signatures in the guest book as of this date since January 1, 1991.
- May 25, 1991 Opening day of operations saw Sue Cooper, Pat Cousin, Emery Goddard, Teresa Goddard, Karena Wollesen as the kitchen workers who put on a good feed. Dave McClain and Dan Ogle serviced and brought to life 925C (the B unit). Eric Rich and Mardi Vincent installed the radio into engine 512, and they also cleaned and oiled the journal boxes on the vista flat car and they lubricated its center plate. Eric Rich and Gary Cousin organized the communications center in the operating department office. Barbara Holmes worked on cleaning, stocking and making new signs in the gift shop. Vickie Krois worked in the ticket booth.
- May 26, 1991 Bill Evans worked on engine 2001; he applied the first coats of Bondo to it.
- May 29, 1991 Groups of school children from Westwood and the Pioneer School in Quincy toured the museum, went for train rides, and had lunch in our dining car. Peter Langdon arrived from England and pitched in to help Hap sweep the south side of the building.
- May 31, 1991 Bruce Cooper spread base gravel on right of way for extension of track 6. Norm Holmes graded it with the plow on his Jeep truck.
- June 1, 1991 Eric Rich held a "camp-out" in the Troop Sleeper Car for 7 adults and 10 kids who then toured the museum and went for a train ride.
- June 3, 1991 Mardi Vincent worked on the mechanical records books in the operating department office; she organized and arranged the books in an easy-to-see manner.
- June 5, 1991 Bruce Cooper made repairs to the fork-lift and loader.
- June 6, 1991 Ken Roller worked hard on extension of track 6.
- June 8, 1991 Bill Evans built a cabinet to hold paints and other materials that he uses in his restoration work.
- June 10, 1991 Hap Mani's birthday; 75 years young and going strong. A surprise birthday dinner was held at the Log Cabin Restaurant with many friends attending.
- June 12, 1991 Norm Holmes and Dean Hill straightened out the oil house and built new shelves.
- June 21, 1991 Mardi Vincent, Dave Anderson, Julie Anderson started to prepare food for the next day's annual meeting and feed.
- June 22, 1991 The annual meeting was held to the delight of all those who attended. Mardi Vincent put on a delicious feed. Vic Neves put on a great slide show after dinner, and everyone had a great time.
- June 23, 1991 Bernie Coggins from Oroville donated a roll-up door to the museum to replace the broken one. New volunteer helpers in the kitchen were Edna Ede, and Ellen Hausen.
- June 30, 1991 A crew headed by Brian Challender, consisting of Kevin Moran, an SP bridge designer from San Leandro, CA, Jim Price, an electrical engineer from San Carlos, CA, and Paul Lucia, a police officer from Foster City (Menlo Park), CA, all worked hard on restoration work on our dump truck. They are reworking the entire truck to match the appearance of Western Pacific's trucks. And if that wasn't enough work for them, they all checked engine 707 to see why the auxiliary circuit breaker was tripping, and found 2 bad traction motor blower bearings and removed the 2 blowers for repair. Peter Langdon, who is visiting from the United Kingdom, then made repairs.

# **A Brief Explanation of The Feather River Rail Society**

by Norman W. Holmes

Railroading has been important to Plumas County since the first rails were laid in 1887. Regular passenger service was started in 1895 linking residents by rail to the outside world via Reno.

Western Pacific rails were being laid in 1908 with the first passenger train operated through the Feather River Canyon August 22, 1910. It wasn't until the advent of the California Zephyr in 1949 that tourists discovered the beauty of Plumas County from the vista-domes of this "most talked about train." While most earlier train schedules traversed the canyon during darkness, the Zephyr was scheduled for scenery. Unfortunately, jet aircraft cut into passenger train travel and operating costs increased so much that Western Pacific discontinued passenger service on March 22, 1971.

Western Pacific was absorbed into the Union Pacific System on December 22, 1982. In an attempt to preserve a piece of equipment from the WP, the Feather River Rail Society was formed, and arrangements were made with UP to donate a "covered wagon," streamline freight diesel locomotive for preservation at Portola. The unit was formally presented to the Greater Portola (now Eastern Plumas) Chamber of Commerce at the first annual Feather River Railroad Days in August 1983.

An agreement was reached with the Union Pacific and the City of Portola to lease the abandoned diesel shop building and trackage to establish a railroad museum. A Grand Opening ceremony was held on Memorial Day weekend, 1985.

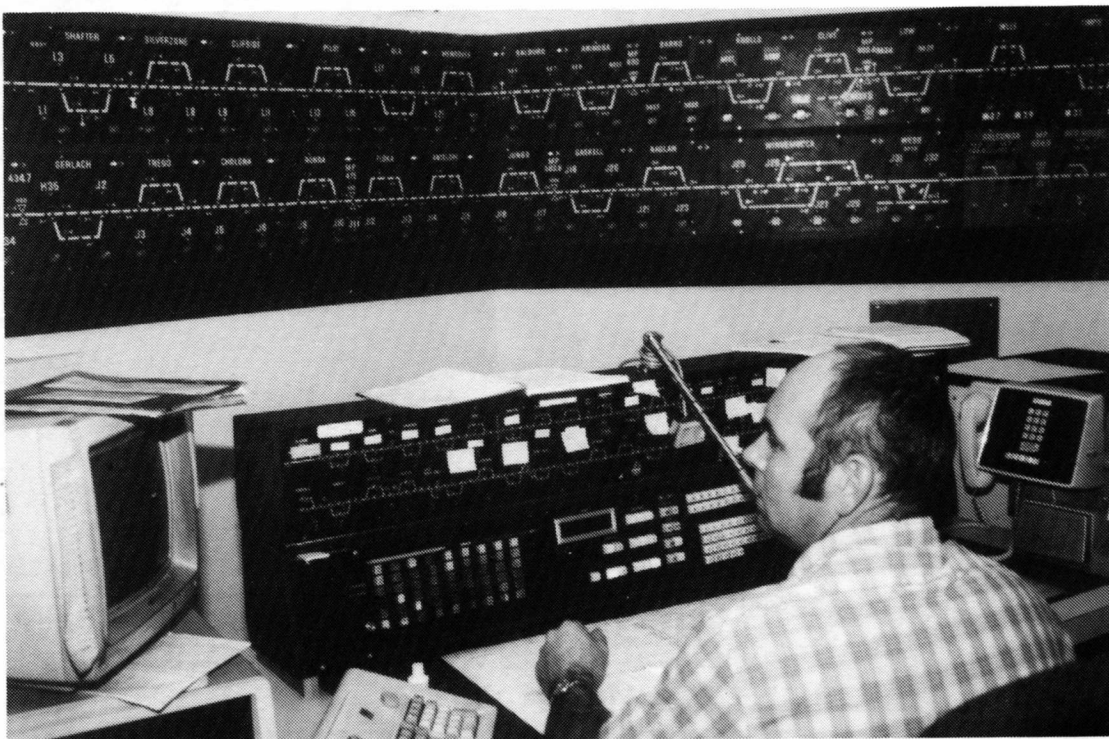
Union Pacific has been extremely generous in donating locomotives and cars as well as providing free transportation of equipment obtained from other railroads. The collection of diesel locomotives and freight cars has grown so that we now have the largest collection (26) of diesel locomotives in the country. We have preserved examples of nearly all types of WP freight cars in existence at the time of the UP merger and have 9 WP diesels. No other museum has saved such a complete collection of equipment from one railroad. Our vintage equipment would be useful to a movie company looking for props for a 1930-1960 era story.

Railfans learned about our collection as soon as it started to be assimilated, and came to Portola to see and photograph the various pieces of equipment. Through newspaper articles, the general public began to visit Portola to see the museum. Our unique locomotive rental program, where one can operate a locomotive under the guidance of an instructor has gained us nation-wide attention.

Tourists visiting the museum frequently stay overnight in Portola adding to the income of local motels, restaurants and other businesses. A frequent statement heard from visitors is that they would not have come to Plumas County if it had not been for the railroad museum.

Society membership now numbers over 900 including 22 foreign members. We have no paid staff, all work done at the museum is volunteer. With our small cadre of local members and the few who come up to help on weekends, we cannot do as much restoration and maintenance work as we would like. We are looking for grants to aid us in our work.

With the decline in the lumber industry, and the reduction of railroad employment, tourism is the only growth industry in Plumas County. Golfing, fishing and camping are important attractions to our area. Whereas outdoor recreation is seasonal, visitors come to the railroad museum year round. Our visitor book contains names from every state and many foreign countries. It is a definite asset to Plumas County and should be treated as such.



January 7, 1991, WP dispatcher's office. U.P. dispatcher takes care of the Desert Dispatcher station (formerly the WP 7th and 8th Sub.) at Sacramento, CA. This equipment is all preserved at the Portola Railroad Museum, and will eventually be displayed. Photo by Wayne Monger.

# New Items in the Gift Shop

Supplement Number 1-1991

BEARS: Small (6 inch) teddy bear dressed in engineer's overalls-----\$6.95

BOOKS: North Bank Road - A New illustrated history of the SP&S Ry., 6x9, 202 pages, soft cover Gaertner-----\$24.95

Union Pacific Steam Roster - 1915-1990 80 pages roster, 30 pages diagrams-----\$18.95

MODELS: Western Pacific 40' box car, orange feather, silver car O scale kit----- \$29.95

VIDEOS: PENTREX Mighty Steam Series - UP 3985, SP 4449, CB 819, UP 844 30 minutes each-----\$19.95

Sacramento Railfair 1991 - 60 minutes----\$29.95

Cumbres & Toltec Scenic's Rotary Snow Plow - 40 minutes-----\$24.95

Rails to the Redwood Empire - Vintage film copy - 76 minutes----- \$59.95

Best of 1990 UP (WP) Silver Zone, SP Siskiyou, etc. - 120 minutes-----\$49.95

Napa Valley Wine Train - 30 minutes-----\$19.95

OTHER TAPES: Steam Alive - Australian Steam preservation - 55 minutes-----\$14.95

Thunder on The Rails - V&T @ Carson City Museum and Nevada Northern - 30 minutes-----\$14.95

Popular children's cartoon series, "Thomas the Train" tapes #1-5, each:-----\$14.95

VIDEO RAILS - Cajon - Santa Fe and Union Pacific - 60 minutes-----\$49.95

GREEN FROG - Rock Island from early 16mm movie film - 60 minutes----- \$39.95

Union Pacific Odyssey Vol. 1, 2 tape set 1952-1980 - 120 minutes----- \$79.95

DFG ASSOCIATES - Eureka Southern & California Western - 40 minutes---- \$34.95

Oroville to Portola, WP & UP in Feather River Canyon - 40 minutes----- \$34.95

BOB ACKERMAN - Portola Railroad Museum Railfan Day 1990, see story elsewhere - 36 minutes----- \$29.95

Note: When ordering from overseas or Canada, it is best to use credit card and please specify air or surface mail.

## FEATHER RIVER RAIL SOCIETY PORTOLA RAILROAD MUSEUM

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