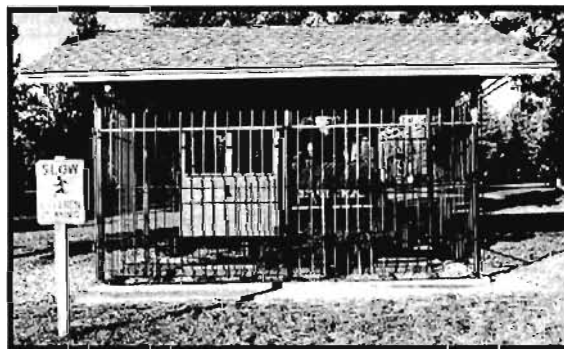
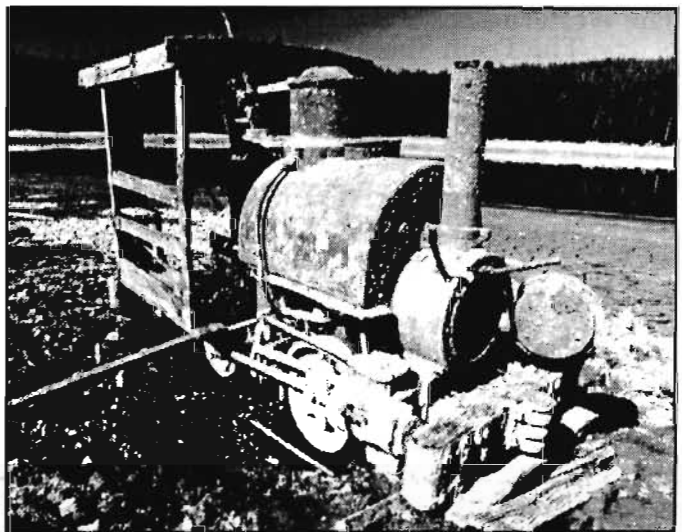
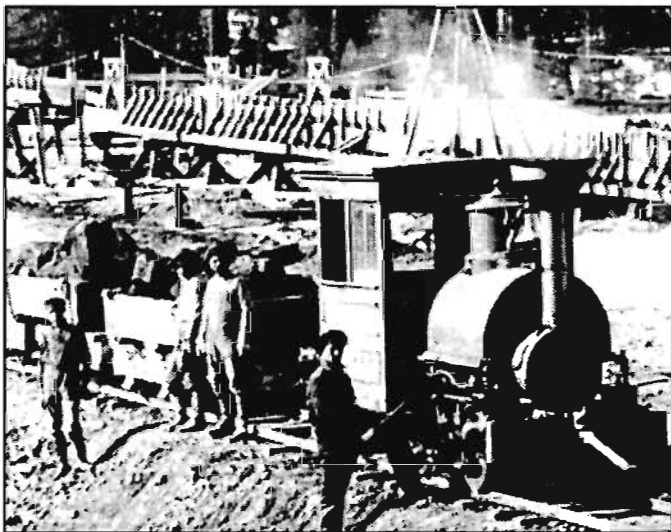


The Train Sheet

Issue No. 87 Preserving "The Feather River Route" Sep/Oct 1997

News from The Feather River Rail Society and The Portola Railroad Museum



The "Lady of the Lake", an 0-4-0T Porter named "Eureka" is shown above in three different views, the first is of her working for Utah Construction Co, building Butt Lake dam during 1910-1914. Next she is shown after Butt Lake was drained in 1996 awaiting transportation and partial restoration. In the third view, she is on display on the main drag of Almanor, California with a protective roof, showing the pride this small mountain community has for its heritage. An important piece of Plumas history has been saved! First two views courtesy Glen & Christine Bradley, last view courtesy Gary Austin — *Flimsies West!*

Inside this Issue:

- ◆ Railfan Day Report
- ◆ It's Raffle Time!

—THE FEATHER RIVER RAIL SOCIETY—
—THE PORTOLA RAILROAD MUSEUM—
 PRESERVING THE MEMORY OF...

“The Feather River Route”

Portola RR Museum P.O. Box 608 Portola, CA 96122 (530) 832-4131
 The museum is open daily year round from 10:00 AM to 5:00 PM, except for Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

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

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

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific Railroad historical and model magazine of the WPRRHS.

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MEMBERSHIP DEPT. ADDRESS: FRRS PO BOX 1411 CHICO, CALIFORNIA 95927-1411 (530)892-9609

—FRRS MEMBERSHIP—

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00
 Sustaining \$75.00 Life \$300 Family Life \$450

These are the dues for the duration of one year, with **Life** and **Family Life** being a one-time payment.
Historical membership dues are for 4 issues of the Headlight.

ASSOCIATE memberships do not have a vote, do not receive the Headlight, receive only The Train Sheet, and are for one person only.

HISTORICAL memberships receive only the Headlight, do not have voting rights, and are for one person only.

ACTIVE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person only.

FAMILY memberships receive both The Train Sheet & Headlight and may include all members of one's immediate family, but there is only one vote.

SUSTAINING memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes.

LIFE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person for life.

FAMILY LIFE memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes for life.



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Can Operate a
Diesel
Locomotive

for one hour with your own
private instructor included.

*Fulfill your wildest
Dream!*

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each rental. Rentals by appoint-
ment. Our popular "Combo"
rental package includes VIA
Rail Canada 6776 MLW/ALCo
FPA-4 Covered Wagon-style
locomotive. Call for details.

Phone number for appointments:
(530) 832-4532

—FRRS MEMBER BENEFIT—

All FRRS members in good
standing receive a 10% discount
on all items purchased in person
or by mail from the
FRRS Gift Shop.

—FRRS LIFE MEMBERS—

Everyone who was a
Life Member prior to October 1,
1995 may upgrade to Family
Life **AT NO CHARGE** and
AT ANY TIME simply by
writing a letter to the Society
requesting the upgrade.

**FROM THE
DESK OF THE
PRESIDENT**



The change of seasons is upon us, and although
we are currently enjoying an extended Indian
summer in Northeastern California, the dusting
of snow on October 10th was a warning to the wise that
it's time to prepare. The "regulars" around the Museum
have been doing just that (except for Norman and
Barbara, who have just returned from a well-deserved
month-long overseas tour). Work is in progress to finish
out the battery house and the "new" half of the shower
car; the ramp track has been rebuilt and is just about
ready for service; the nearly-impossible chore of keeping
nearly 100 locomotive batteries charged has been
addressed by removing the batteries from many of the
infrequently-used locomotives and sending them, with
some of our failed batteries, to a shop where battery
parts can be combined and reconstituted over the winter;
and winterization is in progress on vehicle and
locomotive cooling systems needed for the winter. The
Museum takes on a different look as we prepare for the
colder weather.

The WPRRHS staff has been active, too. Production of
the "Headlight" is settling in to a schedule manageable
to everyone on the staff, and WPRRHS Administrator
John Walker has a schedule manageable to everyone on
the staff, and WPRRHS Administrator John Walker has
submitted a proposal, which was readily accepted and
approved by the FRRS Board of Directors, that
establishes guidelines and procedures for managing the
collection in our archives. Everyone and anyone is
welcome to get involved in the process of documenting
what we have, for the benefit of generations to come.
We hope to have more exciting developments to

report on in the next issues of the Train Sheet.

I believe that the FRRS has "turned the corner", having just about completed the transition from pure collecting to refining and interpretation of what we have. This doesn't mean we have ceased collecting; it does mean that our emphasis has shifted to caring for what we have for the benefit of those who will follow. The transition has not been painless, and is still not complete, but it is occurring. And, it's not too early to consider becoming a candidate for a seat on the FRRS Board of Directors, and help shape the future of the FRRS. There will be three seats up for election next June, and I solicit your participation.

On behalf of the Board of Directors of the FRRS, and the WPRRHS staff, I would like to wish all of you a happy and safe holiday season, from Thanksgiving into the New Year. Thank you all for your continued support of the FRRS, WPRRHS, and the Portola Railroad Museum, and we hope to see many of you at Portola for the Santa Trains on December 6th and 13th!

— *Steve Habeck*

—DONATIONS FOR THE ARCHIVES—

Vic Neves donated a colorful, early 1900's travel book on WP with hand colored photographs of the system.

—GENERAL FUND DONATIONS—

Norman Anderson, Ken Falconer, John Sullivan, David Gard, Jim Druckmiller, Elmo Dito, Dave Morais, Barry Garrett, William Hartley, Robert Diehl, Andy Long, George Nordstrom, Thomas Whittington, Dan & Marge Parnell, and Butch Prego. We thank all for their generosity in helping our museum.



This is the time of year when we finish putting everything to bed for the winter season, draining locomotive cooling water systems, heater piping and water pumps. It is much easier to do it now than to make repairs in the spring. This year we have made a draining chart of each locomotive as it was drained and also painted the drain handles with blue paint so as to identify them. This should make it much easier to drain them from now on.

Also this year, we are taking all the locomotives we do not use on a regular basis and removing the batteries. This makes it much easier for Gordon Wollesen to service the batteries this winter. It is hoped we will have more batteries make it through the winter. Our weather in Portola makes it tough, they will not freeze if they are kept charged and this was the problem. Gordon had to run electrical cords all over the place, even after Steve Habeck had spotted all the engines as close as he could to the enginehouse. Now the batteries can be put in our (almost) newly finished battery house and Gordon will have a much easier time keeping on top of the battery charging this winter.

In the spring we plan to buy smaller batteries to install when we want to use locomotives we don't use all the time. This way we will have several sets to install in a locomotive with quick connections and then we will jump start the locomotive from one of

the in-service locomotives when we need it. Then when we are done running that locomotive we can put the same batteries into another locomotive when we want to use it. The end result will be less batteries to buy and take care of, saving us both time and money. Our hats are off to Doug Morgan for this idea.

Our record keeping has taken a big step forward with daily inspection reports and inspection cards (both required by the FRA) and documenting of repairs pointed out by these reports. This helps by establishing a link between the operating department and mechanical department. As a result repairs are being made in a more timely fashion.

Looking back on the past year we can be proud of ourselves. Many tasks have been completed with the help of many of you who have taken an interest in the welfare of our equipment. My hope is that more of you will hear the calling and get involved with the Mechanical Department. The work that was done has made our equipment last longer, be safer and more pleasant to operate. There is nothing like getting on a piece of equipment and having it operate as it was intended, it is indeed a pleasure.

In the last Train Sheet I talked about rationalization of our equipment collection. I expected to hear from some of you on this subject. Maybe most of you think we should collect everything that we can get with no thought of how to care for it. Maybe you think should get rid of everything that was not Western Pacific and lavish care on only a few pieces of equipment. To date I have heard from only two of over one thousand members, am I to assume that no one cares? This is important as it will determine the direction that our museum will take in the years to come.

—*Hank Stiles*

Chief Mechanical Officer

NORM NOTES...

Lady Of The Lake Dedicated

In May, 1996, we received a call from Marty Anderson, District Manager for PG&E at Quincy. A small steam engine had surfaced when the water level was lowered in Butt Lake. It had been abandoned after the dam was constructed and had been under water for over 70 years. It was in remarkably good condition considering its environment. The engine was subsequently moved by PG&E to the Collins Pine Company mill in Chester and donated to Plumas County. Restoration work was done by volunteers who spent months rebuilding the wooden cab, scraping rust and repainting the engine. There was no identification on the engine except for the words "EUREKA". From this and the fact that it was built for a 30" gauge track, it is assumed it came from the Eureka Mill Railroad near Carson City, Nevada.

The restored engine made its first public appearance in Chester's Fourth of July parade. The "Dinky", as it is now affectionately called, was officially dedicated at a ceremony at Chester on September 28 as part of the quarterly public program of the Plumas County Historical Society and hosted by the Chester-Lake Almanor Museum. Marilyn Morris Quadrio, co-director of the museum presented their historical findings from the floor of Butt Lake and Bill Dennison dedicated the engine. An important artifact of railroad history in Plumas County has been preserved.

Library Proposal

John Walker, administrator for the Western Pacific Railroad Historical Society, our historical branch, presented a concise plan to sort, catalog and properly store our archive collection of railroad material. The

plan would be to begin development of a library where our material would be available to research the history of railroads in this area. The material we have on hand has been donated by a large number of people starting from when the organization was founded. It has been stored in a locked refrigerator car that has protected it from excessive heat and cold, however in that location it has been difficult to say the least to locate specific items. The material will be moved to Lolli Bryan's home for sorting and evaluating.

Although final plans for the library have not yet been established, a name for the library has been chosen: Arthur Walter Keddie Library. Keddie was a visionary whose early railroad surveys and promotions convinced the Gould interests to build the Western Pacific through the Feather River Canyon. "We sincerely hope that choosing his name for our library will help to elevate the man to his rightful position in railroad history", said Kent Stephens, WPRRHS Librarian and railroad author.

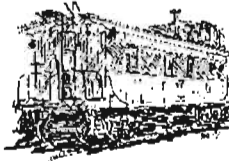
Loyalton Timberfest

To help the City of Loyalton celebrate their annual Timberfest over Labor Day Weekend, we again sent a locomotive and cabooses to Loyalton. Union Pacific provided free transportation for the equipment for the 20 mile trip from Portola to Hawley and then over the 12 mile Loyalton branch. This year we choose to send SP GP-9 No. 2873 and WP cabooses 484. Sierra Pacific Industries placed a load of logs on our two TPL logging flats to simulate a logging train. We have the flats stored at Loyalton for this purpose.

Peter and Mardi Langston made the arrangements with UP and SPI for the display. Gordon Wollesen, Bob Lindley and Ken Iverson were on hand to answer questions about the equipment and to provide information on our museum. We also had a sale table

with gift shop merchandise. Unfortunately before the equipment could be returned to Portola someone removed the horn from 2873.

—Norm Holmes



Courtesy John Ryzkowski

CABOOSING BY HAP MANIT

Some activities at the museum...

- September 3, 4, 5** Phil Livingston and Charles Greenleaf worked on removing old roofing material from UP Business car 105.
- Sept 8** Norm Holmes and Phil Schmerier replaced couplers on WP 563 at Livingston.
- Sept 15** Sold International bucket boom truck.
- Sept 16** Errol Spangler and friends worked on Errol's ONW cabooses repairing windows etc.
- Sept 19** Amtrak group tour visited museum, participated in run-a-locomotive program and tour. We provided buffet lunch. Bruce & Sue Cooper, Lolli Bryan, Steve Habeck and Ken Roller.
- Sept 25** San Joaquin Heritage group train ride and tour. Skip Englert, Norm Holmes and Ken Roller.
- Sept 29-30** Elder Hostle run-a-locomotive. Norm Holmes, Skip Englert
- Oct 1** Elder Hostle group - run-a-locomotive, tour. Skip Englert.
- Oct 11** Work weekend, ramp track, shower car, battery house.
- Oct 16** Frontier tour group train ride and tour. Bruce Cooper, Ken Roller.
- Oct 20** Work on ramp track Doug Morgan and Ken Roller.
- Oct 24** Doug Morgan hauled 12 loads of surplus dirt from city yard to be used as fill for rip track No. 2 extension.
- Oct 29** Doug Morgan hauled batteries to Sacramento to be rebuilt.
- Oct 31** Melissa McGrath and Tom Graham painted the battery house.



—SPECIAL FUND STATUS—

Item	Additions	Balance	Notes
Building	-	\$16,665.25	
WP GP9	\$200.00	\$12,544.75	(1)
SP 1215	\$50.00	\$23,086.79	(2)
UP 737	-	-	
IR 110-1	-	-	
UP 105	-	\$1,535.00	
CTC Board	-	\$220.00	
Library	\$168.00	\$168.00	(3)

—OUR NEW LIFE MEMBERS—

*Olive Alison
Borgsteadt
John Ortondward*



(1) Richard Sullivan (2) Terry Riemer (3) Mike Mucklin



RAILFAN PHOTOGRAPHERS' DAY BY STEVE HABECK

We had initially hoped to stage an "Alco-fest" for this year's event, but the time required to put our Alco's together in run-able condition was not to be found. By the time September 13th rolled around, however, we managed to field operating examples of all 3 Alco prime movers, with S-1 WP 512 (539), MRS-1 244 (244), and FPA-4 VIA 6776 (251) all pulling trains. We also ran two large WP freight trains, one led by GP-20 WP 2001 / F9-Bu WP 925-C / GP-30 UP 849, with F-7A WP 921-D / GP-7 WP 707 / FP7-A 805-A on the point of the other. Our GE 44-tonner SN 146 led a hotshot fruit extra, and was also the featured subject of Vic Neves' night photo session. Once again, Mother Nature cooperated with sunshine, light winds, and comfortable temperatures (at least for September in Portola).

Demonstrating the increasing expertise of the Operating Department, this year's trains were put together in record time. The majority of the switching was accomplished on Thursday, September 11th, leaving Friday for more time to check out motive power and attend to all the little things that had to be done. The Mechanical Department was up to the task, too, with all locomotives scheduled to be used performing as expected, with no failures on the road. As usual, the dispatching duties on Saturday were handled by FRRS Chief Dispatcher Vic Neves, with excellent assistance provided by Jim Groenke while Vic was playing hoghead on the Westwood Turn sugar beet extra (WP 512).

The event, however, would go nowhere without the contributions of nearly 30 volunteers, handling everything from ticket sales to food service to trash hauling to train crew, and everything in between.

Don Borden, Steve Habeck, Vic Neves, Judy and Melissa McGrath, Gordon Wollesen, Tom

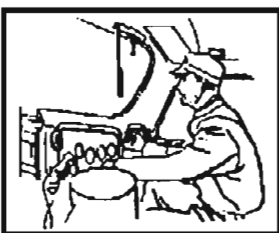
Andrews, Jim Gidley, Sr., Doug Morgan, Jack Palmer, Hank Stiles, Ken Iverson, Skip Englert, Norm Holmes, Doc Lyman, Dave Bergman, King Felton, Tom Graham, Marty Anderson, Kerry Cochran, Wayne and Linda Monger, and Terry Decottignies.

Many of these people worked several days in advance of the event, as well as the day after to put everything away, as well as the day of the event itself, putting in several long days in the process. It is very much appreciated.

A big part of this event for the last two years has been the swap meet held in the shop building, which again was a success. Roy Gabriel and Brad Lamazzi coordinated the show, which ran smoothly, as usual. Adding this show has really helped boost attendance for the event, which, according to gate receipts, did better than last year.

For the diehard fans, slide shows (Winterail-style) were presented in the shop from shortly after dark until the wee hours, interrupted only for the group night photo session under a brilliant full moon, with broken clouds.

Railfan Photographers' Day coordinators Wayne Monger and Vic Neves, with the help of many capable FRRS volunteers, have once again staged a fine event, and we look forward to next year.



OPERATING DEPARTMENT NOTES...

We Need Your Help!

Have you thought about getting involved with the Portola RR Museum? There are all types of duties



and jobs to be done to help keep the museum going. The Beanery Crew feeds all the working members on week-ends during the operating season, and at special events, they can always use extra help. The Mechanical Department works two week-ends a month doing repairs and maintenance on the locomotives and different equipment at the museum. The more hands they have helping, the more work can be accomplished and they do have a lot of work to do. The Operating Department needs a lot of crew members to help in train operation, car attendant or crossing guard service. This does not sound like much or seem very important, but they are greatly needed as Safety is Number One at the museum.

We hold a one-day rule exam and crew training day in April and May of each year. It is at this time you can sign up for what days you will be able to help. We will feed you when you work, and have sleeping and hot shower facilities available.

We also have a need for walking tour guides. This is something we need to get started. It would involve leading a group of visitors on a walking tour of the museum grounds, explaining what they are looking at, what is important about it, and how it operates. This tour could be done three times a day. I am willing to help get this started as the museum has a very big need for it. Please feel free to call me in the evenings (530)342-3903 or drop a line to me at 2748 San Jose Street, Chico, California, 95973. If you are interested in helping at the museum, we could sure use the extra hands!

1997 Operating Department Report

The Operating Department has had another very busy season as our ridership keeps growing. Thirty-four members of the Operating Department put in a total of 2,376 hours of service. This year we had no new starting student brakemen. Four new people

showed up for the crew training classes, but they did not sign up to work this season. There were many days we operated with minimal train crews. We need more working members as Safety Is Job One!

Something new this year was the Rent A Locomotive program went on seven days a week. A lot of participants in the rental program could only make it to Portola on week ends, and we picked up a lot of walk-ins who didn't know about the program.

This changed our operating procedure as there was rentals going on the same time as there were passenger train rides. It did not take very long to develop an operating procedure and time schedule that allowed us to safely do this. With two trains and sometimes three, it gave the participants a feel of real railroading.

The members who moved up a position this year are: Jeff Palmer to Brakeman, King Felton, Melissa McGrath and Don Nelson to Conductor, Terry Decottignies and Bob Carr to Fireman, Dave Bergman and Don Borden to Student Yard Engineer, Martin Anderson and Pat Brimmer to Yard Engineer, and Tom Graham to Passenger Engineer.

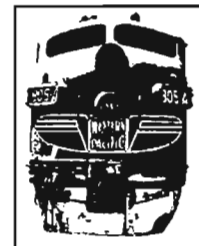
I want to thank the Mechanical Department for keeping the engines in service for us, the Beanery Crew for feeding us whenever we needed food, and all the members of the Operating Department who put in some long hours of service with very little help operating trains.

It is all the Departments working together that make the Portola Railroad Museum the great place it is today.

—Jim Gidley, Sr.

Trainmaster

—PRESERVATION—



805-A Update...

When we acquired the 805-A, the cab windows had been removed and replaced with some fixed windows.

As the conversion was un-esthetic, and done after she left WP, we wanted to restore the original style of windows. Unfortunately, in the years since she arrived at the museum, F-unit windows have become scarce. The search was on, from coast to coast! We did find one firemen's side window wing, which, amazingly, is apparently from the 805-A (based on paint samples and a home-made bracket that fits an odd spot on the 805-A's body)! We still need the opening mechanisms and all the support structure, as well as the inside panels and trim pieces.

Meanwhile, back at the ranch, Dale Sanders had purchased a former Northern Pacific F-unit carbody to be converted into an office on his parents property in Oroville. This carbody had the same side window units as the 805-A's originals. This past summer, his mother sold the property, and Dale found that the carbody moving and restoration expenses were just too much. We arranged to purchase the windows, interior trim pieces, and some stainless grill units, while Doyle McCormick purchased other parts, with the remainder of the carbody going to scrap in Oroville.

The various parts, though vandalized, will allow us to finally finish the cab interior. After the parts are

refurbished, and new gaskets found or fabricated, the "battleship" linoleum floor can be installed so the cab interior finish will match the exterior finish. Please note, when the new floor is done, no golf cleated shoes will be allowed inside!

—*David Dewey*

—TRAIN SHEET NOTES—

Train Sheet No. 87, September/October, 1997, was produced the second week of November and will be mailed the third week. Shasta Rail Group staff members Richard F. Daniels, and Adam Clegg helped with production. Our mailing staff consist of John Walker, Robert Forren, and Gary Austin.

Our membership database, maintained by Shasta Rail Group, has completed entering all our members and is correcting addresses, etc. If you see a mistake with your mailing label, or are not getting your FRRS publications in a timely manner, please contact Bill Shippen at (530)892-9609 or in writing to: FRRS PO Box 1411, Chico, California, 95927-1411.

—MEMBERSHIP NOTES—

Shasta Rail Group has been awarded the contract for membership database management and membership renewals. Please direct all payments for new/renewal memberships, address changes, etc. to:

FRRS P. O. BOX 1411, Chico, California
95927-1411. Phone is (530)892-9609, 24-Hour FAX
(530)894-7359, or we can be contacted via e-mail at:
wphlight@aol.com. Thanks!

—*Bill Shippen*

MEMBERSHIP SERVICES MANAGER

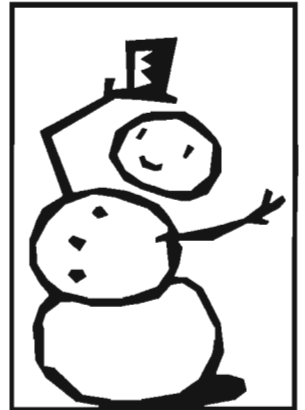
—LAST MINUTE NEWS UPDATE—

Due to the resignation of our President Steve Habeck, our Board of Directors appointed member Tom Graham to fill the Board vacancy. A new President will be selected at the December Board meeting.

Bruce and Sue Cooper resigned from the Board after the November meeting for personal reasons. These two positions will be filled by appointment by the Board at their December 14th meeting.

Any eligible member who would like to be considered for one of these positions is asked to contact Executive Director Norman Holmes at (530)832-4737.

—*Norman Holmes*



—SANTA TRAIN TIME—

Get out the snow boots and jackets, the 1997 Santa Train is running December 6 and the 13th. Come on up and enjoy some cookies, hot coffee and our decorated caboose train!



Feather River Rail Society

Post Office Box 608 * Portola, California * Museum (530)832-4131

November 15, 1997

FRRS Board Of Directors
PRM & WPRRHS Department Heads
FRRS Members & Friends

Dear Friends of the FRS,

Due to personal reasons, I am resigning as President and as a Director of the FRRS, effective immediately. It has become necessary for me to seek employment that will not allow me to actively participate in PRM/FRRS activities to the levels I expect of a FRRS Director. While all the details have not yet been firmed up it is expected that I will need to leave the area on short notice when plans are finalized, probably in less than one week. My family will continue to reside in Spring Garden while I am on the road, at least for the foreseeable future. I sincerely hope to be able to return to this area soon and regain the involvement in this organization I find so gratifying.

My heartfelt thanks go out to everyone involved with the FRRS who has helped this organization grow to what it is today, and I ask everyone to support the Directors as they continue to map out the future of FRRS and the Portola Railroad Museum. They are working towards new goals as the FRRS matures; improvements to facilities and preservation are now the priorities.

I am also asking many of our regular volunteers to step up and help out with some of the things I was involved with. It seemed I was in the middle of many activities, and was usually there to help, but that must change. No one is irreplaceable.

Thank you for all your support, guidance, advice, and criticism over the years. I learned a lot, and I hope the FRRS has benefited from it.

Respectfully,

Steven J. Habeck

Steven J. Habeck



Our Kodachrome GP-9, SP 2873, is shown here on display for the Loylton Timberfest, held at Loylton over the Labor Day weekend. WP caboose 484 joined the two loaded log cars — Norman Holmes

FEATHER RIVER RAIL SOCIETY
PORTOLA RR MUSEUM
PO BOX 608 PORTOLA CA 96122

RETURN SERVICE REQUESTED
NEWS MATTER DO NOT DELAY

—PROUD MEMBER—



ASSOCIATION OF RAILWAY MUSEUMS, INC.

Member



Tourist Railway Association INC

