



## Feather River Rail Society

Preserving "The Feather River Route"

The FRRS, 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.

For information about the society or this newsletter, please write or call:

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The Feather River Rail Society is not supported by, or affiliated in any way with, the Western Pacific Railroad.

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member

# TRAIN



Tourist Railway Association INC.

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### Yard Cut \*

Dave Waters

First things first. I'd like to apologize to all of you who read The Train Sheet for the lateness of the publication date. Life being life (and a failing computer disk drive) has caused me to slip the publication into November. I will be making every effort to get the next and subsequent issues out on time. Thank you for bearing with me while I get the format set up, and get used to the publishing business.

Now for the rest: I've taken over the editor's position from Shannon Smith, who has gone on to bigger and better things in the work world. Hopefully, I'll be able to keep The Train Sheet rolling along for awhile. I'd like to note to you at this point that I really need as much information as you can provide to help

\* An excessively long cut of unrelated freight cars, both full and empty!

keep this newsletter as full as possible. I live in the San Francisco Bay area, so I can't get as much information direct from the museum as I'd like to, so I'm relying on you the members for material to publish. The same goes for photos! Please send me any WP, UP or museum related pictures for publication. If possible, please note the date and location along with any other related information about the photo. I can be reached by mailing to the museum mailing address. Suggestions are always welcome!

### Railroad Days in '88

As in previous years, clean up activities became a frenzy as the weekend approached. It was necessary for us to move the equipment from the shop pit track, clean the floors and move everything out of the way to allow a clear area for two very large model railroad layouts. The pit was covered using

2x6's between the rails and placing 4x8 plywood sheets with carpeting over the top. Hap Manitt has been collecting used carpet for some time, and now we finally know why. GP-20 2001 was placed in the paint booth and the combination coal flat was moved in to be used as a stage by musical groups.

Outside, the wheel track area was cleaned up by placing the roof sections back on ARR 1507 (F-7B) and various other items moved to out of the way locations. This gave us room to relocate our track motor cars from the shop to the wheel tracks. Garbage cans were labeled for 'trash' and 'cans' and placed at convenient locations. Those helping with the clean up effort were: Rod Butler, Ned Crary, Dean Hill, Norm Holmes, Hap Manitt, Rick Merle, Steve Milward, Wayne Monger, Ken Roller and Errol Spangler.

Union Pacific brought E-8A No. 951 to Portola for display and requested that we loan them our UP Business Car No. 105 to be placed next to 951 along with a UP caboose to complete their exhibit. We had 105's carpets steam cleaned, and the air conditioning system charged (power problems prevented it from operating, however), and Peter Solym painted the kerosene marker lamps which were placed on the car with new locks and chains to prevent them from disappearing. We also placed three sets of stairs and platforms at the 105 and 951 for public access. Pat Cousin did research into the 105's history and volunteered to be in the car during its stay at the Portola depot. Union Pacific presented a program on grade crossing safety called "*Operation Lifesaver*".

Friday afternoon, members from two model railroad clubs arrived and began setting up the layouts. Before long test runs were made. The layouts (Thunder Mountain from Sacramento and Nevada Railroaders of Carson City) are made in sections so they may be set up at railroad shows and shopping malls to promote model railroading. Also on Friday, Steve Habeck "switched the yard", moving equipment to provide a clear right of way for operations, and to have our two passenger trains ready for the weekend's

runs. Three locomotives (608, 707 and 921/1506) were positioned and checked for supplies.

Saturday and Sunday's train rides were operated in the same manner as last year's with three locomotive and two train sets. Vic Neves was the dispatcher who kept everything moving smoothly. On Sunday afternoon, Feather River Short Line's steam engine, No. 8, pulled several trains in passenger service.

Operating crews for the weekend included: Jim Boynton, Bruce Cooper, Gary Cousin, Mark French, Jim Gidley, Steve Habeck, Larry Hanlon, Fred James, Jim Ley, John Marvin, Dave McClain, Steve Milward, Vic Neves, Jack Palmer, John Ryczkowski, Peter Solym, Cindy Spicer, Dave Waters and Gordon Wolleson.

Train ride ticket sales totaled \$1610. Not as much as last year, but a welcome contribution to our treasury. Helping with ticket sales, crossing protection, etc. were: Ed Crary, Lynn Hanlon, Ray Graham, Dean Hill, Norm Holmes, Vickie Krois, Hap Manitt, Matt Parker, Ken Roller and Kent Stephens.

Our food/snack bar did a great business serving hamburgers, hot dogs, chili, iced tea (25 gallons!), soft drinks and candy. Emery Godard, Sue Cooper, Lynn Hanlon, Barbara Holmes and Mary Ryczkowski were kept busy feeding the hungry visitors.

It takes a lot of work to put on an event of this size. Everyone who helped has our appreciation for their efforts in making this year's Railroad Days safe and successful.

### **That'll Do!**

#### Operating Department News

Our operating season is now over. We wish to thank everyone who came to Portola to help keep the trains running. Without your help, we could not have a successful museum. This year was great, next year will be even better!

The operations room (OR) has become the nerve center for museum operations and is a convenient place for crews to rest between