

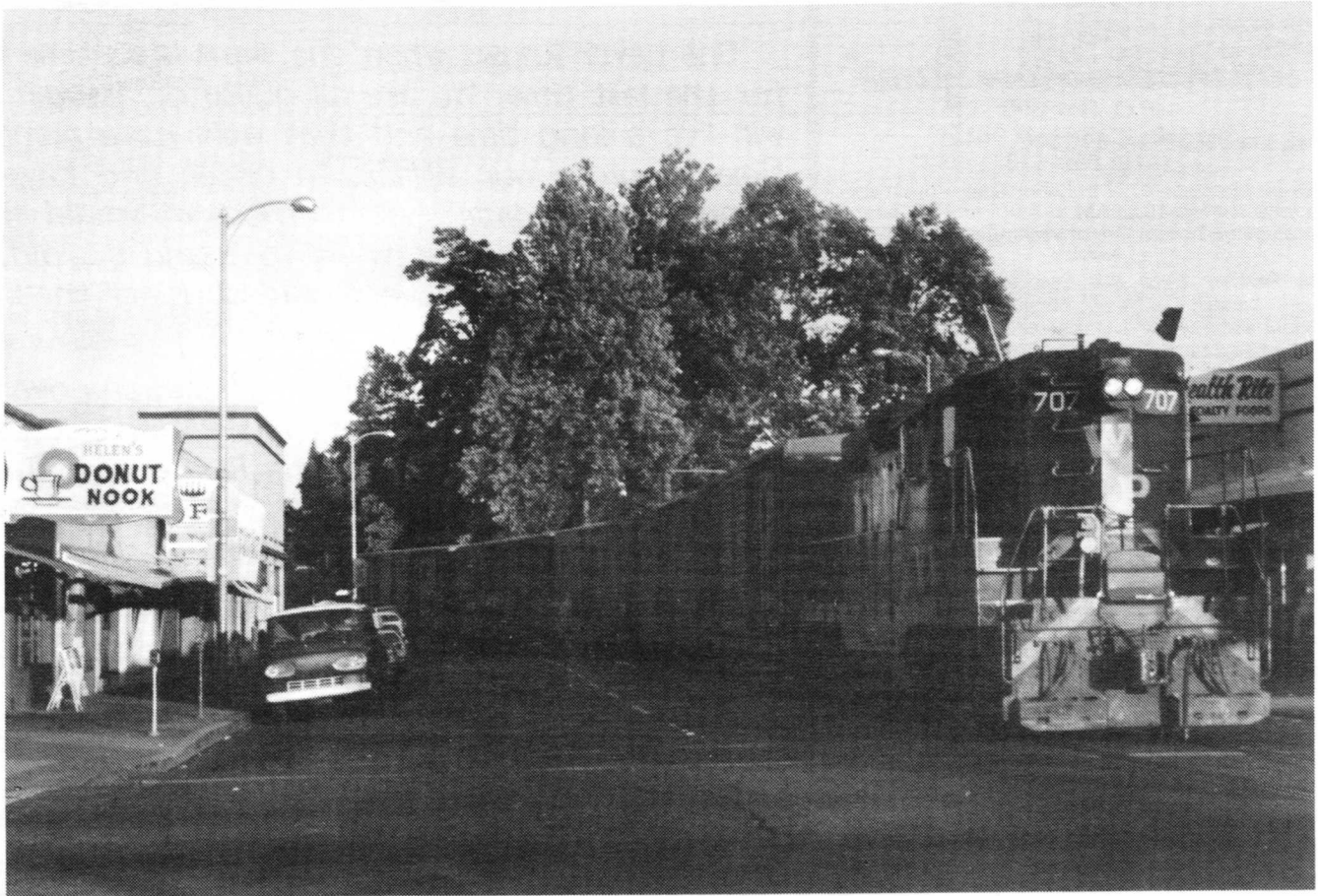
The Train Sheet



Preserving "The Feather River Route"
...News from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 47

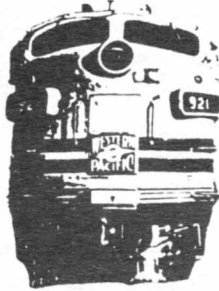
Jan/Feb 1991



A Blast for the Past - Now-preserved GP7 WP707 enters downtown Chico with the SN Chico Local on a hot, muggy Sunday afternoon in August 1983 - flying green flags over the home rails of the original Northern Electric Ry., predecessor of the Sacramento Northern Railway. Photo by Wayne Monger

Inside This Issue:

- A look at our now complete wrecker train
- News galore of what's happening this year at Portola
- Complete information about Union Pacific's Steam Excursion through Portola



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

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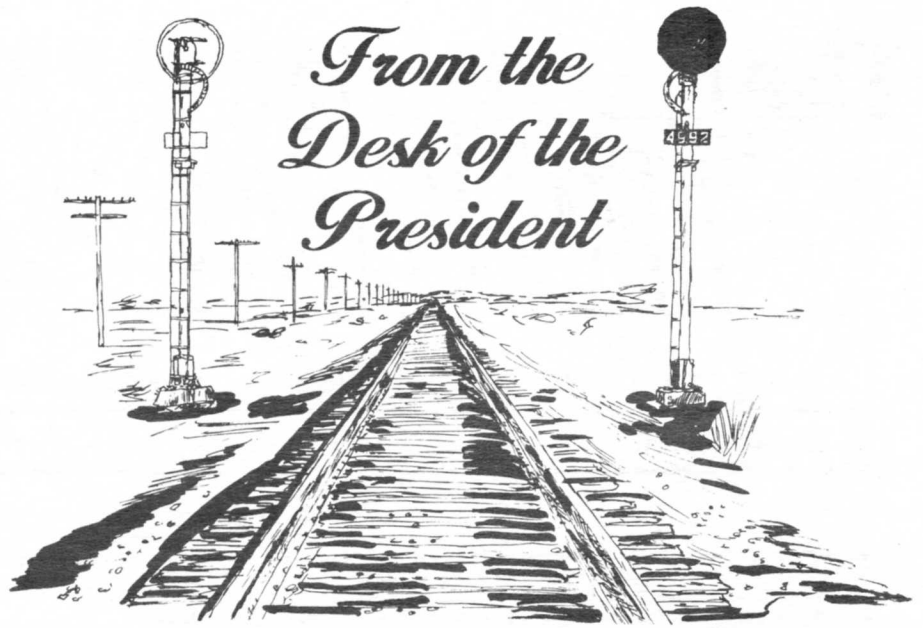
Mardi Vincent (916) 836-2167

Membership

Associate----- \$15.00
Active----- \$25.00
Family----- \$30.00
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 popular quarterly publication - The Headlight.

From the Desk of the President



One never knows when one signs life's time book for the last time. We are all guilty of assuming we will live a long time and that we'll have plenty of time to place our affairs in order and have the things we hold dear given to those we would like to see have them. I don't want to sound morbid, but every once in a while we should consider the inevitable.

Many of us have collected railroadiana over the years and often one's heirs really don't know its importance to railroad history. Please give consideration to a gift to the Feather River Rail Society for preservation of your collection.

Another way to help our Society is through a financial gift or trust. Any gift is deductible for both income and estate tax purposes. Should you decide to make a bequest, you should consult an attorney to make sure your wishes are clearly expressed.

--Norman W. Holmes

Late Steam Excursion News...

The westbound Union Pacific Steam Excursion Train will arrive in Portola on Thursday, April 25, 1991; it will stay in Portola April 26 and leave April 27 en route to Sacramento. Come see it!

Important Note: Union Pacific requires attendance at a mandatory meeting for all those who will be staffing the steam train excursion. NO ATTEND -- NO WORK THE TRAIN. The meeting will be held by Union Pacific's Steve Lee, who is in charge of the steam train operation; and it will be held on Friday, April 26, 1991 at 2:00 PM at the Portola Railroad Museum in The Mike Flannery room.

See inside for many more details of this exciting train.

Spring Clean-up Weekend Saturday and Sunday April 20 & 21, 1991

The fun starts at 9:00 AM each day

Nineteen ninety-one will present a number of challenges to our Society. We need to improve the appearance of our facility and equipment so that the visiting public will be impressed. During April and early May we will have Union Pacific's double-header steam powered passenger train staying overnight in Portola. Hundreds of passengers and train viewers will be here. Railfair '91 will attract several hundred thousand visitors to Sacramento. We will have a booth at Railfair publicizing our museum. We must be ready to receive and impress the visitors we are sure to attract.

We need your help at the museum to clean-up, relocate and help get everything ready for our visitors. As in the past, we are having our annual work weekend allowing us to clean-up, to throw out the junk, and to dust off the equipment. The effort will be a two-day affair with food provided for all of you hardy helpers.

On the work agenda for the 2 days will be: track inspection, switch maintenance, discarding of useless equipment and scrap, general cleanup of inside and outside of the building, and relocating of rail and ties. There will NOT be any locomotive restoration work on these 2 days.

Come prepared with work clothes, gloves and a sense of adventure.

The First Sub Club All meetings begin at 8:00 PM and are held at Niles Depot Museum, 36997 Mission Blvd, Fremont CA.

Friday, March 29, 1991

Saturday, July 13, 1991 (barbecue at 5:30PM before meeting)

Information: Call
(415) 591-4997

Friday, November 29, 1991

Friday, September 6, 1991 discussion of Railfan Day

Your Board of Directors

Starting with this issue of the Train Sheet, we'll have an article summarizing the issues handled at the preceding board of directors meetings. The purpose of this new regular column is twofold. The first is to report on issues that would not otherwise be included in "The Train Sheet," but that are of interest to the membership. The second is to show that the board of directors is a hard-working group of people who dedicate an entire day of their time to setting the course of your museum. This report will be created by Kent Stephens who takes careful notes of each board meeting, and who is the secretary of the board of directors.

The board meeting of January 13, 1991 was held at the home of Bruce and Sue Cooper. All board members were present, and the guests in attendance were Ed Warren, Bill Evans and Sue Cooper. President Norm Holmes called the meeting to order at 11:45 AM and the meeting was adjourned at 4:05 PM. We thank Bruce and Sue for their hospitality and for providing their warm home for the meeting, as well as for refreshments. The enginehouse is very cold!

Gordon Wollesen gave the financial report which was followed by Hank Stiles of the publicity committee giving an extensive report on his investigation regarding advertising - "getting the most bang for our bucks." The board approved advertisements in TRAINS magazine and LOCOMOTIVE & RAILWAY PRESERVATION in railroad museum sections. The deadline for getting an ad into TRAINS was January 25, 1991 to make the April issue. Hank will investigate further for the best/cheapest means of reaching the non-rail visitor.

Ed Warren reported that the current membership is 900 members.

Norm Holmes reported that the gift shop inventory has been completed and that the new catalog would be completed shortly.

Bill Evans, who is in charge of restoration at the museum, suggested that the board should set 1991 guidelines for restoration projects. After a lengthy dis-

cussion, it was agreed that WP 805A and WP 2001 will continue to be our ongoing projects, but that we will fit smaller restoration and preservation projects in depending on available help. Some units, such as SP 4004 are major restoration projects while others are smaller. (WP501 and WP 512 were completed in 1990.) We also need to preserve previously restored units and equipment. The board requested Bill to evaluate restoration and preservation needs of Baldwin 51, WP 608, WP 921D, WP 2001, UP6946 and to report back to the board. (Baldwin 51 and WP 2001 are restoration projects; WP 608 needs repainting - orange fading to pink; WP 921D and UP 6946 are preservation because of rusty spots.

Norm Holmes reported that UP was donating former WP derrick WP-37 and a sand car to us. (See story elsewhere.) Norm also reported on the progress of the purchase of Montreal F7B. (See story elsewhere.)

In other board action, extensive mechanical department rules were adopted, and an extensive discussion of the upcoming UP Steam excursion train from Railfair '91. (See story elsewhere)

- The board approved the 1991 calendar which you received with this Train Sheet.

- A Crew safety training proposal was tabled until the March meeting due to lack of time to discuss it.

- Norm announced that Central California Traction is donating much needed switches and track parts to our museum.

- Bruce brought up a proposal to upgrade museum radio communications to improve operations and safety. The board agreed this is a necessity and approved the purchase of a base station and 2 portables.

- Kent Stephens proposed writing "summary minutes" of the board meetings for publication in "The Train Sheet" which is what you are reading right now.

- Gordon Wollesen reported briefly on the "big freeze" and its effect on the museum diesel batteries.

Kent Stephens, Secretary

Wanted

Top Quality Color Slides For Use In the FRRS Multi-Media Presentation At Railfair '91. We are in need of good quality slides showing activities at the Portola Railroad Museum, including repair of equipment, crowds at Railroad Days and Railfan Day, Rent-A-Locomotive Program, miscellaneous museum activities and scenes, etc. Slides will be copied and returned. This is for use at the FRRS information booth at Railfair '91 from May 3, 1991 to May 12, 1991. Contact Wayne Monger at (707) 746-8238.

More Wanted

Volunteers to staff the FRRS Information Booth at Railfair '91. We need MANY people, as the FRRS is required to staff the booth for at least 12 hours EACH DAY from May 3, 1991 to May 12, 1991. There will be some selling of merchandise, but mostly answering of questions about our museum. Contact Norman Holmes (916) 832-4737.

Bite the Bullet

Due to a number of reasons including increased postage rates, printing costs and general operating costs, your Board of Directors voted to increase the dues of most FRRS members effective May 1st, 1991. The board made a very sincere and dedicated effort NOT to raise the dues for Associate membership because we know that there are many people who enjoy membership in FRRS and because they are retired or disabled cannot afford more than \$15 a year. Unlike our government legislators who raise their salaries and our taxes, Board members receive no pay and pay the same dues as any other member and contribute much more in time and personal expense to further the goals of our organization.

The new dues rates are as follows: Associate \$15, Active \$30, Family \$35, Sustaining \$75 and Life \$300. You will note that we have established a new category Sustaining at \$75 per year. All membership categories receive our bi-monthly newsletter, "The Train Sheet." All membership categories EXCEPT Associate also receive "The Headlight," which is our popular quarterly Western Pacific historical publication.

Our new dues rates are in line with membership dues charged by other organizations that have similar needs and facilities. You will be sent a notice when it is time for you to renew, and this notice will show the correct amounts.

Baldwins

As mentioned in our last issue of the Train Sheet, we purchased two Baldwin AS-616 road switcher locomotives from Oregon & Northwestern. A problem has arisen regarding transportation. Union Pacific does not want to move the units in a train on their own wheels because of their friction bearing wheel sets. If moved, a speed restriction of 25 mph would be imposed. To run a train at this speed over a high speed-long mileage district would be unacceptable to the railroad. We are investigating the possibility of loading the units on special heavy-duty flat cars: our only alternative to selling the units for scrap. Watch in the next Train Sheet for an interesting, in-depth history of these units written by Wayne Monger.

Donations

The following have made financial contributions to our museum:

Mike Anderson
Charles Bach
Robert Blanch
Ken Brink
Carleton Bryant
Scott Crawford
Bobbie Dawkins
Donald Davella
Robert Dobbins
Steven Fauth
Henry Forni
Jim Fowlston
Charles Givens
Calvin Glass
Don Grant
Rich Hall
E.E. Henton
Eugene Hines
Henry Hultgren
Robert Jarvis
Michel Knight
Tom Lerza
Lawrence Marsh
John Noonan
Albert Novak
Peter Parrish
Henry Principe
Gary Richardson
Ralph Ross
Richard Rowe
Gregory Ruddock
Richard Simonsen
Palmer Simpson
Sid Smith
Fredrick Truselmann
Steve Unger
Fred Vertel
Peter Watkins
Thomas Weston
James Wilk
Eric Wright
Phil Wyche

Your donations over the past two months have been great. As you know income for this time of the year is low because of the small number of visitors. Our power bill for January was nearly \$300 because of the extreme cold temperature. Thanks for your help. We still have transportation to pay for to get the F7B unit from Montreal and the problem in moving the BLW units, so your continued help is needed.

A Special Offer to Active Members...

One Day Passenger Train Excursions Behind Union Pacific Railroad Steam Locomotives

May 13, 1991 & May 14, 1991

We are making a unique, limited time offer to the Active Membership of the FRRS. In conjunction with the Union Pacific Railroad's participation in RAILFAIR '91 at Sacramento, the Feather River Rail Society has been selected as the agency to sell a LIMITED number of tickets for travel on the special Union Pacific passenger train which will operate on the route of the original CALIFORNIA ZEPHYR. This train features and will be pulled by double-headed steam locomotives "Challenger" UP 3985 and "Northern" UP 844.

The Union Pacific has made available to the Feather River Rail Society two (2) segments of the return trip from Sacramento, California, to Cheyenne, Wyoming. Available for sale are a limited number of reserved coach seats for each of two days. Monday, May 13, 1991 will see the passenger train, "The Scenic Limited," operating 182 miles from Sacramento to Oroville and through the Feather River Canyon to Portola. Tuesday, May 14, 1991 will see the passenger train, "The Desert Flyer," operating 211 miles from Portola to Winnemucca, Nevada.

Brochures have been sent to all Active, Family and Life members for first choice of seats until April 5, 1991. It is expected the Sacramento to Portola segment will be sold out well in advance of the deadline. To provide an equal chance at the purchase of tickets, each "household unit" that is on the current FRRS Active Membership list has the opportunity to purchase a MAXIMUM OF FOUR (4) TICKETS for EITHER Monday, May 13, 1991 OR Tuesday, May 14, 1991. Tickets must be purchased and PAID in FULL during the ticket purchasing period of February 15, 1991 to April 5, 1991. PLEASE NOTE: Associate members, and the general public are NOT eligible for this advance purchase of tickets; they can only purchase tickets AFTER April 5, 1991, and only if any unsold tickets to either day's excursion are left at that time which is doubtful, and only on a "first come-first served" basis. If you are in doubt as to your membership

class, check the address label on this Train Sheet. If you are an Associate member and would like to upgrade your membership, you must send in an upgrade fee of \$15 to the museum address.

The cost of each ticket purchased includes not only a reserved coach seat on the special Union Pacific passenger train, but also a box lunch on-board and a choice of options of bus transportation back to the point of origin. Passengers for The Desert Flyer can depart by bus from Sacramento on May 13, 1991 and go to Reno for an overnight stay at the Nugget in Sparks. The next morning the bus will take passengers to Portola for the train ride across the Nevada Desert to Winnemucca, Nevada. At Winnemucca, buses will return passengers to either Reno, Portola, or Sacramento. Also, participation in three or more photo "run-bys" in this nearly inaccessible area are included that day. The portion of the train available to ticket holders will include five coach cars, two open-door baggage cars, one fully stocked lounge car with drinks, and one dining car which has no services.

Tickets and information will be mailed by certified mail no later than April 15, 1991.

For further information write to our address or call Wayne Monger at 707-746-8238.

Central Coast Chapter, NRHS will be selling tickets from Portola to Sacramento travelling on April 27, 1991. Ticket information can be obtained by writing to Central Coast Chapter, NRHS, 1098 Prevost Court, San Jose, CA 95125-5722. Union Pacific Historical Society is sponsoring the eastbound trip from Salt Lake City to Rock Springs on May 18, 1991 and from Rock Springs to Cheyenne on May 19, 1991. Information for this segment can be obtained from UPHS, P.O. Box 5653, Arvada, CO 80005-0653.

We understand there will be one or two trips out of Salt Lake City to McCammon, Idaho, but we have no details at this time.

Union Pacific requires attendance at a mandatory meeting for all those who will be staffing the steam train excursion. NO ATTEND -- NO WORK THE TRAIN. The meeting will be held by Union Pacific's Steve Lee, who is in charge of the steam train operation; and it will be held on Friday, April 26, 1991 at 2:00 PM at the Portola Railroad Museum in The Mike Flannery room.

ORDER FORM FOR 1991 STEAM EXCURSION TRAINS... send to the museum with your name, address, day phone number and night phone number. Please be advised that one of the two days may sell out first; and therefore you may only be able to purchase tickets for the other day. We will notify you in this case.

Choose one option only, and write in the number of tickets desired -- MAXIMUM FOUR (4)

The Scenic Limited

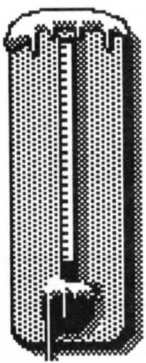
_____ Option #1 May 13, 1991 Sacramento to Portola train - only -----@ \$199
_____ Option #2 May 13, 1991 Sacramento to Portola train, bus back to Sacramento-----@ \$213

The Desert Flyer

_____ Option #3 May 13, 1991 Sacramento to Reno bus; overnight hotel (Nugget in Sparks); then
May 14, 1991 bus Reno to Portola; train Portola to Winnemucca; bus back to Sacramento. -----@ \$264
_____ Option #4 May 14, 1991 Portola to Winnemucca train- only -----@ \$199
_____ Option #5 May 14, 1991 Reno to Portola bus; Portola to Winnemucca train; bus back to Reno -----@ \$217
_____ Option #6 May 14, 1991 Portola to Winnemucca train; bus back to Portola -----@ \$217

Make check payable to Feather River Rail Society and indicate total amount enclosed: \$ _____

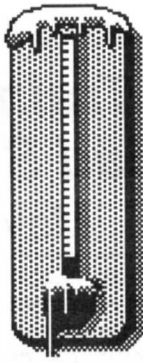
If you have questions about tickets or need more information, call Wayne Monger at (707) 746-8238.



COLD!

A Cool Place to Work-
Come one, come all!
Come work in a real
"cool" place...

by Gordon Wollesen



Come and work at the Portola Railroad Museum during the winter. Come join Norm, Hap, Bruce and Ken and maintain the museum under the best working conditions anyone could ever find in Portola.

December 1990 came upon us with normal winter temperatures of mid-teens to the mid-twenties. Nothing unusual temperature-wise. The morning of December 19, 1990 came in with a low of +17 degrees. On the morning of December 20, 1990 the bottom fell out. A wonderful, warm low of minus 25 degrees. December 21, 1990 opened with an even warmer (?) minus 30 degrees. For the next nine mornings the lows remained below zero. During these warm and wonderful below zero mornings, the afternoon high temperatures ranged from minus 18 to plus 5 degrees. Summer returned to Portola on December 31, 1990 when the morning low was a balmy 0 degrees. WOW! A heat wave. We managed to adapt to the hot weather and keep things going.

The extreme cold affected the museum in several ways. The engine house cats had to be fed, but we had difficulty getting frozen cat food out of the can. Bill and Bandit were very patient (?) waiting for their breakfast. A heat lamp cured that problem. Next the water system in the ladies' room froze nearly solid. The men's restroom survived because of no windows and a hard-working electric heater. Quick action by Hap, Gordon and a propane torch saved all the frozen plumbing in the ladies' restroom except one 3/4" valve. Very lucky. Finally a major source of winter concern. BATTERIES. So far, it looks like we lost 10 locomotive, 2 caboose, and 4 motorcar batteries. Too cold, too many batteries, and not enough chargers to keep up with the 150+ batteries. Gordon had the unique opportunity to actually watch 2 batteries break apart from freezing.

According to some of the local old-timers, it is nothing unusual for below zero temperatures sometime during December, January, and February. Usually these extreme lows last 2 or 3 days then return to normal low temperatures. This 11 day period of well below zero temperatures was very unusual. Also very, very cold.

Here are the unofficial low temperatures for the last 13 days of December 1990 and the first 5 days of January 1991.

12-19-90	+17	12-28-90	-5
12-20-90	-25	12-29-90	-5
12-21-90	-30	12-30-90	-1
12-22-90	-30	12-31-90	0
12-23-90	-25	1-1-91	+7
12-24-90	-30	1-2-91	+10
12-25-90	-10	1-3-91	+15
12-26-90	-8	1-4-91	+15
12-27-90	-5	1-5-91	+28

So, come one! Come all!
Join the winter festivities.
Have loads of winter fun.
Come to the Portola Railroad
Museum and freeze with us.

AROUND THE MUSEUM

Gordon Wollesen has been working nearly everyday through the coldest of days to upgrade our electric circuits. When WP abandoned the diesel shop building in 1974, vandals cut and salvaged much of the exposed electric wires. Several new circuits have been installed eliminating the need for numerous extension cords. Much work remains...Thanks Gordy!

Bruce Cooper replaced the fuel pump and made other adjustments so that our fork lift truck is now running better, thank you. Bruce also did tune up work on the International dump truck. Dean Hill and Norm Holmes drove the Dodge pick up and International truck to Quincy to weigh and register these vehicles so that they may be legally operated on California roads. We made a substantial contribution to the Motor Vehicle Department!

Ken Roller has completed laying a 250' extension of storage track No. 7. With the recent additional equipment arrivals, we need more storage tracks. As soon as ballast is obtained we will be able to use the track.

When our U.S. Army Troop Sleeper arrived from Alaska it had 30 twin bed mattresses on the bunk beds. The twin bed mattresses are 36" wide, the bunks are 30" wide. We have been looking for 30" mattresses and thought we found a supply through government surplus. Norm Holmes loaded his pickup and a rented trailer with all the old mattresses and took them to Stockton to donate them to St. Mary's Interfaith Dining Room for use of the needy. Then on to Rough & Ready Island to pick up the new ones only to find they were also 36" wide. Norm did pick up a high capacity water pump to mount on our new tank car to make it available for fire service, if needed.

Several years ago we were given an HO gauge model railroad layout. It operated well but improvements were needed. Ken Roller decided this winter was the time to redo the layout to allow continuous train operation and to change the scenery. The overall size is now 10x10 feet and has a "cage" built around it for hands off viewing. Ken is not only an artist with his paintings of WP steam, but he does a great job with a model railroad layout.

DISPATCHER'S BOARD

Early in March, 1991, Union Pacific will be transferring all dispatching operations from Sacramento to Omaha. The dispatcher's board, work stations and all related equipment will be surplus. As Union Pacific will no longer need this equipment, we asked for and received the donation of all surplus materials in the dispatcher's office. The dispatcher's board shows all former Western Pacific trackage from Oakland to Salt Lake City in graph form with all stations, sidings and branches. The board is nearly 50 feet long! We will have to remove all materials by April 1st. Upon movement to Portola they will be stored in a box car at our museum until a suitable location is selected for display.

NEW LIFE MEMBERS

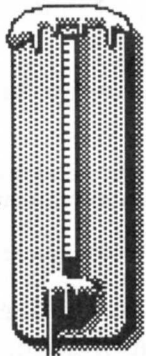
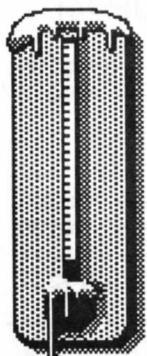
We welcome three new life members to our ranks. They are Frank L. Barajas, and Jack Hathaway who are both from San Diego CA; and our very own Vic Neves from San Leandro CA who lists his occupations as tools & parts clerk, photographer, editor, and general free-loader. Welcome guys!

CORRECTION

In the last Train Sheet, the business car, "The Pioneer," was said to be ex-SP business car 106, instead it should have been said to be ex-WP business car 106. The car is still at the museum on a temporary loan.

OBITUARY

FRRS member and retired Western Pacific engineer J. R. "Bob" Brown passed away last October. His wife, Ann, now lives in Ventura with their daughter.



Look at Our Wrecker Train...

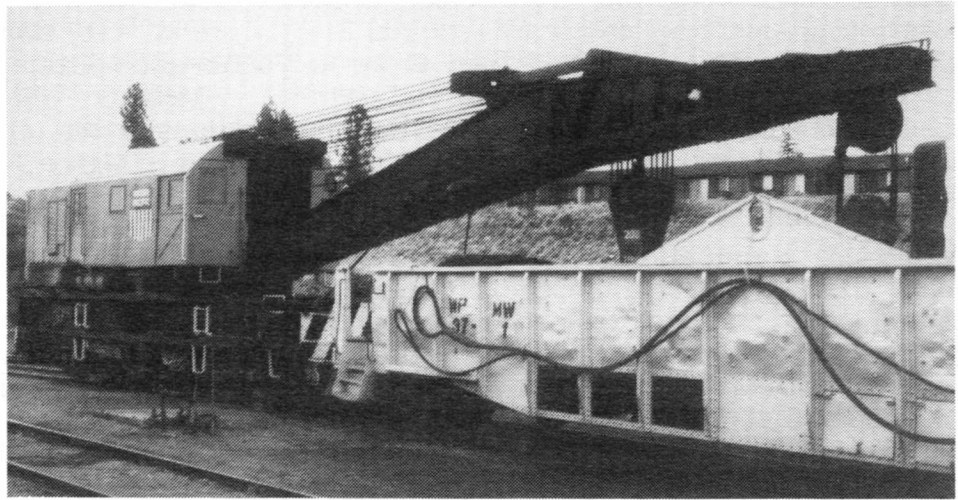
Early last year Union Pacific retired an old Pullman car assigned to the Oroville derrick outfit. The car was used for sleeping accommodations. Jim Dobbas Company purchased the car and had it moved from Stockton to Reno for resale. The sale did not materialize and the car remained in Reno where it became a "home for the homeless." We contacted Dobbas regarding purchase of the car, but could not come to an acceptable price. The railroad did not want the car to stay in Reno because of liability so we agreed to accept it at our museum with the hope of acquiring it at a later date. Satisfactory negotiations have now been completed with Jim Dobbas to purchase the car. Our passenger car fleet has been slow in its assimilation, this heavyweight car will be a welcome addition.

The car has an interesting history: built by Pullman 12-1925 as a 12 open section, one drawing room sleeping car, it was very typical for the era. Thousands were built to this general style. Our car was named "Red Cross" and first assigned to the "Overland Limited" which ran from Chicago to San Francisco. In 1930 it was reassigned to various trains on the Southern Railway and renamed "Sunburst Rose." In 1948 the car was

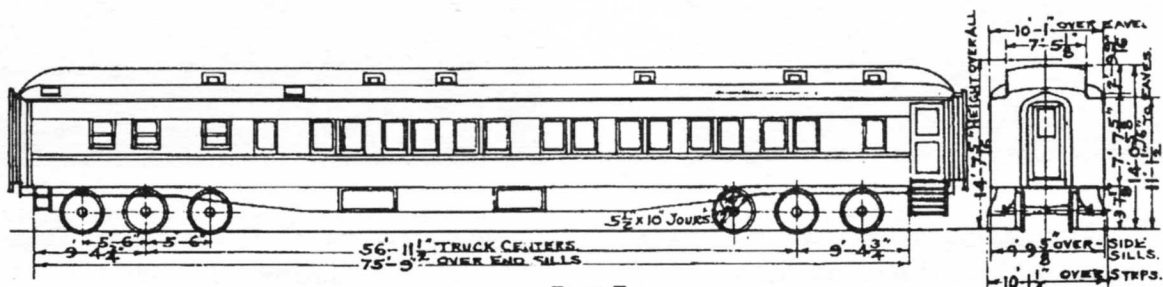
sold to Southern Pacific and given the number 8334. By 1953 the car was converted to a baggage-dormitory car. Further conversion found the car re-numbered SPMW 3503 and assigned to work train service with the Carlin, Nevada wrecking train. In the 1970's SP made arrangements with WP to handle any wrecking work in Nevada and gave WP three cars from the Carlin outfit. A former RPO and a diner were assigned to the Elko wrecker outfit (later moved to Portola), 3503 to the Oroville outfit where it became WPMW 37-7. These cars replaced older wooden outfit cars which were scrapped. Information on 3503 is from George Comer from information in a book on Pullman Cars by Ralph Barger.

We now have the Oroville derrick, No. 37, 37-1 boom car, 37-2 flat car for rail panels, 37-7 Pullman and 37-10 boxcar for cable etc. Stay tuned for a complete wrecker train!

Boom car 37-1, which came with derrick No. 37 was converted from a WP 6550 series gondola car. Steps were added to both ends and part of a box car was placed at one end for a tool storage area. Cable storage car 37-10 was former Tidewater Southern No. 521. Both cars have been equipped with roller bearing trucks.



After hearing rumors for several years about the pending retirement of the Western Pacific 200 ton wrecker derrick No. 37, Union Pacific finally retired it. This is the last major piece of WP equipment we felt we needed for our collection. The machine was built in 1937 as a steam powered derrick and converted to diesel-hydraulic in the 1970's. It is operational and comes complete with rigging, boom car and cable storage box car. We are indeed grateful to Union Pacific for this most generous donation.





... Workin' on The Railroad

The museum operates trains EVERY week-end between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures. The training class and rules examination will be held on Saturday and Sunday, May 18 and 19, 1991 at 10 AM at the museum. You may attend either day.

The rules examination consists of 100 questions on the FRRS General Code of Operating Rules and is an open book test, with no time limit. A passing grade is 75% or above. If you do not have a copy of the rules book, one will be provided for you at that time. You must have a rules book in your possession to take the examination.

Upon your successful completion of the rules exam, you will be instructed in hand signals,

getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who are unable to attend the classes on the two above dates may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination. If you are interested only in work other than operating, then the Release of Liability can be signed at any time before you begin. For convenience, a Release of Liability form will be attached to the Rules Examination answer sheets.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

4th Annual Free Trip Raffle

by Chris Skow

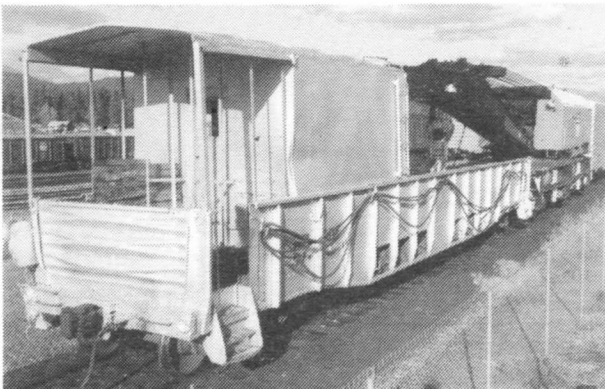
Trains Unlimited, Tours will again offer a free trip for two persons on their private rail car tours in the United States. The winner of this year's raffle can use the two tickets on any private rail car trip in the United States except for any overnight rides that require sleeping space on board the rail cars.

The winning ticket will be pulled on the evening of September 14, 1991 at Railfan Day in Portola at the Portola Railroad Museum. Trains Unlimited, Tours will honor the two free tickets for one year. These tickets can be used on such two day roundtrips as : Oakland/Reno, Oakland/Los Angeles, Los Angeles/San Diego, etc.

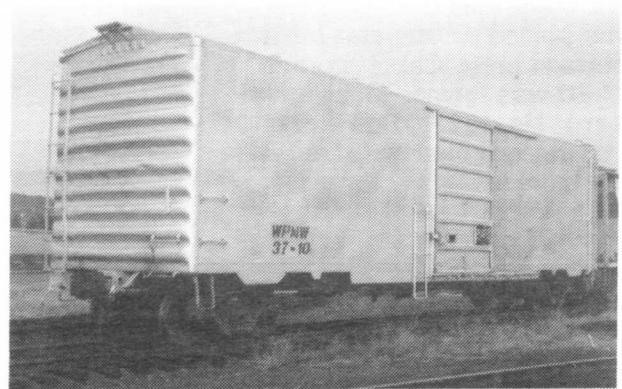
The open observation car "Virginia City" and ex-Santa Fe dome car "Plaza Santa Fe" will be used on these excursions and include two meals and free drinks in each direction.

Raffle tickets are \$3 each or 5 for \$10. All proceeds go to the Feather River Rail Society and the Portola Railroad Museum.

We want to congratulate Louise Reith of Tahoe City, who won the two free tickets last September 15. Support your railroad museum, buy these raffle tickets.



Boom car 37-1, which came with derrick No. 37, was converted from a WP 6550 series gondola car.



Cable storage car 37-10 was former Tidewater Southern No. 521.

Hello everyone!

Just a short report this time, reflecting the fact that the demands of the holiday season, visitors from out of state, and so forth, have kept me away from Portola for the past two months. I'm unaware of recent work on the 805A, but that will soon change as we start working on the leaking cylinder liner seals again. Most of my recent efforts have been directed toward the CN B unit.

The 1991 weekends for 805 work will be the second weekend of the month. 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. The 805A weekends will start in March and continue on through the summer.

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.

B Unit

On the subject of the CN F7 B unit there is significant news to report. Dave McClain and Pete Solyom contributed airline tickets to the cause and spent the week of January 27-February 2 in Montreal working on the unit. The Montreal natives were glad to see the visitors from sunny California, as they brought along a heatwave which raised the daytime temperatures all the way up into the teens! (A few days prior to the trip, nighttime lows were reaching minus 25 degrees).

Dave and Pete drained the old lube oil, cleaned or replaced fuel, oil, and air filters, and added good oil and 100 gallons of diesel. The few missing or broken small parts (fuel gauge, air compressor fittings and gauges) were replaced. The traction motors and their bearing oil wicks were inspected and the oil reservoirs and gearcases, which were totally dry, were filled. Wheel treads are definitely not new, but are legal for interchange. Brake rigging and cylinder travel on the trucks was adjusted.

With the help of the people at Century, the unit was retrucked (twice --- but that's another story) and placed back on the rails. Dave's video of the events is fascinating; perhaps he can be persuaded to show the highlights on

Railfan Day this summer. Wednesday was perhaps the toughest day, most of which Dave spent on the ground reconnecting traction motor cables in zero degree weather. On Thursday they connected the last motor's cables, then filled the cooling system with water and attempted to fire her up. After prelubing came several extended cranking sessions during which the generator proved its good health. Finally one, and then a few, and then all 16 cylinders came to life --- the video is dramatic!

Now for the good news: the engine seems strong and healthy, and even runs cleanly. All of the major support systems seem to be fine. After replacing a cracked lube oil line to the governor, there were no water or oil leaks. The air compressor, brakes, shutters, reverser, etc. all worked fine. Cooling fans and

most other electrical systems checked out OK, as well.

And now the bad news: the unit wouldn't load. From the symptoms, the difficulty was judged by all of us to be minor, probably dirty relay contacts. One of those things that can take a day to find and 2 minutes to fix. Time ran out on Friday as Pete loaded parts we acquired for 805A repairs while Dave and one of the Century guys were trying to diagnose the electrical trouble. Because it seems like a minor problem in an otherwise very healthy unit, we

The 805A Report by Larry Hanlon

decided to go ahead and complete the purchase.

We all owe Dave and Pete a big THANK YOU for their efforts. As a result, we have saved about \$6000 and now know that it is a good unit. Thanks, guys!!

The next task is getting it shipped, and Norm has been in contact with the UP and C&NW trying to arrange for free transportation from Chicago. At the moment it looks like we'll have to pay for shipping from Montreal to Chicago, but I'll see if we can't arrange something with the CN. Hopefully we can have it moving West in early March. Oh yes Pete re-numbered it FRWX 925C for the move to make sure it doesn't get "lost" as 805A did coming from Louisiana.

Next Steps for 805 Work

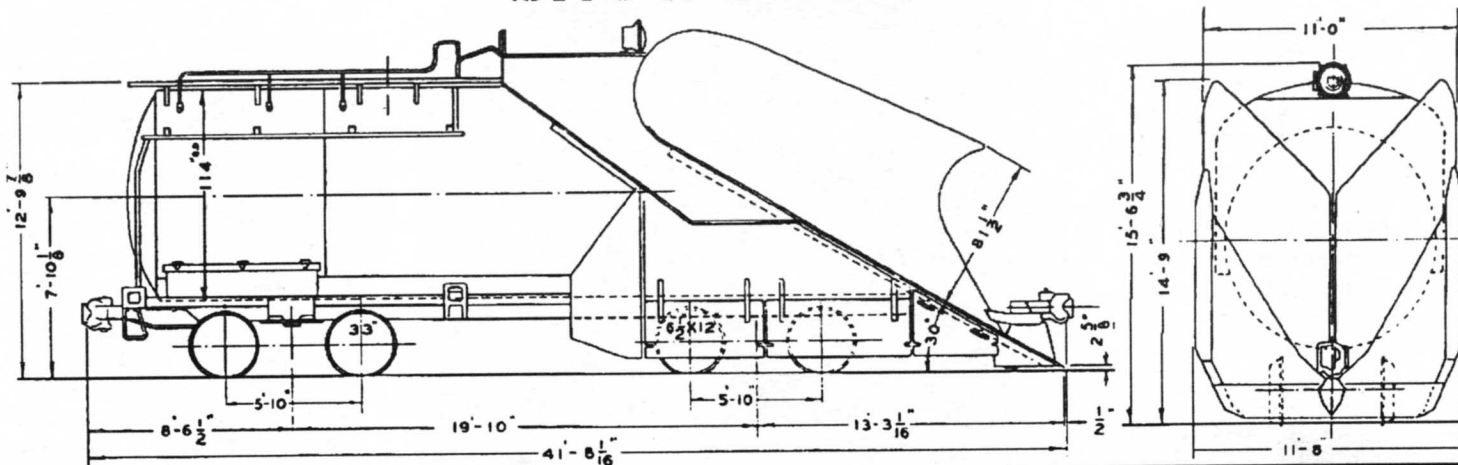
- Finish preparation of nose for painting
- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Grind smooth the rough weld repairs on rear of locomotive
- Obtain and install original cab windows
- Measure piston carrier snap ring clearances
- Define and implement a solution for the leaking liners
- Fill cooling system, identify, and repair any leaks
 - Check injector and valve timing
 - Tighten crankcase-oil pan bolts
 - Inspect fuel tank interior and clean if necessary
 - Add lube oil and start engine
- 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.....

SNOW PLOW!



Engine Tender Snow Plows

By James L. Ehernberger

This article is reprinted and condensed from The Union Pacific Historical Society's official publication, "The Streamliner" and used with their written permission.

The winter of 1948-1949 went into the record books as the nastiest and longest snow blockade in the history of the Union Pacific. It was obvious that it was going to be a long winter in Kansas and Nebraska as early as November of 1948. Unusually heavy snow conditions also existed in Idaho and Utah, long before the early January tie-up between Buford, Wyoming, and Sidney, Nebraska, marooning numerous Streamliner and standard passenger trains at several towns along this route. On February 6th, another storm plagued the area west of Laramie, extending half way across Wyoming beyond the Continental Divide, where through trains were unable to move for nearly two weeks. For more than six weeks, and no less than six storms later, the most expensive and dreadful winter ever recorded had occurred.

Snow fighting equipment was challenged to its fullest capacity. Many pieces did not survive the battle, while the remaining equipment required major repairs by the time Spring finally arrived.

Every possible type of equipment was called out to conquer huge snow drifts. No expenses were spared. Employed in the day and night task were 15 rotary plows, 33 wedge and spreader plows, 124 flame throwers and 180 bulldozers.

Prior to the storm, the Union Pacific had 19 wedge snow plows available, mostly single track type except for three double track plows. These were wooden bodied and most (except for two) had wood underframes. The most modern of these wedge plows was built on a flat car in 1928, while the majority dated back to between 1914 and 1920.

During this winter alone, four single track type wedge snow plows were demolished in accidents. On November 21, 1948, plow number 03018 was wrecked at Hoxie, Kansas; in Nebraska, during January of 1949, the 03030 was wrecked at Hoagland on the Kearney Branch (resulting in the fatality of a train employee) and the 03031 was wrecked at Belgrade on the Cedar Rapids Branch. On February 8, 1949, wedge plow 03029 shoved by engine 3947 was derailed and demolished at MP 613.6 west of Wilcox, Wyoming, compounding existing problems on this portion of the railroad.

Because of its aging fleet of wedge plows, the damage encountered during this winter, and the inability to keep lines open, mechanical department correspondence indicates that management took a closer look at this equipment and a program for improvement or replacement was soon underway.

A requisition had been approved to convert twelve 12,000 gallon (four wheel truck) tenders into snow plows and materials were on order for this conversion as early as April.

The first tender converted into a snow plow was outshopped at Cheyenne in July. It was considered the "initial or sample" conversion and, if satisfactory would be extended to complete the order for the 12 plows, of which eight were to be single track and four were to be double track types.

Snow plow and flanger parts were applied to the converted tenders from several of the soon-to-be-retired wood underframe snow plows.

It was originally planned to construct the single track plows at Cheyenne and the double track types at Pocatello. It ended up that Cheyenne constructed four single track plows (numbered 05-08 with flanger cabs and four double track models (numbered 020-023) while Pocatello built four single track plows (numbered 01-04) without cabs.

Another important stage in development was the ballasting of the snow plows. In addition to the light weights, it was necessary to

locate 6" diameter drain holes in bottom of tank along centerline, so there was a drain between each tee. Each 6" diameter hole was covered with smoke box netting welded in place. Placement of larger size rock ballast over each drain to prevent possible clogging of drain with finer ballast was necessary.

Dry Granite rock ballast was placed in water space of tender tank up to bulkhead to form back support for snow plow frame. Size of Granite rock ballast was 1/2" to 1-3/4", weight 2400 lbs. per cubic yard. For a trial weight, the ballast was level at top of swash plates, then the plow was weighed again, front, back and total, and Omaha furnished these figures.

It was determined upon completion of the ballasting as indicated, Omaha would advise the amount of additional rock ballast to be placed in tank, and the weight of scrap lead or iron ballast to be placed in compartment between front wall of cab and center line of front bolster.

A 1/4" cover plate over ballast compartment was applied. Final weights were furnished after all ballast and cover plates were placed. Finally, necessary adjustment of blocks was made to the front truck so that the nose of the plow measured 2-5/8" above top of rail and the shoe 1-1/8" above top of rail.

Instructions were also issued in the event it was necessary to lift the plow end of the tender due to derailment, i.e., at the front end sill of the tender frame. For this purpose, the side skirt doors of the plow adjacent to the front end sill are removable. Wood blocking should be used where sling cable contacts base of the snow plow.

In 1950, the Chief Engineer recommended Johnson's green label floor wax be applied to all wedge snow plows, which provides a surface similar to a polished plow, and when plows are running frequently it preserves the smooth surface which in effect causes snow to clear the plow at a greater speed. Master mechanics along the system were instructed to make arrangements to order and apply wax to all plows assigned to their territories as soon as material was available at local stores.

No. 02, single track type, built 09-1949 at Pocatello, ID, Original tender No. 12-C-213 from original engine No. 3562, wedge from 03018 which was originally built 11-1916 as 076 and vacated 02-1949, weight on front truck 114,700, weight on back truck 114,720, total weight 229,420, renumbered 900002 in 12-1959.



Snow Plow UP 900002 shown here at the museum with the side skirts removed from the front truck, and with roller bearings.