



Preserving "The Feather River Route"

The Train Sheet

Sept/Oct 1990

Issue No. 45



A Salute to 50 Years: WP #608 NW-2u outside our museum

photo by Ed Warren

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- Reviews of Railroad Days and Railfan Day
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- Steam engine No. 8 leaves



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 5:00PM.

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.

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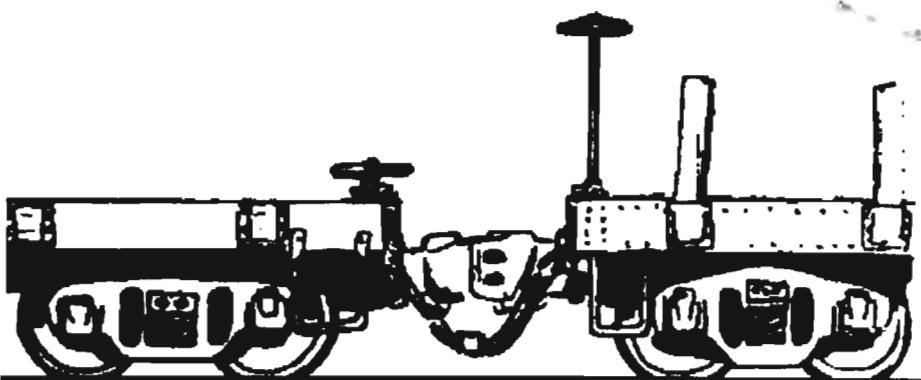
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Membership

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 quarterly publication - The Headlight.



From the President's Desk

I've said it before, and I'll say it again, "If it weren't for our loyal and dedicated volunteers, we would not have the great museum we have today." Thank you all for a safe and successful 1990 operating season.

Our museum is relatively new in comparison to other railroad museums, many of which have been around for 20-30 years. Thus when we begin collecting equipment, early diesel locomotives and steel freight cars were all that were available. We have become a railroad museum of the 1950's. Railroading's earlier era was represented by FRSL's steam engine and now with it gone, we will be without that segment of railroad history. The five WP steam engines are all settled in their various locations, but there are other steam engines that may need a new home. We are looking into several possible acquisitions and will keep our membership informed as to progress.

A Word About Visitors

1990 was a very good visitor year. 5,370 people signed our visitor book; but of course not all visitors sign the book. Many local residents bring their visitors to see the museum and repeat visitors usually do not sign in again. Group visits have increased, too. Our usual school groups toured the museum in May, June and October. The American Railroad Club of Switzerland came in June; we had a group of Elks, Methodists, Clampers, Airstream Trailers, and several other camper groups. The Union Pacific United Employees Club came in 2 buses from Sparks, Nevada where they were on convention. Hap Manit usually would give the group a short talk, a tour of the museum and then we would take them on a twice around the balloon track train ride. As we become better known, more people will visit. Visitors help us and help the community. We hope the increasing price of gasoline doesn't hurt our visitor count in 1991.

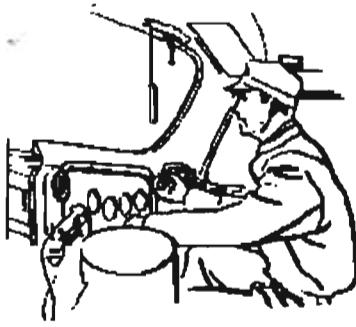
--Norman W. Holmes

Due to the increasing amount of mail that we receive, we have obtained a much larger post office box. We checked at the Post Office to see which numbers were available on these bigger boxes, and lo and behold, number 608 was available! So from now on, send all of your correspondence (donations, membership renewals, questions, gift shop orders) to us at the new box.

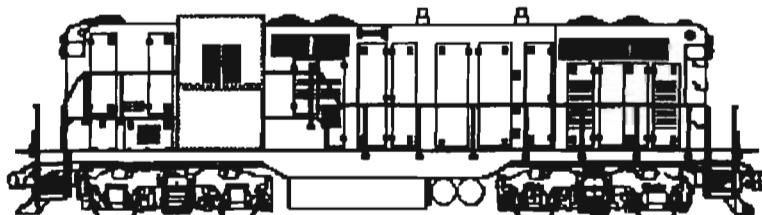
Portola Railroad Museum

P.O. Box 608
Portola, CA 96122

Since this was such a sudden change, some of our stationery -- membership renewal forms and envelopes -- have the old box number on them. Mail will still be forwarded to us that was addressed to the old box number, but you should make sure that anything mailed to us shows the new box number -- 608.



YOU!



Can Operate a Diesel Locomotive!

Fulfill your wildest dream!

Our unique locomotive rental program has been very successful. The idea came from a visitor inquiry last fall asking Bruce Cooper about running a locomotive. For \$75 per hour a diesel locomotive can be operated for an hour on our museum trackage. The time can be shared with family or friends. A qualified museum member engineer instructs the renter and is in complete control of the operation. Bruce keeps a calendar for reservations which must be made for most dates. A few days before Railroad Days the N gauge model railroaders on convention in Reno reserved a locomotive for 8 hours; 40 model railroad people each ran one of our locomotives for a round trip around the balloon track.

Bruce handles 90% of the rentals with other qualified engineers filling in as needed and as available. Often a visitor will ask about the program and want to do the rental while he is here. As long as a qualified engineer is available, we will start a locomotive and obtain \$75 for the museum. A handsome certificate is presented to each per-

son who operated the locomotive. Any locomotive that we have in service can be rented (80, 501, 512, 608, 707, 849, 921D). 921D can be rented only after an hour of instruction on another locomotive first. The rental rate for 921D is \$100 an hour. About 10% of rentals are "combos."

This program has brought us a lot of publicity. Last spring, Jerry Graham did a segment on his San Francisco Backroads TV program. During August KOLO-TV filmed a rental with KROW disc jockey Dick Patterson doing a rental which was shown on Reno TV. In September, Miles Saunders filmed a rental which was aired on Ch 3 in Sacramento. Then on October 8th San Francisco Ch 7 came to Portola to do a rental and film story. Television was not the only media where we received publicity. Walt Wiley from the Sacramento Bee wrote a nice story on our rental which appeared in both the Bee and the San Jose Mercury-News. The Portola Reporter also has carried a number of articles on the museum and our rental program.

... 176 Tons of Mystery... The Case of the Four Missing Sacramento Northern GE 44-ton Diesels: A Reopening of the Case File.

by Kent Stephens

(We are reopening "the case of the four missing GE 44-tonners" again in this issue of THE TRAIN SHEET. Unfortunately the brief article in the last issue was condensed too much, leaving out the initial sales of the 44-tonners as they left SN's roster. I already knew the initial dispositions - it's the subsequent dispositions that I'm after. As the initial disposition was left out of the article, the information I received from several readers was the initial disposition that I already knew. I wish to thank Frank Hibbs and Bob Lindley for their contributions - unfortunately I already had the information. So . . . here goes again.

In 1990, nearly two decades after the last General Electric 44-ton diesel worked on the Sacramento Northern, the location - and possibly the existence - of four of the seven 44-tonners once owned by the SN are a mystery. They have disappeared.

If any reader can confirm the existence and location of the mystery four, the author would appreciate hearing from them, c/o the Museum. Your help is needed to fill in these details to include in a detailed historical article on the Sacramento Northern and Tidewater Southern 44-tonners that will be published in a future issue of THE HEADLIGHT.

Our missing units are SN Nos. 142, 144-145 and 147. Known dispositions as follows are from Joe Strapac's WESTERN PACIFIC DIESEL YEARS: No. 142 (GE, c/n 28331, 11/7/46) Sold to Chrome Crankshaft Co. on 3/25/1970; sold by CC to Anaconda Copper #42, Butte, Montana. No. 144 (GE, c/n 28334, 11/11/46) Sold to Chrome Crankshaft 7/14/1971; used by contractor dismantling Southwest Forest Industries railroad, Snowflake, AZ; resold 4/1974 to Texas Railcar Co., Ranger TX. No. 145 (GE, c/n 28335, 11/9/46) Sold to Chrome Crankshaft on 7/14/1971; sold to Northwest Oklahoma #2 in 3/74; later resold to Westmac, Inc., Newaygo, Michigan. No. 147 (GE, c/n 15120 4/18/42) Sold to Chrome Crankshaft on 3/25/1970; sold by CC with #142 to Anaconda Copper Co., #147 for parts only.

The mystery is what has subsequently happened to these four units. It isn't known if they are still in the last reported locations, or even in existence.

Anaconda Copper Co. is no longer an active company. Are Nos. 142 (Anaconda No. 42) and 147 still in Montana? WESTERN PACIFIC DIESEL YEARS (pg. 164) has a photo of No. 147 on September 12, 1972 at Anaconda, Montana, and the unit was already badly stripped within a short time of being moved to Montana. The remains of No. 147 may be scrapped by now, but No. 142 was purchased for service as Anaconda #42. Possibly it may still be in Montana.

Now the mystery of No. 144's location. This unit's last known location is at Texas Railcar in Ranger, TX. According to THE POCKET LIST OF RAILROAD OFFICIALS (1st Quarter 1988 issue), Texas Railcar is no longer listed at Ranger. The directory lists GE Railcar Repair Services Corp. as the only contract railroad car shop in Ranger - It is probably the successor company of Texas Railcar. A railfan sighting report of the Ranger area industrial plant switchers recently in The SHORT LINE listed several EMD switchers at GE Railcar Repair at Ranger but no GE 44-ton unit. Is No. 144 still at Ranger and just wasn't spotted in the plant? Or has it been sold or scrapped?

In researching No. 145, I determined that the initial disposition as given in WESTERN PACIFIC DIESEL YEARS wasn't exactly correct. No. 145 did become Northwest Oklahoma RR #2, and was sold by Chrome Crankshaft about a year after No. 146, which became Northwest Oklahoma #1. No. 144, however, was sold to F.W. Pollock, Jr., owner and president of Northwest Oklahoma, and not the railroad itself. When he sold the Northwest Oklahoma and left the railroad, he shipped No. 2 out, and later sold it to Westmac, Inc., a grain elevator at Newaygo. (Source of information: the present VP/GM of Northwest Oklahoma.) Is No. 2 still at Newaygo? Westmac never answered my letter of inquiry.

Hap Manit's Diary of Museum Happenings

August 19, 1990 Dave McClain worked on engine 501, 849, and got both engines working. Norm Holmes straightened out the electrical shop.

August 20, 1990 The big lathe was moved from the middle of the floor to the side of the engine shop.

August 22, 1990 The boxcar that contained dozens of rugs for use on Railroad Days was spotted in the engine house as was the flat car that was used as the stage for the music group.

August 23, 1990 97 members travelled by bus to Portola from the model RR convention at the Peppermill in Reno to tour the museum. They all rented a locomotive for several hours.

August 24, 1990 Rugs were pulled out of the WP boxcar and spread out on the enginehouse floor in the area for the modular model RR people, who then set up starting that evening.

August 25, 1990 The Railroad Days parade took place which was a great success and made money for next year. Railroad Days was in full swing on this day at the museum.

August 26, 1990 Railroad Days. Hap thought everyone was mad at him because he made everyone work so hard to prepare for Railroad Days, but then he was taken into the dining room and given two awards; one from the Vintage Railway Association, and the other from FRRS. He appreciates and cherishes both awards and has put them on his mantle at home.

August 27, 1990 Steve Habeck and his switch crew put all of the cars and locomotives back in their original spots after Railroad Days. The inside of the engine house was cleaned up under Hap's watchful eye.

August 28, 1990 Dave Dodds, Dean Hill, Hank Stiles, Hap Manit and Norm Holmes prepared the Train Sheet for mailing. Dave Thussell donated a beautiful woven rug measuring 6'2" X 5'3" which was in the form of a WP herald to the museum which will be hung in the gift shop. A group from Airstream Trailers toured the museum and had a train ride.

September 1, 1990 was the last big vacation weekend of the summer. Sue Cooper, Emery Goddard, and daughter cleaned up the cookshack and stored equipment for the winter. Norm Holmes, Ski and Fred James stenciled and painted lines and number figures on engine 501. Norm Holmes prepared engine 512 for painting.

September 2, 1990 Kent Stephens worked on the new dump truck's windshield wipers. Wayne Monger, Mardi Vincent, and Fred James painted FRRS station signs.

September 4, 1990 Ken Roller worked on hospital car, cutting brackets off top of car and removing old cabinets and ammo boxes out of interior. Norm Holmes worked more on engine 512.

September 5, 1990 Bill Evans from Palmdale arrived to work on engine 805A for three days. This was his 9th trip up to the museum to work. We owe him great thanks for all his work.

September 7, 1990 Ski finished painting numbers and lettering on engine 501.

September 9, 1990 Wayne Monger and John Walker cleaned hopper car SN 5005 to prepare it for a coat of gray paint. They made up stencils and repainted the numbers on the car.

September 10, 1990 Norm Holmes worked more on engine 512 to prepare it for painting.

September 12, 1990 Mr. Merle Turpin, a friend of Skip Englert's who is in the glass business, brought up his glass machinery and worked on replacing the windows of the 608, 501, 512. Wayne Monger finished the SN 5005 hopper car stencilling.

September 13, 1990 Norm Holmes cut and taped paper strips on engine 512 to prepare it for painting white stripes on ends of unit. The switch crew started making up the trains for Railfan Day. Conductor: Steve Habeck. Engineer: Ed Warren. Switchmen: Hank Stiles, Gordon Wollesen. Wayne and Lynda Monger and others made up signs and banners, and prepared the grounds and ticket booths for Railfan Day.

September 14, 1990 Switching Crew finished making up the trains for Railfan Day. Norm Holmes finished painting the stripes on engine 512. Ed Crary arrived from Mountain View and was immediately trapped by Hap Manit and put to work on various jobs around the museum until he left.

September 15, 1990 was Railfan Day. It was spectacular and successful.

September 16, 1990 was the cleanup after Railfan Day. Cars were put back in proper tracks. At the start of the day's work, a baby night hawk was found under track 1 switchstand. It was taken to the vet for a checkup. It was found that the bird was too small to fly. It was returned to Portola and then turned over to Debbie Bliss for caring. Richard Canino checked the batteries on the Milw 5057 unit.

September 17, 1990 Doug Jensen peeled paint off of doors of engine 2001.

September 20, 1990 33 people from KOA Van Tours toured the museum, and went on a train ride.

September 21, 1990 Ken Roller cleaned out the coach car on the platform and worked on balloon track checking ties and angle bars.

September 22, 1990 38 people from the Sacramento Railroad Museum Docent Association toured the museum and went for a train ride. Mark French, Kent Stephens, Terry Decottignies and Glen Hanson hauled material from the museum gift shop to Chico for a railroad show at the county fair there.

September 23, 1990 Bill Evans worked on 805A with help from Terry Decottignies.

September 25, 1990 Dick Joy started hauling base gravel for the new FRRS roadway.

September 27, 1990 Gordon Wollesen checked all batteries in all locomotives.

September 29, 1990 98 tourists toured the museum and went for a train ride. The annual fall cleanup took place with a total of 20 members participating. They were fed by Sue Cooper and Emery Goddard.

September 30, 1990 Locomotive batteries were serviced and charged. Batteries were removed from engine 2001, and one battery on engine 707 was replaced. The picnic grounds were cleaned up and the tables were brought inside for the winter. Mardi Vincent scraped and cleaned door from engine 805A. Extra brake parts were removed from nose of Simplot 4004 and stored in boxcar.

October 1, 1990 Switching crews spotted cars in yard and engine house for winter.

October 2, 1990 Steve Habeck worked on painting switchstand targets, and put large readable track numbers on each one. John Sorel donated old-time tables to our museum.

October 5, 1990 Sierra Pacific Power Co. put up a new flagpole rope for us with their cherry-picker truck.

October 6, 1990 Norm Holmes and his sons Steve and Greg, went all through and revamped the wiring system on the new dump truck, and started it for the first time.

October 7, 1990 Bill Evans, Bob Blanche and Mardi Vincent worked on 805A.

October 9, 1990 24 kids and 12 leaders from The Truckee Pre-School toured the museum.

October 10, 1990 A television crew filmed a segment on our rental program. Paul Comer donated video tapes for sale in gift shop.

October 12, 1990 County supervisors from most of the Northern California counties arrived at the museum and were given a tour and a cab ride.

October 13, 1990 An underground lead for electrical service near the outfit cars was put in. A ditch was dug under the tracks in the area. Gordon Wollesen, Hank Stiles, Mardi Vincent, Dan Ogle, Eric Rich, and Phil Wells did the back-breaking digging work. Larry Hanlon, Ski, Dave McClain, Dan Ogle all worked on the 805A. Mike Flannery's daughter, Julia, and her husband Steve, came to the museum and enjoyed it very much. Mike Flannery is the former UP president who has been so good to us.

October 14, 1990 Larry Hanlon, Ski, Dave McClain, Dan Ogle continued working on the 805A. Phil Wells, Eric and Liz Rich, Ken Roller shoveled and smoothed out the dirt where the ditch was dug for the power service. Ski painted the lettering on engine 512.

October 16, 1990 The State of Washington's Blue Goose enterprise called and asked for information on how we run our locomotive rental program.

October 17, 1990 The Kentucky Railroad Museum called for the same reason.

October 20, 1990 Ski finished painting the lettering on the side of engine 512.

So Long No. 8...

We received notice from Jim Boynton, V.P. & General Manager of the Feather River Short Line that their operating agreement with our museum was to be terminated effective September 30, 1990, and all of their equipment will be moved out of our facility by the end of the year.

On Wednesday, October 17, 1990, a large rigging and trucking crew arrived at our museum to remove steam engine No. 8 and its tender; and to take it to Virginia City, Nevada. Crews from FRSL, FRRS and from the Virginia and Truckee RR all helped with the move. No. 8 was switched from inside our enginehouse to End-of-Track at the east end of our yard. The chain-link fence was rolled out of the way. Temporary track was put in place to extend our End-of-Track up onto low-bed truck trailers -- first to a small trailer for just the tender, then to a larger trailer for the No. 8 itself.

The weather in Portola on this day got cloudier and windier and colder, but the number of spectators saying their last good-byes never diminished.

We all deeply regret seeing No. 8 go; and we all wish FRSL well on their future plans.



FRSL's Jim Boynton (left) and Hap Manit (right) chat as No. 8 is about to be moved away.

History of No. 8 at Portola

When our museum was first getting started in 1984, we invited Jim Boynton to move the FRSL steam engine, caboose and ordinance car from the Plumas County Fairgrounds to Portola. The equipment had been on display at that location since 1962 and had suffered from the effects of exposure to weather and vandalism. Members of FRRS assisted FRSL in making the move to Portola with the equipment arriving in June 1984. Former Clover Valley Lumber No. 8 was placed inside our diesel shop along with the former WP caboose. FRSL people, assisted by FRRS volunteers worked on No. 8 to restore her to operation. On April 25, 1987, a fire was lit in No. 8's firebox and steam made its appearance at the Portola Railroad Museum. Regular steam operating weekends were scheduled in 1988, 1989 and 1990 much to the delight of our visitors.



WESTERN PACIFIC No. 608

A SALUTE TO 50 YEARS

The Cover Story
by Kent Stephens

Western Pacific No. 608 achieved its 50th birthday in May 1990 -- a survivor in service far longer than many other diesel units. Now preserved at Portola, this historic diesel unit continues to work. The work, however, is less demanding and less frequent than operating around the clock in a railroad yard, moving heavy cuts of freight cars. Instead, the 608 hauls a light passenger train of cabooses and a vista flat. Thousands of visitors have seen No. 608; its service during the last five years has been much different than the majority of its years working in large yards. Read on... and you will discover that No. 608 started its service career as Union Pacific No. DS-1001 -- their second diesel switcher. Long called, "Bing" because of its sound when being started, it was later nicknamed "the magnet" while in UP service, and then in later years migrated to California to work for the Western Pacific for a decade and a half.

It was May 1938 when EMC first brought the then new 567 engine into production. At that time two new switcher designs were developed from the Winton-powered model SW's and NW-1's then in production. Originally in EMC's model designations, "S" designated 600hp and "N" was for 900hp. The "C" in "SC" and "NC" in the model designation meant it was a cast frame, while "W" in SW and NW stood for welded frame. Apparently by the time 567 engine production started, replacing the Winton engine, use of the designations had evolved into SW1 for a small switcher (600hp weighing about 100 tons) and NW2 for the large switcher (1,000hp, about 124 tons). (Early EMC and EMD model designations and use of model designations were sloppy, unlike later years.)

In spite of the smaller appearance of the SW1 when compared to the NW2, the two models are the same from the frame down. In other words, No. 501 and No. 608 are approximately the same length. EMD specs show a length of 44 feet, 5 inches between pulling faces for all SW and NW models. WP Mechanical Department drawings, however, show No. 501's length as 44 feet, 11 inches from outside edge of coupler while No. 608 is 44 feet, 5 inches from outside edge of coupler. (Are their measurements off? We will have to measure No. 501 and No. 608.) No. 501's appearance thus is rather deceptive in regard to its length!

The deceptive difference results from the

shorter length of the hood on the SW1 (21 feet, 9 inches) housing a 6-cylinder 567 prime mover against the NW2's longer hood (26 feet, 8 - 1/2 inches) necessary for the 12-cylinder 567 prime mover. The cab on NW2's are also slightly higher.

EMC production of the SW1 started in January 1939 and continued until November 1953 with a production total of 660 units. Production of NW2's started in February 1939, continuing until December 1949 with a total of 1,119 units built. (EMC became EMD in 1940. There was no production of SW1's or NW2's during 1942-45, due to the War Production Board suspending EMD switcher production.)

During 1939, EMC sent four demonstrator units -- three SW1's and one NW2 -- to western railroads. EMC gave the units a road number that was the same as the construction number on the unit. One of the first SW1's was No. 804, shipped to Southern Pacific on February 7th. By March No. 804 was working at Oakland on the Espee. EMC during March offered Western Pacific the loan of another SW1 demonstrator. If WP was satisfied, EMC told WP officials that WP could buy three SW1's for \$62,250 each, payable over eight years. WP agreed to the offer, but only if the demo unit proved to be satisfactory within a 30-day period. EMC shipped demo unit No. 906 to WP on September 8th - on September 26th No. 906 went to work in the Elko yard as the first diesel switcher on the WP. After working a few shifts, No. 906 was moved to San Francisco, going to work there on October 3rd.

WP agreed to EMC's offer in October 1939, buying No. 906 and renumbering it No. 501. Nos. 502-503 followed as production units. Espee was similarly impressed. They bought No. 804, renumbered it No. 1000, and also added more production SW1's to its roster. Both of these pioneering SW1 demonstrators are fortunately still in existence in their 51st year, while most of the following production SW1's on both railroads were scrapped. WP No. 501 is preserved at Portola, and is apparently the oldest operating SW1 preserved in a museum. Espee No. 1000 is also an operable unit in 1990, working as Holly Sugar Co. No. 1 at Holly's Tracy plant. (WP No. 502 is SN No. 402 at the California State Railroad Museum; No. 503 was sold for scrap in 1971.)

The NW2 demonstrator was EMC No. 889 built in October 1939. Union Pacific

tried three EMC demos during 1939 - SW1 #804, SW1 #911 and NW2 No. 889, and all three arrived in Omaha on October 22nd. UP Mechanical Department officials liked No. 889 for its greater power over the SW1's and rejected the SW1 model for purchase consideration. (No. 804 was returned to Espee and renumbered No. 1000; No. 911 was sold to Great Lakes Steel Company.) In a deal with EMC similar to Espee and WP, Union Pacific bought NW2 demo No. 889 and ordered eight production NW2's. EMC No. 889 was renumbered No. DS-1000 (DS stood for diesel switcher.) The eight production units (EMC c/n Nos. 1000-1008, May 1940) became Union Pacific Nos. DS-1001 - DS-1009. These early NW2's were delivered with very short exhaust stacks that barely extended above the hood. The stacks were extended by UP shops sometime after purchase.

No. 1001 spent much of its Union Pacific service working in the Tacoma and Seattle area. A retired Union Pacific engineer from Seattle visited Portola recently and was surprised to find the former Union Pacific No. 1001 as WP No. 608. He recalled that the crews called No. 1001 "the magnet" as No. 1001 hit cars more often than any other UP switcher in the Seattle and Tacoma yards.

The DS prefix was dropped by UP in 1953 and the diesel switchers were repainted from their original black to UP yellow. In 1966 UP sold Nos. 1000 and 1001 to the Stockton Terminal & Eastern. ST&E's traffic was becoming heavier, and car weights were increasing with the larger size of railroad cars. The short line's mini fleet of small center-cab GE's were no longer adequate to handle the switching. ST&E repainted the NW2's and kept the same numbers. Apparently the NW2's never operated on the ST&E, as the short line's mechanic couldn't get them to run. ST&E was continually leasing Alco S-1's from WP to fill in. Finally ST&E's management asked WP if they would be willing to sell two of the 660hp Alcos and take the two inoperable NW2's as a trade. WP agreed to the deal, trading Nos. 505 and 506 for ST&E Nos. 1000 and 1001 in October 1968. (It is interesting to note that we have two of the four units involved in this swap at our museum - former ST&E Nos. 506 and 1001.)

The two NW2's were moved to WP's Sacramento shop and evaluated for rebuilding. One of the major problems with the

Western Pacific No. 608

A Salute to 50 Years

by Kent Stephens

Part 2

prime mover turned out to be water in the cylinders. WP proceeded to rebuild the two units, upgrading them to 1,200hp. The rebuilding technically upgraded them to a model designation of NW2u (upgraded), but WP referred to them in Mechanical Department drawings as NW2 models. The rebuilding included one noticeable external change. Full length outside hand rails were installed from the front steps to the cab - standard on Alco switchers but not on EMD's. (WP's SW9's also had outside hand rails.) At the end of the rebuilding, they were repainted "pumpkin orange-II" and renumbered WP Nos. 607-608 behind the SW9's. Neither received a cab herald. No. 608 (ex No. 1001) went into service first in February 1969, followed by No. 607 (ex No. 1000) in June. No. 608 was initially sent to San Jose and within a week tangled with an automobile at a crossing. Later both Nos. 607 and 608 worked at the Stockton yard, then No. 607 was leased to Sacramento Northern for service in West Sacramento. In May 1973, No. 607 was transferred to SN ownership, retaining the same number. Both units were repainted green during the 1970's.

After the merger, Nos. 607 and 608 were retired and moved east with other WP units, with an uncertain future as sale for scrap or perhaps service on some other railroad or at an industrial plant if they were lucky. More than likely it would have been for scrap, due to their age and the glut of used diesels on the market at the time. Sales of used diesels were depressed during the early to mid-1980's as the market was flooded with many surplus diesel units; the situation has been much different during last three to four years, with the supply being tight and prices high.

Both Nos. 607 and 608 were preserved, thanks to the generosity of the Union Pacific. Norm Holmes and Kent Stephens both had a part in preserving the two units. Mr. Flannery, at that time president of Union Pacific, came to Portola during Railroad Days in 1983 to officially donate No. 921-D. After the donation ceremony, Kent talked to Mr. Flannery, and during the conversation, told him that the railroad still had a very historic diesel unit, SN No. 607, the NW2 demonstrator and UP's first diesel switcher. The suggestion to Mr. Flannery was that both Nos. 607 and 608 should be preserved in museums. Sometime afterward, Norm learned that the two units were for sale and contacted Mr. Flannery with the request for one of the units be donated to the Portola Railroad Museum. No. 608 was donated to our museum in De-

cember 1984. The unit was green when received and was repainted "pumpkin orange-II" during the next summer.

No. 607 was donated about the same time to the Heeber Creeper Scenic Railroad at Heber City, Utah. It has been repainted to its original Union Pacific paint scheme of black with silver lettering and renumbered No. DS-1000.

Thanks to the Union Pacific's generosity in preserving two historic diesel units - their first two diesel switchers - visitors at two railroad museums can enjoy them. Thousands of visitors at our museum have ridden the passenger train behind No. 608 and a number of neophyte engineers have operated it under supervision in the Locomotive Rental Program. No. 608's image is one of the illustrations of museum locomotives on coffee cups sold in the Gift Shop. And at the September 5th meeting, the Feather River Rail Society Board of Directors approved Norm's proposal to change our Portola post office box number from 8 to 608 in honor of No. 608. (plus the need for a larger box).

In the closing months of 1990, we can say "happy 51st birthday" to Union Pacific No. DS-1000 in Utah and "happy fiftieth birthday" to Western Pacific No. 608 at Portola! Thanks again, Union Pacific! And thanks again, Mr. Flannery! INFORMATION SOURCES: Thanks to Wayne Monger for information; also John Walker for historical information on the demo units. Also, WESTERN PACIFIC DIESEL YEARS, by Joseph Strapac; "All about SW's" by Don Dover, EXTRA 2200 SOUTH, Issue No. 41, July-August 1973; "Union Pacific Railroad, An all-time roster" Part 4, EXTRA 2200 SOUTH, Issue No. 70, Oct-Dec. 1979; and WESTERN PACIFIC LOCOMOTIVE DIAGRAM BOOK (1976).



Are you a reliable person who likes to work with people and oversee mechanical projects, and can you set and follow a schedule? Then consider applying for the position of FRRS Chief Mechanical Officer.

Your responsibilities would include overseeing, scheduling and performing maintenance of locomotives and other rolling stock.

Our preventive maintenance program is a regularly scheduled program for inspections of locomotives, and other rolling stock. It also includes routine maintenance operations such as changing filters, changing oil and making periodic adjustments as required.

The FRRS preventive maintenance department was formed in January of 1990 to help maintain FRRS equipment in running condition. Erv Hartung, Jr. has resigned as Chief Mechanical Officer for personal reasons.

If you think you have the "Right Stuff" for the job, then notify the Board of Directors.

If you get this in time...

Don't forget

The FRRS Southern Regional Meet
Saturday, November 10, 1990

10:30AM to 5:00PM at:
La Habra Senior Citizens Center
165 E. La Habra Blvd.
(Between Harbor & Euclid)

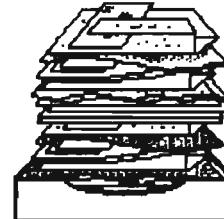
La Habra, CA 90631

After the meeting, chat with speakers:
Chris Skow, Steve Habbeck,
and John Ryczkowski
and bring your own WP slides to show!

THE SOUTHERN CALIFORNIA CALENDAR

November 11, 1990 10:00AM to 4:00PM
Great Pacific Coast Train Mart
Orange County Fairgrounds
Costa Mesa, CA
again on January 6, 1991 10:00AM to
4:00PM

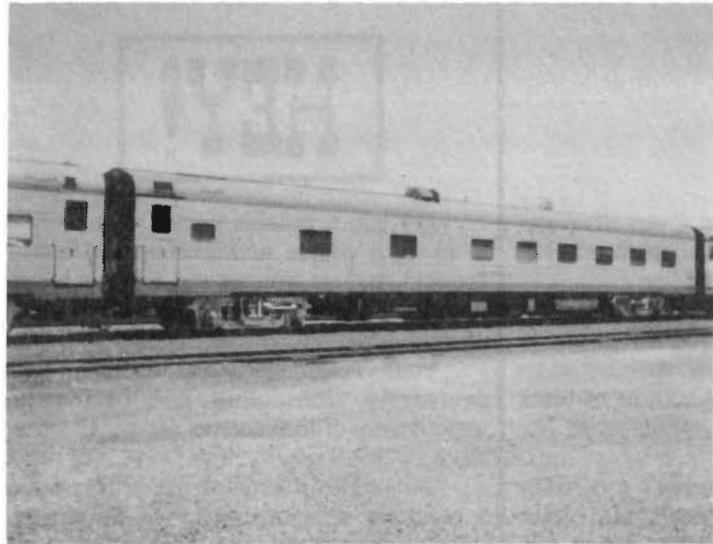
Saturday and Sunday January 19 + 20, 1991
11:00AM - 5:00PM
Great American Train Show
LA County Fairplex
Pomona, CA



COMING EVENTS IN THE LOS ANGELES AREA

Las Vegas, NV
Convention Center
3150 Paradise Rd.
Las Vegas, NV

Saturday and Sunday February 2 + 3, 1991
11:00AM - 5:00PM
Great American Train Show
LA County Fairplex
Pomona, CA



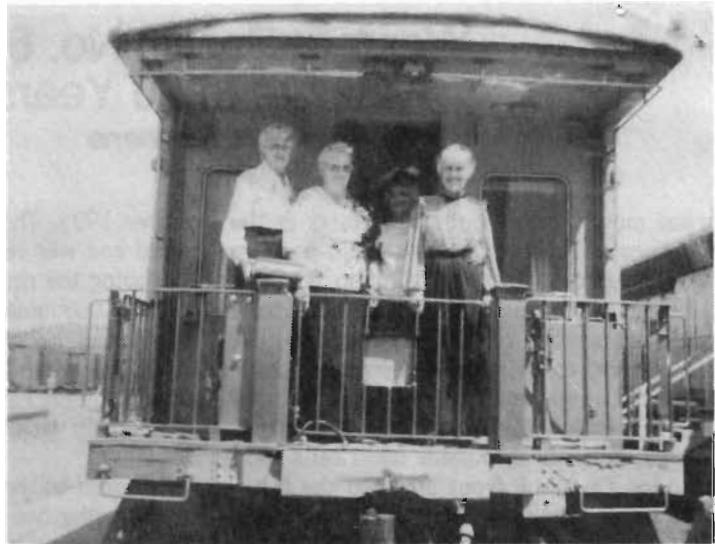
UP's newly named sleeper -- "Portola" as seen on the Mike Walsh Silver Anniversary Special in Portola on June 30, 1990



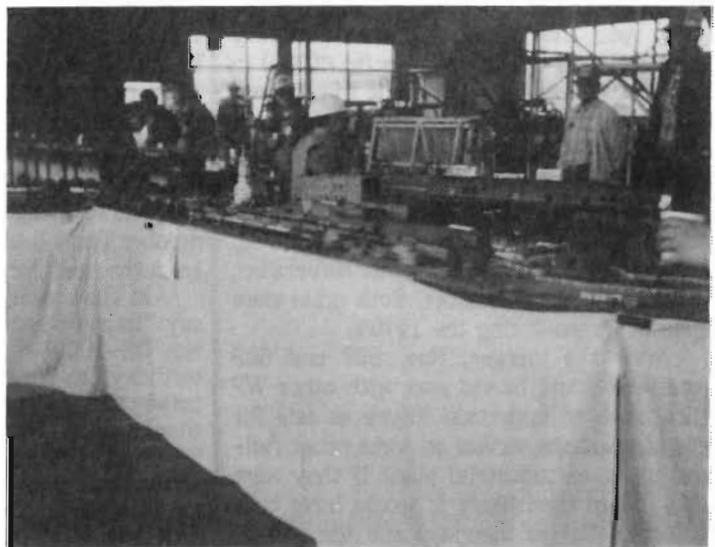
Ron Mathew from R.G. Mathew, Inc. in Grass Valley is shown installing an ice melting device on our terminal switch to test it.



GP7 WP707, F7 WP921D, and GP30 UP849 lined up for a portrait in front of our engine house.



From left to right -- Susie Roode (A CSRM docent), Katie McNeill, Belmeda Hood, and Ellen Hausen on our UP 105 car.



A modular model RR layout on display in our engine house on Railroad Days.



Gordon Wollesen (left) and Hank Stiles (right) hold up the 6'2" X 5'3" rug that was donated by Dave Trussell.

The 805A Report

by Larry Hanlon

Hello everyone! Again we have a lot of good results to report....things are moving right along. Many people have helped out with various jobs, and if I miss mentioning anyone's contribution please be assured it's not intentional. I'll summarize the major results by type.

Upcoming 805A work days are:

November 23,24, 1990 (Thanksgiving; tentative)

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.

On a different but related subject, I have just returned from inspecting a CN freight F7B in Montreal, the last one available. It appears to be in excellent condition, both mechanically and cosmetically, and was run as recently as January 1990. It has been upgraded to F9 ratings, and the electrical systems have been completely rebuilt and look good. It differs only slightly from the appearance of WP F7B's, and thus is an ideal candidate for us to complete an A-B-A set of WP F's. We have the opportunity to acquire it at a very favorable price, although it is not inexpensive and there is powerful competition for it. We must act quickly, and by the time you read this we will either have found a way to purchase it or decided to pass it up. Stay tuned.....

Recent Results

Restoration of the front end is continuing well. Bill Evans has wrapped his superb Bondo work around to the cab sides, and Mardi Vincent and Hank Stiles have pitched in by removing and stripping the cab doors, ladders, handrails, and kick plates. This allows the rust under those components to be removed. With the green sealer covering the smooth contours of the nose, it's easy to imagine how nice she'll look when the painting is completed. That's not likely to happen until next spring, as it has become too cold (particularly the nights) to ensure a proper, smooth paint job.

Bob Blanch joined in on the Oct. 6 weekend and applied his aircraft-finishing talents to the problem of the scratched stainless steel side panels. After he worked on it with a "jitterbug" sander, we now have another panel free of the rough gouges and more proof that it will be possible, if not easy, to restore them to their proper finish. I have just completed arrangements with a parts dealer to acquire at reasonable cost the replacement side panel (with porthole) for the 805A, as well as an additional full set of F7A side panels for the SP 6402 at the Sacramento museum, if they want them.

There has been good progress on the mechanical side as well. On Aug. 18, Dave McClain and I, along with several temporarily conscripted passers-by such as Bruce Cooper, Hank Stiles, and Gordy Wollesen, removed the heads and liners from cylinders #4 and #5. We found that our previous installation had in fact been very well done, which felt good. We also found the reason for the continued water leaks....crud on the lower liner seal seating surfaces. During the previous attempt, we had sanded these clean over what seemed to be a large enough surface area, judging by the contrast between "old" and "new" crud on the seat. However, it turned out that there was just enough "old" crud left at one small spot on each liner seat that the O ring seal was prevented from seating properly, and so it leaked. We gave these two surfaces a really thorough cleaning, and went over the lower end of both liners again as well. Monhart had said to make things "cleaner than they need to be"..... and we've learned why.

The next weekend was Railroad Days, and since the train crew needs were covered, I spent time on Saturday measuring the bore and key outside diameters of the 3 liners that had been pulled. All were within allowable tolerances. On all 3 the bore was a perfect cylinder, ie. a constant diameter from top to bottom, including the maximum wear zone, and the cross section was in fact circular. Interestingly, on two liners the ID was right at the EMD minimum dimension spec for new liners, 8.4995". In short, they looked really good!

Various work schedule conflicts prevent-

Page 9



ed further efforts until Oct. 13. That weekend Dan Ogle, John Ryczkowski, Gordy Wollesen, and Norm Holmes helped Dave and me reinstall all 3 liners. We also installed the cylinder heads and torqued heads and liner assemblies on #4 and #5 to the proper values. (Hank had succeeded in getting the torque multiplier replaced). In addition, Dan (an electrician for FMC) checked out the main battery cables for leakage to ground and found them to be fine, then topped off the battery water and started charging them. Two of the smaller batteries were found to be bad. I gave Dan our copy of the EMD schematic for 805A so he can get up to speed on the high voltage circuitry which he has volunteered to check out.

More progress!! Next Steps

- 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
- Reinstall #13 head and torque liner assembly
- Fill cooling system, identify, and repair any leaks
- Check injector and valve timing
- Measure piston-head and piston carrier snap ring clearances
- 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.....

Fifth Annual FRRS Railfan's Day

September 15, 1990

by Wayne Monger

Railfan's Day at the Portola Railroad Museum has evolved into an event that represents the "finale" of another successful operating season at Portola, a time when the true aspects of rail preservation come to life for the cameras in recreated trains of the past years and a day when trains are operated for the pleasure of the members in attendance rather than the general public.

To stay with the successful theme of operating trains of different eras on short headways throughout the day, co-directors of Railfan's Day Vic Neves and Wayne Monger went nearly from dusk to dawn one early August night planning and replanning every single move that would be needed from the start to finish of the activities of September 15. One of the benefits of this all-night session is the "Dispatcher's Track Diagram" board that hangs in the Operations Office. Just days after this, former Railfan Day director John Walker got the tickets for the event ordered, while Vic Neves took on the responsibility of setting up and producing copies of the schedule of events in the form of a railroad timetable. Once the specifics of what the train movement were to be and which pieces of historical freight equipment were to be used in each train, operations supervisors Steve Habeck and Hank Stiles got together for some lengthy planning sessions on how to switch out the entire museum collection and place the needed equipment into trains - and into the proper order as required by the overall plan for September 15. Without the professional wisdom of these two knowledgeable railroaders, getting the equipment set up would have taken many more days than it did. As it was, all switching movements had to be planned around the "Rent-A-Locomotive" program operated by Bruce Cooper.

Following the conclusion of Railroad Days in August, preparations for Railfan's Day increased in intensity. John Ryczkowski applied the lettering to SW-1 501, completing its appearance as it looked when it first started working for the WP in 1939. John Walker and Wayne Monger "completed" a nearly three year project of restoring and relettering covered hopper Sacramento Northern 5005, with help from Mardi Vincent. This project took four 10-hour days to complete. Norm Holmes prepped and painted S-1 512 into the original black with white "zebra stripes" that these locomotives came with in 1940. To improve the appearance of some of the freight car fleet, hopper car 10649 and 50-foot plug-door box car 36006 were scrubbed of the years of grime. The new "Altamont Sign Crew" consisting of Vic Neves, Wayne Monger, Mardi Vincent, Fred James and others constructed and painted new signs for "Malfunction Junction," "Milward Switch" and "Terminal" plus installing other signs. Hank Stiles, Steve Habeck and Gordon Wollesen took care of installing the new heralds on the cab of the 512. With the help of over a dozen people, under the direction of Hap Manit and Steve Habeck, the museum grounds and trains were ready for operation by Saturday morning September 15.

As was the case last year, the day started with an orientation and safety meeting for the paying photographers and the museum crews in the Flannery Meeting Room at 10:30AM. With 12 trains being operated in the span of the day, there were a few "firsts" during this year's Railfan Day event. These included actually operating a passenger train both ways completely through the engine house on Track #1; second generation diesel power in the form of GP30 UP 849 and U25B MILW 5057 "MUed" and operating together on the Maintenance of Way train; a simulated military train (dubbed the "Iraq Special") operating at the museum and motorcar rides during the lunch break supplied by Hank Stiles and Bob Beattie. In all, there were just over 100 paying photographers/railfans in attendance this year, as well as over two dozen FRRS members involved in train operation, food service, gift shop and fare collection at the main gate. As in the past,

most of the people interested in photographing the recreated freight trains planted themselves on the hillsides around the outer edge of the balloon loop in the area of Milward Switch. Some of the trains during the day were scheduled to stop at Milward Switch to let off and/or load people for the trip back to the main building and the other end of the museum grounds.

With the conclusion of the operations at 5PM, the kitchen crew headed up by Sue Cooper and Emory Goddard had the spaghetti dinner ready for the 50 or so people that had decided to remain at the museum for the after hours activities. Following dinner, the entertainment started with a slide show featuring WP's bicentennial locomotives 1776 and 1976 from the collections of Norm Holmes, Vic Neves and Wayne Monger. At just before 8PM, two dozen photographers got their cameras, tripods and cable releases and headed for the Milward Switch area once again. Under the direction of Vic Neves, the first of two night photo sessions was set up, with the subject being GP7's 707 and 708 on the 1960's freight train. Following nearly one hour in the cold and two separate sequences using multiple flash bulbs, the photographers moved onto the subject of SW-1 501 and S-1 512 sitting side by side just west of the engine house. Upon return to the warmer confines of the Flannery Meeting Room, the drawing was held to determine the winner of the 3rd Annual FRRS Visitor Center/Depot Raffle. Other door prizes were handed out also, then the slide shows continued with noted author Ken Rattenne's "South Bay Vignettes" show, Vic Neves's show on the SP's sugar beet trains and Wayne Monger's show on the last years of the Milwaukee Road in the West.

In all, your museum made nearly \$2,000 from this single day event, but even more important is that everyone went home happy and satisfied at least until next year's operating season begins. We would like to thank the following people for their efforts in making the 5th Annual FRRS Railfan's Day a huge success: Jim Gidley, Sr., Kenny Thompson, Fred James, Bob Lindley, Mardi Vincent, Wayne Monger, Brian Challender, Kent Stephens, Dave Anderson, Rich Cannino, John Ryczkowski, Skip Englert, Gary Cousin, Pat Cousin, Hank Stiles, Dave McClain, Ed Warren, Vic Neves, Steve Habeck, Roy Richay, Norm Holmes, Barbara Holmes, Hap Manit, Sue Cooper, Emery Goddard and daughter, Gordon Wollesen, Lynda Monger, Julie Anderson, John Walker. Please forgive us if we have forgotten to mention anyone. Everyone who helped is sincerely appreciated.



Second generation Diesel power U25B Milwaukee Road #5057 and GP30 UP 849 bring the M of W train westbound past Milward Switch and around the balloon loop. Photo by Vic Neves



50-year-old NW-2u WP608 has brought the 1940's freight train around the balloon loop and heads into Rip Track #1 past Malfunction Jct. and the 1960's train waiting in the Ramp Track. Photo by Wayne Monger

Thank You

from Conductor Jim Gidley, Sr.

I want to thank all the FRRS operating crew members who worked with me this summer. I am well aware of family and job constants.

Please give some thought as to when you will be able to work next year. We are usually short crew members on Saturdays with more crew members than we could give train positions to on Sundays.

It was great to see the new student train crew members this year. Let's get qualified next year.

PEOPLE... GENEROUS PEOPLE!

These generous people have all helped the museum by making cash donations.

Erwin Rose	David Burton
Martin Gibson	Andrew Peterson
John O'Malley	Mark French
Mike Fuhrig	Earl Pitman
Kirk Baer	Edward Ryan
Spencer Pattison	Brian Matsumoto

We have also received a number of donations to the memory of Jerry McQueen – we thank all those who donated.

LUCKY PEOPLE!

The lucky winner of our raffle was Luise Reith of Tahoe City, CA. She received a free round trip for 2 on the private car Virginia City. We gained \$900 for our building fund due to raffle ticket sales. Another raffle will be held next year. We thank all those who bought tickets and good luck next year.

The Crew From Chico Presents

The Weekend of September 28-30, 1990 at the Chico Expo 90.

By Terry Decottignies

The Portola Railroad Museum displayed artifacts to help with the Expo's theme -- "Trains, Planes and Automobiles."

The display consisted of the museum's hand car, 3-wheel velocipede, speeder, yard switch stand, etc. Also included were pictures provided by Hap Manit, and video tapes of the museum.

The North Valley Live Steam and Butte County Model Railroad Club, and Dave Dewey and Michael Needham, also helped with the display by providing an "N" Gauge layout and a locomotive bell along with pictures and train info. The bell was particularly effective in drawing attention to the display.

Approximately 20,000 people attended this year's EXPO and our display was quite busy throughout. Kent Stephens, who put in many hours manning the display, used his time to educate the public about our rental program.

All of those involved feel the display was a success, and hope it has encouraged people to come see the museum and to become members.

Mark French organized the effort to transport and man the display throughout the weekend. He had help from Kent Stephens, Terry Decottignies and Glen Hanson. Terry helped with his truck and trailer by making a roundtrip to haul the speeder, handcar, and velocipede. Small display items were transported by Kent in his pickup truck.

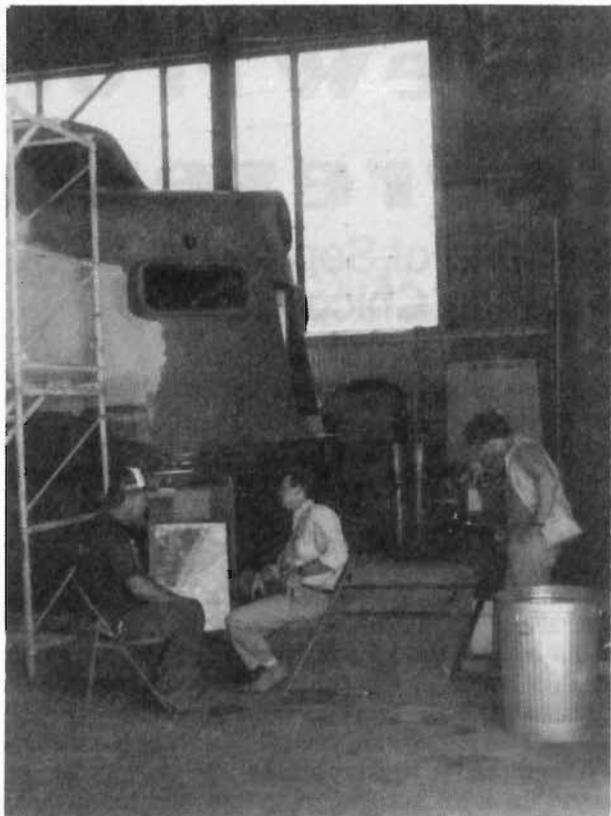
FALL CLEAN UP

Although we had few participants, much was accomplished on our second annual fall clean up weekend, Sept. 29-30, 1990. Our 43 rolls of snow fence that were moved and unceremoniously dumped near the sump during our spring work weekend was stacked neatly. This fence once was around the oil pits and someday can be used in other locations. Parts that arrived with SP 4004 from Simplot were removed from the short hood and placed in a box car. A bad order battery was exchanged in WP 707 and four batteries removed from WP 2001. Diesel shop roof vents were closed; and oil sludge hauled to the city's land fill; waste buckets were dumped and cleaned in all cabooses and engines. Anti freeze levels were checked on all units that were not to be drained for the winter. The oil house was reorganized, a leaking fire hydrant shut off was dug out so that the leaking hydrant could be shut off. Porta-potties and the ticket booth were moved to the diesel shop. Track gauge and alignment were checked on the balloon track; switch targets were painted and numbered. In the kitchen, the grill and sink were cleaned, all refrigerators emptied and placed in winter storage. Steve Habeck made up a switch list to move equipment in place for winter. Sue Cooper provided lunch and dinner on Saturday, breakfast and lunch on Sunday. Participating in the cleanup were: Eddie Chase, Bruce Cooper, Sue Cooper, Emery Goddard, Mary Griffin, Steve Habeck, Roger Hepkema, Dean Hill, Barbara Holmes, Norman Holmes, Greg Lugo, Hap Manit, Lynda Monger, Wayne Monger, Hank Stiles, Mardi Vincent, Karena Wollesen and Gordon Wollesen. (anyone else???)

WANTED!

Western Pacific and California Zephyr dining car china and other dining car items. Am also looking for WP/SN/TS hand lanterns and caboose marker lamps. Will pay top dollar for good condition items. Call (collect OK) Carleton Bryant @ (408) 926-2669 or write to 16185 Yona Vista, San Jose CA 95127





KCRA (Sacramento, CA) TV reporter Kent Saunders interviews Bruce Cooper about the "Rent-A-Locomotive" program in front of the 805A. Photo by Wayne Monger



John Walker putting the finishing touches on a second coat of grey paint on his 3-year project of restoring covered hopper SN5005 – in time for Railfan Day. Photo by Wayne Monger.



Railfan Day 1990. In a scene that could be 50 years ago, switchers SW-1 501 and S-1 512 in the original black and white WP paint were the second feature of the night group photo session – directed by Vic Neves. Photo by Vic Neves.

News and Information

Greenville Depot moved

At long last, the WP depot in Greenville has been moved to a new location in Greenville. This classic structure is the only remaining WP wooden depot building. Union Pacific gave the depot to a local group which finally was able to raise the funds and complete the move in late August. It will be used as a museum and community center.

Diesel Doings

John Ryczkowski completed the lettering on WP SW-1 No. 501. It now looks complete and has the appearance that it had for its first 10+ years of service on WP. P.S. it runs well, too!

Norm Holmes prepared and painted former U.S. Army ALCO S-1 black with white zebra stripes to make it appear to be a WP locomotive. It is in the process of being lettered and numbered WP512. Our only WP S-1, No. 506 acquired from ST&E, would require major repairs to make it operative, so to have an operating WP S-1, we decided to make the Army S-1 a WP engine and number it next up from WP's eight S-1's.

Skip Englert and Merle Turpin have replaced broken glass and cloudy plexiglass windows in WP501 and WP608. Other units will follow. Gordon Wollesen has been working on the battery cable problems in WP608.

Gifts and Donations

During Railroad Days this year, we received several donations of railroad artifacts. Skip Englert donated a silver plated spike maul that was used in a reenactment of driving WP's last spike to complete the railroad at Keddie Wye, November 1, 1949. Also donated was a framed display of Western Pacific service award pins. These valuable items will be kept in a safe place and displayed on special occasions.

Don Ball donated a three-light railroad signal, mast and electrical mechanism. Ken Roller straightened and painted the back shield; the unit will be mounted when an appropriate location is selected. Dave Trussell donated a 6'2" X 5'3" rug made on a Rug Crafters machine as a WP herald. It will be hung in the gift shop. Stanley Holmes donated several railroad sign posts and a track elevation level.

Gift Shop

We have finally received the RDC Budd Car book - all color. Hard cover \$49.95, soft cover \$39.95. It contains several photos and a story on WP's Zephyrettes. Ken Rattenne's Feather River Route 1 is selling well. Copies are available at \$42.95. George Comer sent us another supply of museum video tapes. This makes over 100 he has supplied at no cost to us. The 28 minute tape shows most of our locomotives and sells for \$15.95.

Update

Mardi Vincent and Hank Stiles have repaired to good order the governor of engine 501. It may have come across previously in the Train Sheet that "they broke it." Not so -- they indeed repaired it.

Back Issues available

Yes, Virginia, back issues of the Train Sheet ARE available! We have them going back to 1985 (6 per year), and the price is \$1.00 each by mail. Listings of the contents of back issues of the Train Sheet appear in "The Headlight." Send your request with your check to: FRRS Train Sheet back issues, P.O. Box 608, Portola CA 96122.

FEATHER RIVER RAILROAD DAYS

August 25-26, 1990

The 1990 Feather River Railroad Days celebration was a grand success. After nearly abandoning the event due to lack of interest from the Eastern Plumas Chamber of Commerce, a committee of concerned Portola citizens formed a non-profit organization to sponsor the annual event.

Preparation for our busiest weekend of the year began two weeks earlier with cleaning of the diesel house, spotting equipment and stocking the gift shop and the Beanery (snack bar). Garbage cans were placed at strategic locations, the parking lot striped and porta-potties serviced. With the equipment moved out of the diesel shop, the floor was washed, pit covered and carpets put down so the model railroad clubs could begin assembling their layouts. Thunder Mountain brought their HO gauge modular layout from Sacramento; Nevada Railroaders from Carson City set up their HO gauge layout, an O gauge layout from Sacramento and a G gauge layout were also present. Operation commenced Friday night and trains continued to run through Saturday and Sunday.

Gordon Wollesen was in charge of our train ride schedule. Train and engine crews were assigned and trains set to run on scheduled 20 minute headway. Two diesel locomotives (WP 501 and WP 921D mu'd with UP 849) were ready with Feather River Short Line's steam engine No. 8 to alternately pull the two four-car passenger trains. Due to the large number of visitors at the museum we decided not to allow cab rides or training for this weekend. Engine and train crew members needed to have their undivided attention devoted to safety. A few of our visitors were disappointed with the rule change, but understood the reason.

Feather River Short Line was scheduled to operate their steam engine on Railroad Days and had told some of their members that they would do training and give cab rides. Since the engine only operates occasionally we agreed to allow one fireman trainee in the cab. This was not satisfactory to FRSL's Vice-President and General Manager James Boynton. As a result, he decided not to operate. We quickly rounded up an engineer and a fireman for a third diesel to replace the

steamer and operation continued as scheduled.

The Gift Shop was filled with eager customers purchasing railroad related items. The new arrangement of counters and merchandise displays worked well with traffic flow moving smoothly through the shop. The Beanery also had a large number of people who were hungry and/or thirsty. Hamburgers, hot dogs, chili and nachos were served both days just about as fast as they could be prepared. A pancake breakfast was offered Sunday morning from 7AM to 11AM with 179 people enjoying pancakes, eggs, sausage and juice.

Music was provided both days by the Good Time Boys playing western music from our flat car stage in the diesel shop. Union Pacific brought the "theatre car" Idaho to the Portola depot and promoted Operation Lifesaver for railroad crossing safety.

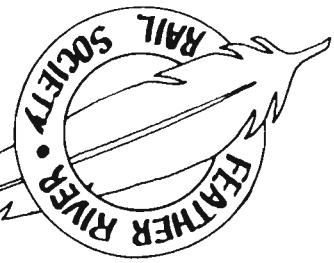
Susie Roode, a docent for the California State Railroad Museum, and Ellen Hausen, Belmeda Hood, Katie McNeil, and Leslie Anderson gave guided tours of our Union Pacific business car No. 105.

By Sunday afternoon the model railroad layouts had been disassembled, the Beanery and Gift Shop closed, diesels shut down and everyone gave a sigh of relief that all went well. The train schedule worked fine, the safety people kept the public from doing things that were not allowed and everyone cooperated to make a successful event. Members assisting in preparation and operation of Railroad Days were: (change order???) Pat Cousin, Gary Cousin, Ed Crary, Dave McClain, Steve Habeck, Lynn Hanlon, Hap Manit, Skip Englert, Ed Warren, Maureen and Emery Godard and family, Marge Matthew, Debbie Joyner, Ken Thompson, Vic Neves, Jack Palmer, Wayne Monger, Errol Spangler, Bob Lindley, Fred Seyferth, Mardi Vincent, Eric Rich, Peter Solyom, Mark French, Kent Stephens, Terry Decottignies, Ken Roller, Darrell Dennis, Vickie Krois, Norman & Barbara Holmes, Roy and Susan Richey, Gordon Wollesen and family, Sue and Bruce Cooper, Dean Hill, Hank Stiles, Jim Gidley, John and Mary Ryczkowski, Janine and Jim Matthew, David Dodds. . . others???

SANTA TRAIN

Don't forget the FRRS Santa Train. We'll be running it on Saturday, December 8, 1990 from 12 noon to 2:00PM. It's a fun train made up of cabooses that's a freebie for the enjoyment of kids. Santa Claus gives presents to all the children attending. Parents are welcome to ride the train also. Come and join the fun.

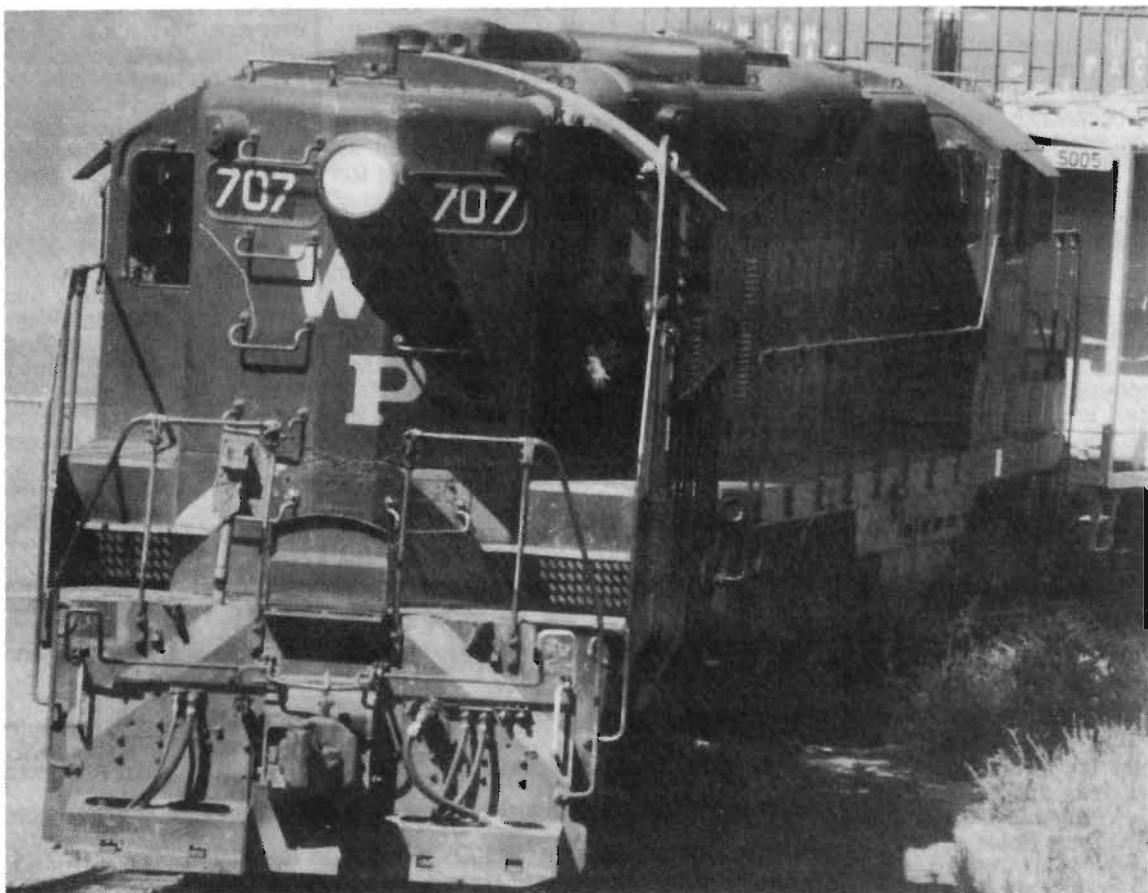
Preserving "The Feather River Route"



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Railfan Day 1990. GP7's WP707 and WP708 lead the 1960's freight train around the balloon loop. This type of photo is the pay-off for all of our hard work at Portola! Photo by Vic Neves.