

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 74

July/August 1995

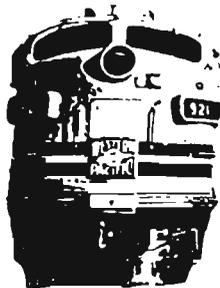
UP Chairman Visits Portola



On Saturday, August 19, 1995, the Portola Railroad Museum hosted an early morning visit by Union Pacific Corporation Chairman and CEO (and FRRS Life Member) Drew Lewis and his wife, Marilyn, along with 22 of their children and grandchildren. Shown posing in front of GP20 WP 2001 from left to right are: Bruce Cooper, Mr. Drew Lewis, Steve Habeck, Norm Holmes, and Gordon Wollesen. Photo by Terry Decottignies.

Inside this Issue:

- Upcoming events.
- UP Chairman visits the museum.
- Restoration work on GP20 WP 2001.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

The museum is open daily year round from
10:00 AM to 5:00 PM except Christmas Day.
Entrance to the museum is free, however, we
have a suggested donation of \$2.00.

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

FRRS Tax ID number is 68-0002774

Member of Tourist Railway Association Inc.

Board of Directors

Norman Holmes-----(916) 832-4737
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Membership

Associate----- \$15
Active----- \$30
Family----- \$35
Sustaining----- \$75
Life----- \$300
Family Life----- \$450

These are the dues for one year. Life memberships are a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. Associate, Active and Life memberships are for ONE person only. Family memberships may include all members of one's immediate family, but there is only one vote. Sustaining and Family Life memberships are for a maximum of two people and two votes.

From the Desk of the President



The end of another busy operating season is at hand. Plans are already in the works for winter preparations - - it'll be here before we know it. This season was notable for its smoothness; most days went as planned, with very few equipment failures, and excellent performance by the operating crews. This makes us look good (competent and professional) to the visiting public, and is a direct result of the focus of available resources for maintenance on the "in-service" locomotives by CMO and Director Hank Stiles, and by attention to detail by each member of the operating department, under Superintendent and Director Gordon Wollesen, and Trainmaster Jim Gidley, Sr. Development of the training, maintenance, and restoration programs has allowed Executive Director Norman Holmes to devote more of his time to other Museum projects on his list, with the end result being that more work is getting done.

Norm and I attended the Pacific Limited Group Board of Directors meeting in Cheyenne in July, representing the FRRS. Our membership in Pacific Limited has the potential to pay off well in 1996 and beyond, as Pacific Limited becomes a known quantity among tour operators, and maintains favored status with Union Pacific as an excursion sponsor. This will result in better, more widespread ticket sales, on more desirable excursion trips. While in Cheyenne, I presented Lynn and Mary Nystrom with a framed photo of our WP 805-A wearing the nose herald they donated, taken at 805-A's re-dedication on May 27, 1995, with a letter thanking them on behalf of the FRRS. It was well received.

The FRRS and the Portola Railroad Museum have become more involved in the communities near the Museum. We now enjoy a good relationship with the Plumas County Visitors Bureau, and the Chambers of Commerce in Quincy and the Portola area. The FRRS has donated funds to the Railroad Days Committee in Portola, and the Timberfest Committee in Loyalton, and we participate actively in both of these annual events.

Through community involvement and continuous improvement, the FRRS is becoming better known around Portola and around the world. It's the support of our members, volunteers, and friends that is making these things happen, and I value it highly. I also ask for your continued support, so that our progress may continue. You, the membership, will determine the future of the Society and our Museum by your degree of that support. Thank you.

Steve Habeck

Back Issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 (Out of print) A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

Headlight issue #10 is the most current issue.

Back issues of the Train Sheet are available
for \$1.50 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

Restoration Report

By David Dewey

At long last, the 2001 has received silver and orange paint. The paint project has been divided into three parts, the cab and short hood as the first part, the long hood as the second part, and the grills and handrails as the third part. This keeps the painter sane (we hope, although sanity is relevant). So far the underfloor area has been cleaned & painted (much removal of sand and cat droppings), broken bolts removed & nuts re-tapped. The engine compartment and doors have been "Hotseyed," and the short hood end and cab have been painted and some hand rails reinstalled. The cab glazing was Plexiglas put in as a temporary measure when the unit arrived, this is being replaced with FRA approved glazing. (Glass we obtained from the Big SP Sacramento Shops auction - this has saved the museum over \$500!) Most of the stored parts have been retrieved from Grass Valley. We were hoping to have the 2001 finished for Railfan Day, but another project has interrupted our progress.

The VIA Alco FPA has a cracked liner on #1 cylinder, allowing water to flood the oil compartment. After receiving detailed instructions, Norm and Doug Morgan pulled the head, and verified the crack. Darrel Hall from Ely came over and directed the liner removal project. He, Doug Morgan, and David Dewey created a liner removal press utilizing a 20 ton port-a-power and popped the liner loose. A new liner has been ordered, which should be back in the engine for Railfan Day, if Mr. Murphy stays away. Darrel also built us a ring compressor. A giant THANK YOU goes to Darrel for both his help and his wife's patience with our project.

Some progress has been noted on other projects, too. The original Aluminum paint color has been researched further; we believe we finally have the right color, and it has excellent hiding qualities. The 805A's door glass and regulators, also glass and channels for the 921 are being prepared by a friend of Tom Graham's. The Ingersoll-Rand has reconstructed doors and windows by Merrill Turpin. They are really beautiful, it's hard to believe they are almost completely the original wood--Great job Turp!

We have another surprise: a 1922 Model T Motorcar that is almost done! It is temporarily on highway wheels until 20" Fairmont wheels from Norm can be delivered and modified to fit. The Chassis and restoration are by Tom Sharpsteen of Orland, the body was donated by Oly & Mort Lindahl of Durham, fenders and cowl donated by Bill Thomas of Oroville.

Tom Graham has been busy disassembling and cleaning the bad engine for the SN 146; it is almost ready for re-assembly (if the other projects would go away, like building

safety gates for the caboose train and other stuff). Oh, by the way Tom, there's also some welding needed on 2001....

Don Borden worked for 3 days using the Hotsey pressure washer cleaning all of our dirty engines. It was an unpleasant job, but he stuck to it and his work is appreciated by everyone.

The mechanical department has been busy too, Hank is repairing the bad air compressor on the Kodachrome GP9, and preparing to switch parts around for the compressor on 925. Also many battery change-outs have prepared more units for reliable running. The cracked batteries in UP 849 were changed out by Steve Habeck and Gordon Wollesen while David Dewey painted handrails and rust spots so it would be ready to go to Loyalton for Timberfest. The unit with a WP caboose in tow left just ahead of the VIP train.

There's lots going on in Restoration and Mechanical Departments, we could always use your talents, just volunteer!

FRRS Member Benefits

The following new benefits are now in place for all FRRS members in good standing:

- 10% discount on all items in the FRRS Gift Shop, purchased in person or by mail.
- 50% discount for fee paying special events such as Railfan Day.

Membership Report

as of August 31, 1995

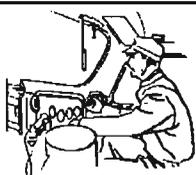
106 Associate

528 Active

156 Life

222 Family

22 Sustaining



**YOU! Can
Operate a
Diesel
Locomotive**

for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental.

Rentals by appointment.

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7.

Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Total FRRS membership is 1,034.

Of these, 26 are Charter members.

Railfan Day

Saturday, September 16, 1995

9:30 AM to Midnight

16 trains are running for the enjoyment of visitors. The first train of the day takes visitors to the hill area near the balloon track. This is an excellent vantage point where all of the day's trains can be viewed and photographed in a scenic setting. We put a lot of effort into setting up this event and we really put on a great show.

Tentative plans for the night photo shoot include having 200-ton crane WPMW 37 lifting a heavy object near the grade crossing, and also having the newly restored nose of the WP 2001 GP20 to be just emerging from the engine house door and to be facing the nose of the 805A. These should make very nice photos.

Come on up and join the fun. Look for a complete report in the next issue of the Train Sheet.

The FRRS National Track Motorcar Championships

have been canceled.

Instead look forward to a motorcar swap meet, tune up session and general friendly get together on Saturday, September 30, 1995, in preparation for the MOW motorcar run on the Almanor Railroad the next day, Sunday October 1, 1995.

If you have never seen track motorcars in action, these are the "Putt-putts" that railroad maintenance workers used to ride on the track for inspection, to perform maintenance and to carry materials. Come on up to Portola on September 30 and hitch a ride on a motorcar.

For more information on the run on the Almanor Railroad run, contact Vic Neves (510) 352-4373.

Southern Pacific Historical & Technical Society

The SP H&TS is holding a meet at the Portola Railroad Museum on Sunday, October 8, 1995.

We will feature our SP locomotives SD9 4404, and Kodachrome GP9 2873 pulling various SP trains for the meet. Our SP "Beet" train will still be made up having been used on Railfan Day. Also Baldwin AS-616 O&NW #4 will be running.

The SP H&TS people have arranged for numerous SP modelling and detailing clinics to be held during the day. There will be plenty of activities of interest for all attendees.

Come on up and join the fun; ride in an SP locomotive or caboose.

6th Annual FRRS Southern Regional Meet

Saturday, October 14, 1995

This year the FRRS Southern Regional Meet is a prototype modeler's meet featuring western roads. This feature should bring additional participants to the meet with a greater variety of display and/or contest models.

We again have invited Mr. Art Lloyd. In addition, Mr. Anthony Thompson, of the Southern Pacific Technical and Historical Society will be a feature speaker. He is the author of the recently published book, "PFE Reefers." And as if that is not enough, Mr. Dave Hussey will be presenting. Dave is a contemporary modeler extraordinaire and his models of locomotives and freight cars have graced the pages of Mainline, RMC, and most recently Model Railroading magazines.

This year's meet is scheduled for Saturday, October 14, 1995. We will be holding the meet at a new location at the "La Habra Clubhouse" located at 200 W. Greenwood in La Habra, California. We look forward to seeing you there. Please contact Pete Solyom at 310-691-4139 for additional information.

The 25th Annual V&T Railroad History Symposium

October 13-15, 1995, Friday-Sunday

The Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum are pleased to announce the 25th annual V&T Railroad History Symposium, to be held on October 13-15 at the Nevada State Railroad Museum and in the meeting rooms of the Nugget in Carson City. This year's Symposium focuses on wooden passenger cars, with presentations on historical 19th century operations on the Virginia & Truckee Railroad, recent restorations of cars by several museums, and modern construction and operation of wooden cars on several tourist railroads.

Papers will be presented in morning and afternoon sessions, held at the Nugget on both Friday and Saturday. On Sunday morning there will be a presentation and discussion on wooden car construction, restoration and operation, held in the Museum's Restoration Shop, wrapping up the official Symposium program. Steam trains will be operating on the Museum's trackage during Saturday and Sunday.

There will be a Friday evening reception at the Railroad Museum featuring a slide presentation of the Museum's year in review. On Saturday evening the Friends of the Nevada State Railroad Museum annual dinner will be held at the Nugget.

For registration forms and information, contact: Nevada State Railroad Museum, Capitol Complex, Carson City, NV 89710, (702) 687-6953

UP Chairman Visits Museum

By Steve Habeck

On Saturday, August 19, 1995, the Portola Railroad Museum hosted an early morning visit by Union Pacific Corporation Chairman and CEO (and FRRS life member) Drew Lewis and his wife, Marilyn, along with 22 of their children and grandchildren. "The Chairman," as he is known on the railroad, and his party arrived in Portola on their special train late Friday night, August 18th, enroute to Oakland from Salt Lake City. The immaculate 10-car train was led by UP's A-B-A set of E-9's (951/963B/949) and included power car 207, staff car "Cabarton," crew sleeper "Green River," executive sleepers "Portola," "Wyoming," and "Columbia River," dome lounge "Walter Dean," diner "Overland," and business cars "Shoshone" and "Arden."

A Museum crew of approximately 20 people (including 7 FRRS Directors) was on hand at the Museum gate before 6 AM on Saturday to escort Mr. & Mrs. Lewis and their party to the special train we had spotted at the gate, and to guide the tours of the Museum. Our special train consisted of WP 608 pulling the "merger train" of cabooses (WP 428/UP 903005/MP 13878). Norm and I first met with Kathy Petersen, UP Manager-Administration, who usually accompanies Mr. Lewis on his train trips, handling scheduling and administrative duties, and finalized arrangements for the Museum visit. Most of the guests were then boarded on the cabooses and were treated to a look at the Museum from the balloon track in the crisp morning air, as engineer and Director Hank Stiles brought the train around and alongside the shop on track 3. The many volunteers on hand then eagerly set about the pleasant task of showing the Museum to small groups of the guests. Since this was Railroad Days weekend, the model railroads were set up in the shop, and the Beanery crew was already hard at work preparing the pancake breakfast (Mrs. Lewis, among others, enjoyed a short stack, courtesy of Skip Englert, before going back to the train). Some of the model railroaders got up early, too, and had some trains running, much to the delight of many of the younger guests.

I proudly directed the group's attention to our WP 805-A on display on track 1 west of the shop, and Mr. Lewis joined several of his grandchildren on a walkthrough of 805-A and B-unit 925-C, using the stairways we had set up. Many of the guests were obviously impressed with 805-A's appearance. Using Norm's camera, Terry Decottignies managed to get several good photos of the guests as they toured the Museum, including the shot of Mr. Lewis, Norm, and I in the shop, with the freshly-painted short hood end of WP 2001 in the background.

In the Beanery, our resident artist and gandy dancer, Ken Roller, proudly displayed his paintings, and then surprised everyone by offering Mr. Lewis a painting of his choice as a token of appreciation for all he, and the Union Pacific, have done for the FRRS. Mr. Lewis chose a painting of an older-style steam locomotive approaching a grade crossing, with an old-style wig-wag signal actuated, and a car, appropriate for the time period, waiting at the crossing (Mr. Lewis also has an interest in antique cars). The painting was quickly taken down and placed in a cardboard box, with padding, for the trip to its new home. Mr. Lewis carried it back to his train himself.

After everyone in the group got a chance to look in the gift shop (and buy something), we escorted the guests, in small groups, back to the train, which was ready to depart. Most of the Museum crew on hand enjoyed the opportunity to walk through the executive train and marvel at its magnificence, courtesy of Mr. & Mrs. Lewis. They are obviously proud of the condition and appearance of this train (rightfully

so), and enjoy the opportunity to show these cars. They both took particular pride in talking about and showing the "Shoshone," originally built in 1912, and reacquired from CSRM (California State Railroad Museum, in Sacramento) by the Union Pacific, and upgraded for executive train use.

The executive special departed Portola at 7:35 AM, 35 minutes late, for what promised to be a beautiful daylight run down the Feather River Canyon and the Sacramento Valley, and over Altamont Pass to Oakland.

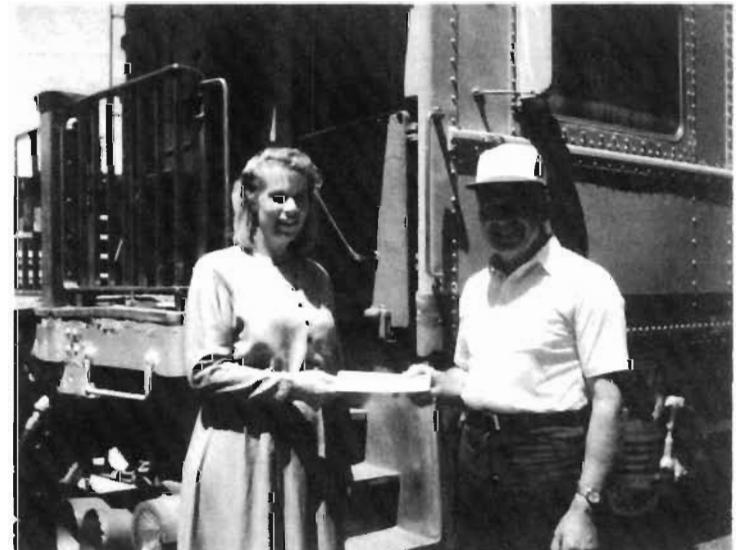
We believe we made a favorable impression on this group of special guests, and are grateful to Drew and Marilyn Lewis, and Administration Manager Kathy Petersen, for including the Portola Railroad Museum in their itinerary again. We thank them for coming, and look forward to more visits in the future.

Pacific Limited Report

By Steve Habeck

As this issue of the "Train Sheet" is being put together, the Pacific Limited trips from Omaha-Kansas City and Kansas City-Salina are being run, in conjunction with the Union Pacific Historical Society (UPHS) convention in Omaha. The Pacific Northwest series of excursions will start in Denver on September 15, 1995 finishing in Pocatello, Idaho, on October 8th, and the car hosts working segments of this trip have already been assigned and notified by Pacific Limited Crew Chief Bob Harper.

A very ambitious schedule is tentatively planned for 1996, including trips in conjunction with the Democratic convention (Chicago) and the Republican convention (San Diego), a tour of the ex-CNW territory, a trip through the Ozarks (including a layover and events in Branson, Missouri), and fall colors trips on the entire Inside Gateway (Sacramento-Portland), and the Feather River Canyon. Watch the "Train Sheet" for more information on these trips. As a reminder, these plans are still tentative, pending Union Pacific approval and contractual agreements. Requests for volunteers for car hosts and other positions will appear in the "Train Sheet" as plans are finalized and approved.



Bank of America Manager Kris Miravalle presented Museum Executive Director Norm Holmes with a \$2,500 grant check to assist us in installing three-phase electrical service.

New Membership Information

The results of the proposed by law change regarding a new class of life membership are in. The members voted 103 - 16 in favor of adopting the new class of membership.

Therefore the changes are the following:

- A new class of membership now exists called Family Life. This allows a maximum of two people and two votes.
- Sustaining membership now allows a maximum of two people and two votes.
- People who are CURRENTLY Life members (i.e. already Life members prior to October 1, 1995) may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter requesting the upgrade, and listing the second person, and by sending the letter to: FRRS Membership Chairman, P. O. Box 608, Portola, CA 96122.
- People who are CURRENTLY Sustaining members may add a second family member to their membership AT NO CHARGE simply by writing a letter requesting the upgrade, and listing the second family member, and by sending the letter to: FRRS Membership Chairman, P. O. Box 608, Portola, CA 96122.
- Those who join as Life members AFTER October 1, 1995 and who then wish to upgrade to Family Life must pay the additional fee to do so.

New Life Members

Please welcome the newest FRRS Life members:

Carl Robert Bogardus, Jr. MD
from Oklahoma City, OK

Michael Moloney
from San Jose, CA

Michael Romiez
from Camino, CA

Rick Stein
from Scottsdale, AZ

New FRRS Members

Please welcome the following new FRRS members:

Jordan Anise-Levine from Los Angeles, CA

Daniel Basinger from Quincy, CA

Roger & Phebe Baty from Redlands, CA

Walt Bodley from Sebastopol, CA

Carl Robert Bogardus, Jr. MD from Oklahoma City, OK

Peter Cizmich & Family from Portola, CA

Ken Colvil from Stateline, NV

Barry Daniels from Redwood City, CA

Roy & Nancy Dickinson from Portola, CA

Michael Fitzpatrick from Tahoe City, CA

Dariel & Peggy Garner from Blairsden, CA

Gary Gober from San Jose, CA

Clifford Green from San Francisco, CA

George Hambey from Carmel Valley, CA

Steve Hayes from Twain Harte, CA

John Henderson from Sacramento, CA

George, Georgia & Kevin Heustess from Sacramento, CA

Chuck Holland from Sonora, CA

David Ibison from San Jose, CA

Betty Jenkins from Biggs, CA

Gary Mackay from Fallon, NV

Robert & Julia Marvel from Grass Valley, CA

Jim & Katherine McCarthy from Pleasanton, CA

Ken & Mary Metcalfe from South San Francisco, CA

William Moffat & Family from Big Sur, CA

Todd Orlando from Boulder Creek, CA

Michael Poirier from Capitola, CA

Ruben Rodriguez from San Jose, CA

Raymond Sarno from Encinitas, CA

Scott & Nancy Saulsberry from Lakewood, CA

Frederic Smith from Eugene, OR

Gary Van Treese from Sylmar, CA

William Weinreb from Alameda, CA

Richard Wiemholt from Concord, CA

Feather River Railroad Days

By Norm Holmes

The thirteenth annual Feather River Railroad Days is history. The event almost did not happen. Everyone connected with previous years' planning and participation, except Skip Englert, were burned out. Everyone wanted the event, but no one wanted to do the work necessary to have it happen. (Skip helped with planning and made the engine, box car and caboose trophies for parade awards.) Portola's new city administrator, Mel Zernow, with the cooperation of the City Council, felt the event was important enough to the community to pledge the City's staff and financial support and to hire a promoter to handle the publicity and details. Fran Roudebush, area Supervisor, donated county funds and our organization donated a substantial amount to make it happen. This event is our largest weekend of the year both in number of visitors and income. It is important to us to have Railroad Days.

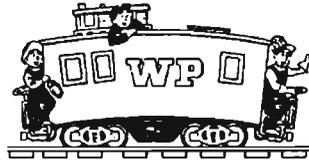
The parade on Saturday morning featured one of our M60A3 military tanks, which stole the show and took first place in the "truck" division. Bruce and Sue Cooper, Norm Holmes, three of Steve Habeck's daughters along with Janis Peterson's son Eric rode on the tank. (Bruce drove!) Lolli Bryan's California Zephyr van also entered the parade ridden by Steve Habeck's oldest daughter and driven by his wife Mary. On Saturday and Sunday there were the usual craft booths, food and games in the City Park. At our museum we had four operating model railroad layouts: Donner Pass Gandy Dancers from Carson City and Thunder Mountain from Sacramento, both large HO gauge layouts. Lake Tahoe, Truckee and Northwestern Garden Railway Society brought a G gauge layout from Truckee and a small N gauge layout was brought up from Sacramento by Jim Druckmiller. On Saturday, Marv Dunn, UP Train Manager, and a CHP officer gave out information on Operation Life Saver. The country music group, Country Satin, played 2 hours both Saturday and Sunday. Allen Wiebe brought a Yogurt machine and a freeze machine. A cup of Yogurt or peach or strawberry freeze sold for one dollar. Over 450 cups were sold and all proceeds came to the museum. Merrill Turpin dispensed most of the treats.

As usual, cleaning, rearranging equipment and general getting ready went on all week before the event. Two passenger trains were run from 10 AM to 5 PM both days and although the number of passengers riding the trains seemed a little less than on other years, ticket sales were only 10% down from last year. The lack of early publicity may have affected the attendance. WP 921D pulled our two former VIA coaches, while 608 on Saturday and 707 on Sunday pulled our regular five car caboose train. The Beanery served a pancake breakfast on Saturday and Sunday which did very well this year. Also the regular fare of hot dogs, hamburgers, etc. took care of the lunch crowd. New this year was a BBQ rib lunch served from a "locomotive" rib cooker. T.O. and Nancy Hagen from Rocklin brought up the cooker for the event. Jack Hathaway drove down from Butte, Montana to open the Gift Shop Annex in the UP baggage car, this was in addition to our well stocked Gift Shop.

So many members did so much and often in more than one capacity, listing who did what would be a formidable task. The following are names of those helping. If anyone is left out, please accept our apologies and we want all to know their help was greatly appreciated.

Marty Anderson, Don Borden, Pat & Linda Brimmer, Lolli Bryan, Bob Carr, Don Clark, Kerry Cochran, Bruce and Sue Cooper, Terry Decottignies, Dave and Linda Dewey, Edna Ede, Skip Englert, Paul Finnigan, Mark French, Jim Gidley, Sr., Bob Gordon, Tom Graham, Steve, Mary & Donna Habeck, Jack Hathaway, Norman & Barbara Holmes, Ellen Housen, Ken & Missy Iverson, Jim Ley, Clyde & Linda Lip-

pincott, Hap Manitt, Melissa McGrath, Judy McGrath, Lorna Miner, Don Nelson, Vic Neves, Jack Palmer, Jeff Palmer, Ken Roller, Kent Stephens, Hank Stiles, Merrill Turpin, Ed Wagner, Gordon Wollesen.



Caboosing

With Hap Manitt

June 25, 1995 Tom Graham and Dave Anderson worked on SN 146 engine, Hank Stiles, Ken Iverson and Dave Anderson worked on air compressor SP 2873, Wayne Monger serviced cooling system on back hoe, Clyde Lippincott continued to work on the shower car.

June 26, 1995 Art Bergman, Norm Holmes, Ken Roller and Hank Stiles unloaded Vic Neves' SP caboose from truck to rail. Doug Morgan and Peter Lyman worked on problems with ALCO MRS #24.

June 29, 1995 Bruce Cooper hauled six loads of gravel to parking lot. Norm Holmes removed rail from DODX car.

July 2, 1995 Bruce and Sue Cooper ran Army tank in Graeagle parade.

July 10, 1995 Bruce Cooper maintained dump truck.

July 16, 1995 Dick Hulbert worked on trouble shooting ALCO FPA-4 and MRS locos.

July 29, 1995 805A, 925C and 921D were MU'd for Lolli Bryan to operate for a birthday present. Also ALCO MRS #24 was used for the first time in train service.

July 30, 1995 Doug Morgan and Dave Dewey cleaned and painted battery compartment on WP 707. Norm Holmes and Ken Roller worked on new turnout for ramp track.

Aug. 5, 1995 Peter Langdon replaced brake shoes on WP caboose 428. Clyde Lippincott used his tractor to mow weeds and brush around balloon track at request of USFS. Charlie Lix cleaned oil etc. from SN 146.

Aug. 9, 1995 Tom Graham built end grates for Santa Fe caboose 197 to prevent kids from falling onto coupler.

Aug. 10, 1995 There was a tour by Toy Train convention people; they went for a train ride and rented a locomotive, plus they had lunch in the Beanery.

Aug. 11, 1995 A handicapped group from Paradise went for a train ride.

Aug. 12, 1995 Hank Stiles did maintenance work on WP 608, 921 and 1857.

Aug. 16-17, 1995 Don Borden used Hotsey pressure washer to clean engines 512, 608, 707, 921D and 1857.

The above represents only a small fraction of the work going on every day at the museum. The following worked regularly or occasionally in the listed categories:

Beanery: Sue & Bruce Cooper, Edna Ede, Ellen Housen, Lolli Bryan, Linda Lippincott, Linda Dewey, Missy Iverson, Julie Anderson, Lorna Miner. Building and shop maintenance: Gordon Wollesen, Ken Roller, Norm Holmes, Steve Habeck, Hap Manitt, David Dewey, Doug Morgan, Clyde Lippincott, Janis Peterson, Julie Anderson, Clifford Green. Gift Shop: Barbara & Norman Holmes, Hap Manitt, Lolli Bryan, Gordon Wollesen, Skip Englert, Karena Wollesen, Missy Iverson. Locomotive maintenance: Hank Stiles, David Dewey, Steve Habeck, Norm Holmes, Ken Iverson, Tom Graham, Doug Morgan, Peter Lyman, Dave Anderson. Track work: Ken Roller, Norm Holmes. Train Sheet and membership: Ed Warren, Norm Holmes, Steve Habeck. Locomotive Rental: Skip Englert, Bruce Cooper, Mardi Langdon, Jack Palmer, Norm Holmes, Pat Brimmer, Jim Gidley, Sr. Train and engine crews will be listed at the end of the season.

Dust Control

During our dry summer months our entrance road and parking lot become extremely dusty. The cost of paving is beyond our financial means. Steve Habeck lives on a gravel road that is treated each year with a product to eliminate dust. He checked into the supplier and subsequently ordered a truck and trailer load of the product to be spread on our road and parking lot. Some initial grading was needed and this was accomplished by Tobie Smith, a water truck was supplied by Ron Jacobs and the load of "Dust Off" (R) was sprayed on the prepared areas. The product consists mainly of Aqueous Magnesium Chloride and Magnesium Sulfate. It needs periodic watering to do its best work, but it has been very effective doing what it was designed to do. Prior to the grading and dust control spraying, Bruce Cooper used our dump truck to haul several loads of gravel for the road and parking lot and leveled it with our tractor.

Donations

Charles Givens donated a box of locomotive service manuals, blue prints and a 1921 Rand McNally Commercial Railroad Atlas. Ed Thomas donated a number of WP time-books, rule books and an early track number book. James Watkins III donated a Milwaukee Road Semaphore motor, fuses, and lamps. Dave Unger continues to send us samples that we can sell from the Red Caboose production line of HO model tank cars. We now have 17 different cars that are available through our Gift Shop. Stan Hedlund donated a beautifully restored Railway Express baggage cart to our museum collection. The cart has side boards and was probably used in the Bay Area to handle express shipments that were to be loaded into baggage cars.

Jack Hathaway donated \$100 to purchase a vacuum cleaner dedicated for use in our passenger cars.

New Equipment

Vic Neves has owned a cupola style SP caboose for several years. The property where it was stored near Auburn was sold and he needed to find a new home. We have wanted an SP cupola style caboose and agreed to let Vic move his caboose to our museum. On June 26, 1995 the caboose arrived on a flat bed trailer. Hank Stiles, Norm Holmes, Art Bergman and Ken Roller worked to transfer the caboose from trailer to track. The caboose is No. 1060 and was built March, 1940, class C-40-3.

Grant Received

Bank of America Manager Kris Miravalle presented the Feather River Rail Society with a \$2,500 grant check to assist us in installing three-phase electrical service, which will enable the museum to continue restoration and maintenance of our historic locomotive and equipment collection. This is the first grant we have ever received and is due to the efforts of Kent Stephens and a professional grant writer hired for this grant. Work will now go forward to increase our electric service and upgrade the existing wiring.

Of Interest

While we do not run ads in our newsletter, we have received word about two items that may be of interest to our membership:

Beautiful new cabin/home located in Twain in the Feather River Canyon, 2 bedrooms and den/office, 2 bath, large deck, gorgeous views on 2/3 acre. If interested call 916-283-0680.

Also Western Pacific's Diesel Years, hard bound \$100, soft bound \$75. If interested contact Mark Tweeddale, 4202 S. Wappel Drive, Columbia, MO 65203, phone 314-445-5543.

CASH Donations

The following people have made cash donations:

Kurt Beasley
Robert Blood
Michael Bozzini
David Burton
Patricia Ann Carr
Pat & Lani Dillon
James Duncan
Joseph Fernandes
Jim Folsom
Warren Gilleran
Mr. & Mrs. Phillip Guidera
Warren Heyn
Richard, William & Dorothy Holmes
Scott A. Holyoake
Kent Hunt
Harry Jamason
Sam Jenkinson
John G. Lenz
Sally, Paul & Kevin Lucia
John & Janet McCormick
Jan & Matt Milholland
John & Lois Miller
Richard Newman
O. W. & Mary Perry
Leo Prescott
Andrew Price
Charles Robinson
Gilbert Rogers
Erwin & Virginia Rosa
John & Linda Scott
Ken Storey
Dave Tateosian & Mae Go

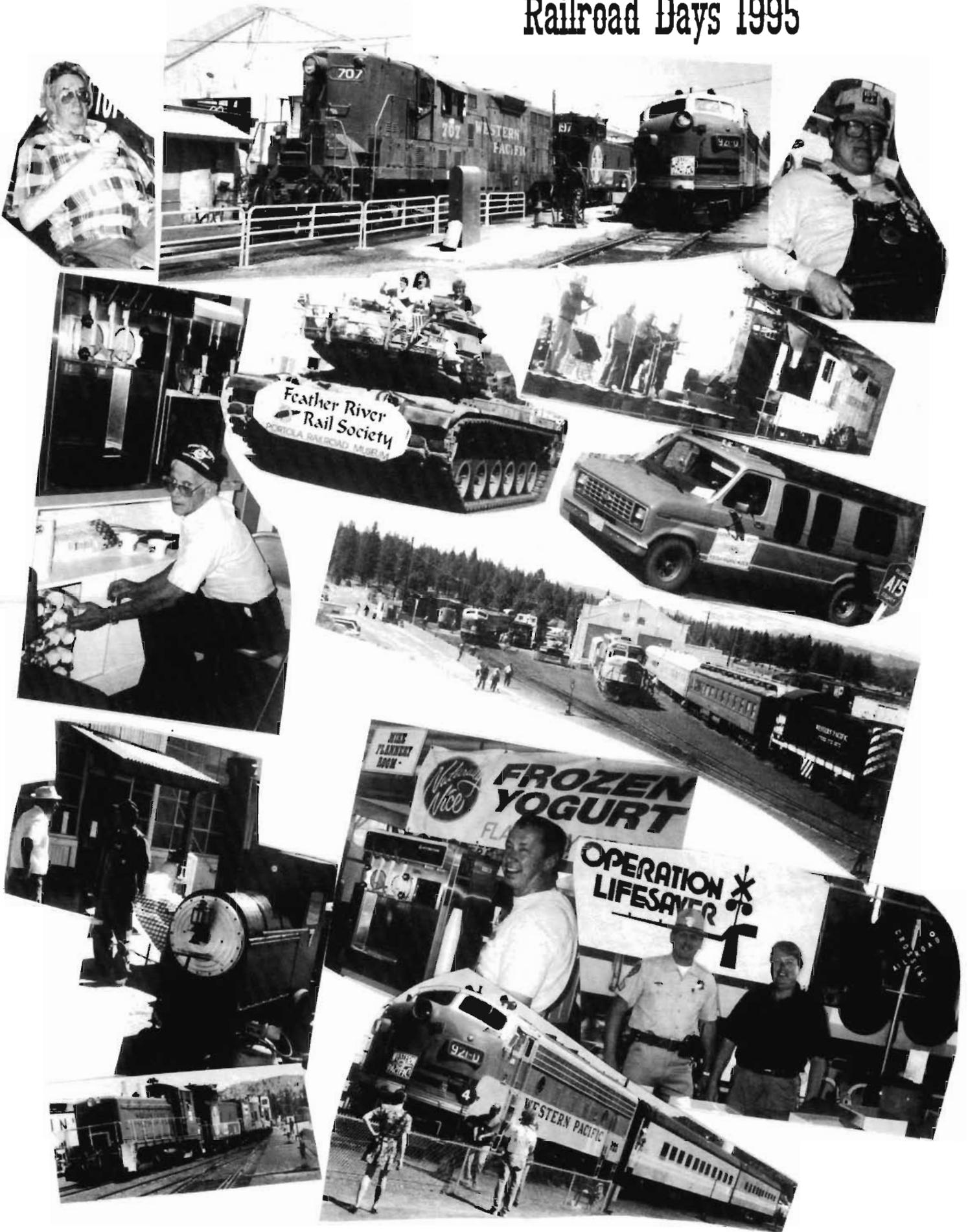
Show Time

Dottie and Roger Aten had a table with FRRS merchandise and information at the Golden Empire Model Railroad Show in Bakersfield July 8 - 9, 1995. Dave and Linda Dewey worked a table at a Chico Mall August 26-27. We have scheduled: a GATS show in Costa Mesa October 7-8, La Habra October 14, Roseville November 11-12, and a GATS show at Long Beach on the same day. Another GATS show at the Alameda County Fairgrounds November 25- 26, and a GATS show at the Santa Clara County Fairgrounds December 9 - 10.

Help Wanted

The Feather River Rail Society is seeking an enthusiastic and qualified person to take over the reigns as membership secretary. Preferred applicants must be computer literate in handling a database of over 1,000 members and be able to print address labels and membership cards, and be willing to stuff as many as 200 envelopes each month. Being familiar with computer on-line services and having the ability to transfer files would be a definite plus. If you can handle it, drop a line to the FRRS, P. O. Box 608, Portola, CA 96122.

Railroad Days 1995





Top Photo: During UP Chairman Drew Lewis' visit, our resident artist, Ken Roller, surprised everyone by offering Mr. Lewis a painting of his choice as a token of appreciation. Shown l. to r. Tom Graham, Steve Habeck, Bruce Cooper, Mr. Drew Lewis, Norm Holmes, and the artist Ken Roller. Photo by Terry Decottignies. Middle photo: Stan Hedlund donated this beautifully restored Railway Express baggage cart. Bottom photo: Vic Neves' SP cupola style caboose, now at the Museum, is No. 1060 and was built March, 1940, class C-40-3. Photos by Norm Holmes.



**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
P.O. BOX 608
PORTOLA, CALIFORNIA 96122**

Address Correction Requested

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Ride the California Zephyr
Ride the California Zephyr on California's Gold.
In October's TV episode of California's Gold, producer/host Huell Howser climbs aboard one of the original "Vista Dome" cars to take a ride from Reno, NV to Oakland, CA. "California's Gold," airs on all 13 PBS television stations in California, in Reno and Las Vegas, Nevada, and in Honolulu, Hawaii.
Please check local listings for exact broadcast time and date in your viewing area. This program is scheduled to air on KCET on Sunday, October 8th @ 7:30pm and again on Saturday, October 14th @ 6:00pm.

