

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 79

May/June 1996

1996 FRRS Operating Season is Underway



Opening Day Photos. Top Photo: FRRS Brakeman Paul Finnegan guides the power in to our caboose train. Bottom Photo: Our two WP GP9's, 731 and 725, are shown pulling our caboose train on the south lead on opening day 1996. At the right is the nose of WP 805-A which was positioned so that passengers would have a nice view of it when the train passed by. Both Photos by Norm Holmes.



Inside this Issue:

- 1996 Operating season begins.
- Notice of Railfan Day.
- Results of election.

The Feather River Rail Society

The Portola Railroad Museum

Preserving the Memory of

"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 the Union Pacific Railroad.

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

Board of Directors

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FRRS Membership

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

These are the dues for one year. Life and Family 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.

FRRS home page: <http://members.aol.com/cyborgsam/frrs>
WP home page: <http://www.calweb.com/~frehm/index.html>

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May/June 1996

The Train Sheet

Issue No. 79

From the Desk of the President



We are now well into our 12th operating season at the Museum, and things are looking good. Our visitor counts have been steady, and the locomotive rental program is getting into high gear, generating much-needed revenue. Issue #12 of the "Headlight" is at the printer (or maybe even in the mail) as you read this, with work already in progress on #13. The annual meeting was held on June 22, 1996 and, although lightly attended, saw the approval of both Bylaws change proposals and the election of five Directors (see the related story in this issue).

Work is continuing on the shop upgrade; it won't be long now before it's more completely functional. Lolli Bryan has spent many hours in UP business car 105, dealing with the aftermath of a rainy spring and a leaky roof, and has the car looking spiffy inside. Ken Roller continues his work on the model railroad in the back of the Beanery; the scenery isn't done, but trains are running, much to the visitors' delight.

Many other people are working frequently, even daily, to maintain and improve our services and facilities. This is the busy season; it seems as though there's always one more thing to do that has to get done today. But, I'll take the time now to thank all of you for your support of the FRRS, and a special thanks to those members who took the time to fill out and send in their ballots, shaping the future of the FRRS by electing Directors and amending the Bylaws. I especially thank those of you who granted me another term as a Director; your support is my incentive to continue on.

--Steve Habeck

Available Back Issues of the Headlight

- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- 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.
- Issue 11 Train dispatching on the WP, Fifty foot single sheathed automobile box cars, WP employee magazines. \$6.00.

Headlight issue #11 is the most current issue as of June 27, 1996.

Back Issues of the Train Sheet are available for \$1.00 each postpaid.

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

Change--It's Inevitable

By David Dewey

The last decade has seen many changes in how we communicate, and what we do for relaxation and entertainment. These changes affect the society in both membership needs and museum visitation. Our Society's biggest economic element is the Museum. Not only is it our largest financial drain, it is also our largest income producing activity, mostly via the "Run a Locomotive" program. While many of our members are "hard core" railfans, most of the visitors to the museum are "general public," people to whom railroads are primarily a curiosity.

What draws people here, or to any museum facility, may be different for each visitor, but the overwhelming element is curiosity. How a museum keeps people coming, staying, and supporting the museum has been subject to much debate lately. On the Internet, there has been a discussion of "movement as the essence of railroading." The majority opinion there is that railroads fascinate because they are large, noisy things that move, and that stationary displays of "dead" equipment cannot convey that. Portola is even mentioned as one of the few places where "stuff" moves.

I am willing to theorize that this desire to see "Action" is one of the signs of the basic changes in society's approach to leisure activities. We are now bombarded with quick, fast images; our games are no longer flat boards with figures moved by a manual roll of the dice, now they are interactive video, or virtual reality. Stuff moves; we are intimately involved in the action we create. No longer do we consider a visit to a bunch of static displays of stuff a satisfying experience.

What we are asking for, in Museum Speak, is "Smoke & Mirrors." It's greatly debated by those who think the artifacts (OK, "stuff") should be left alone, in an arrested state (of course, if the "stuff" is subjected to the elements, it's not arrested, it becomes the "rust garden"), and those who think that only active, operating interpretations (i.e., running trains) can communicate the message.

What it boils down to is saving the stuff, and getting the general public excited enough about the stuff so they support the museum. Getting the public excited is becoming more and more difficult as they have become used to that fast paced, active entertainment mentioned earlier. This major shift in what the public looks for in recreation has happened just within the last ten years. It has caught most of us by surprise. It will take some time for the "established" management people to adapt and react to the change. Meanwhile we will see a crisis in preservation support and funding while the evolution of museum presentation and develop-

ment occurs. This is something like the metamorphosis stage of the butterfly's life, in a cocoon. We can't visually see what's happening, but the end result is either a plain moth, or a beautiful butterfly. Hopefully the existing museums can weather the financial "storm" this evolution will cause and emerge as butterflies.

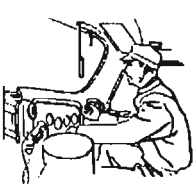
It will be an interesting (diplomatic way of saying "difficult, gut wrenching") next few years while we try to work out how we are going to attract more visitors and preserve the large significant collection that we already have. Not that we will be alone in this endeavor. All museums will be doing this, we just have bigger "stuff" than most places.

Some of this is actually simple: make the visitor (guest) feel welcome and comfortable. People today expect a clean site, with a well-marked entrance. They expect rest rooms that are up to present day standards, or are so "Historic" and old-fashioned that they are considered, "part of the experience." Today most visitors expect rest rooms with tile floors and walls, baby changing tables, etc. -- check your local fast food place, or shopping center, for a good example. This wasn't the norm ten years ago when we opened, but it is now (I hadn't even heard of changing tables two years ago!). The volunteers at a museum now expect similar facilities, too. I'm happy to say we're working on that with the remodeling of the shower car!

People have also become somewhat passive in their exploration of new things; they expect to be guided in their museum visit. There are many ways of doing this; electronic hand held speakers that pick up recorded messages at view stations), personal guides, guide books, "tours" at selected times. Now before everyone jumps up and tells me, "This isn't Sacramento!" I'm not suggesting that we are, or even try to be. We are different; the experience one receives here is different than almost any other railroad museum. I would venture to say its "better," but this is relative; for some it's better, for others it's not, but for all it's different. I am just saying that we need to look at and change how we treat our visitors so we can keep up with their changing expectations and needs. This is the only way we will be able to "keep the doors open" and live up to our motto, "the WP *Lives* at Portola."

You can help too; next time you're visiting, look around and see if you have any ideas, or see something you think should be changed (you could even do this at other museums, see if there are any ideas we could "appropriate" --if caught, I will disavow any knowledge of your actions).

YOU! Can Operate a Diesel

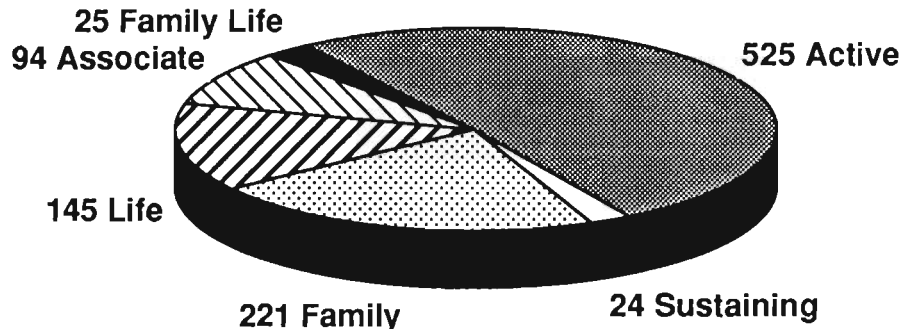


Locomotive
for one hour with
your own private
instructor included.
**Fulfill your
wildest dream!**

A handsome certificate suitable for framing is awarded after each rental.
Rentals by appointment.
Our popular "Combo" rental package includes VIA Rail Canada 6776 MLW/ALCo FPA-4 Covered Wagon-style locomotive. Call for details.
Help support the Society. Phone number for appointments:
(916) 832-4532.

Membership Report

as of June 27, 1996



Total FRRS membership is 1,034.
Of these, 25 are Charter members.

The FRRS invites you and your family to attend the:

11th Annual Railfan Photographer's Day

at the Portola Railroad Museum

>plus the<

**1st Annual
Western Pacific Railroad Historical Society
Convention and Railroadiana Show
and Swap Meet**

Saturday, September 14, 1996

Gates open at 9:00 AM
various events run until midnight

This year's event theme:

**"A Celebration of
First Generation EMD Hood Units"**

This is THE event of the year for ALL fans of the Western Pacific Railroad! Whether you are interested in witnessing and photographing actual Western Pacific locomotives and equipment operating for your pleasure, attending modelling clinics on how to build scale WP equipment led by noted modellers, watching multimedia shows featuring the WP and other Plumas County railroads, purchasing WP and other western railroad items at a railroadiana show and swap meet, participating in a group night photo session featuring restored WP equipment or even riding inside WP cabooses and in the cabs of restored WP diesel locomotives,

You need to plan to be at Portola on this day!

This year's featured photographer:

John E. Shaw, Jr.

**"Plumas County Logging Railroads
of the 1950's"**

Advance ticket sale price \$12 per adult.
Date of event ticket price \$14 per adult.

FRRS members get 50% discount on ticket prices.
All children under the age of 17 are admitted free.

For advance ticket sales or event information, contact
Wayne Monger, 1409 Tillman St., Suisun City, CA 94585
(707) 426-5510

Dealers interested in sales tables at the railroadiana sale and swap meet contact

Roy Gabriel, P. O. Box 981, Sacramento, CA 95812
(916) 485-4579

Table cost is \$25 per 8 foot table. Dealer set-up OK the night before from 5 PM until 9 PM.

FRRS Gift Shop and Train Shows

May and June were busy times for the Train Show circuit. On May 4, 5, Ken Hitch attended a railroad meet at Bakersfield while Norm Holmes set up a table at the PCR-NMRA convention in San Rafael May 3, 4, 5. On May 10-12 we were represented at the 100th Anniversary of the Portland Union Station by Norm and Barbara Holmes. There were over 30,000 people attending the 3 day event which featured three fired up steam engines, five diesels and a large number of passenger cars. Sales were brisk and over \$4,000 in merchandise was sold.

On June 1, 2, Norm and Barbara were present at a GATS show in San Mateo, on the 8th and 9th, Ken did a GATS show in Santa Barbara. On June 23, Norm and Barbara set up tables at the Great Pacific Railroadiana show in Sacramento. Our next shows will not be until October. We pass out lots of brochures about our museum and rental program and receive many favorable comments from people who have visited our museum.

New at the Gift Shop are lots of WP HO gauge models including a special run by Athearn of our WP 921 and 707 in green. 921 is powered, 707 is a dummy, price is \$49.95. Athearn also re-ran the WP 86' auto parts box car which sells for \$8.50 and the WP wooden Bulk Sugar car for \$4.75. We also have the Kato NW-2 as WP 607, 608 and SN 607 at \$99.95 and GP-35's in several numbers for \$119.95. All are in Perlman green. The Red Caboose Co. continues to send us some of their latest production runs of tank cars, wooden reefers (SP-UP and WP), box and flat cars. A run of WP heavy weight passenger cars was produced by IHC. Although they are not exactly prototypical, they do represent WP's older passenger cars. They sell in a set of 8 for \$124.95. We can supply a list of available models if you send us a request.

There are not too many new books on the market, but we have the following: Pentrex has reprinted Ted Wurm's "Crookest Railway in the World" (Mt. Tamalpais). The soft cover edition is \$24.95. Another really nice new book on hand is "World of Steam" by Nils Huxtable, all color, 48 pages at a price of \$19.95. Motor Books has branched out into the railroad line with "Burlington Northern Heritage" at \$39.95, "American Train Depot and Roundhouses" at \$29.95 and "Trains of America" at \$44.95. Books are shipped post paid, please add \$2.50 shipping for other items and don't forget sales tax if ordering from California.

Feather River Railroad Days

This annual event will be held in Portola on August 17-18, 1996. The Grand Marshall will be Chuck Yeager. The parade starts at 10:00 AM and will probably also have our M60A3 tank operating in the parade again this year. This is Portola's largest public event and produces our Museum's largest visitor days. As usual we will have several model railroad layouts and operate two passenger trains. We can use all the volunteers we can get for this important event. Plan to be in Portola for that weekend, if possible.

Cash Donations

These donations go into our general account to pay ongoing operating expenses, thanks people.

Mark Acuna, Bob Carr, Malcolm Church, Scott Crawford, Charles Davis, Tim Diaz, Doug McCreary, Kent McDougall, Ken Meeker, Ken Noren, Andy Petersen, Michael Rohrback, Charles Schoonover, Rich Sullivan, Rich Thompson, United Way of Los Angeles, Roger Verity, Walt Whitman

FRRS Annual Meeting and Election Results

By Steve Habeck

The 1996 FRRS Annual Membership Meeting was held in the Flannery Room at the Museum on June 22, 1996 with a rather sparse group of members present. The meeting was preceded by an excellent dinner of steaks and chicken, salads, and beans put on by Beanery Manager and Director Sue Cooper, ably assisted by husband and Director Bruce Cooper at the grill, with Lolli Bryan, Judy McGrath, Melissa McGrath, and others also assisting.

While everyone was letting dinner settle, Election Judge (and Life Member) Tom Graham assembled the competent team of Judy McGrath, Melissa McGrath (both also Life Members), Kerry Cochran, and Ken Iverson to tally the ballots for the election of five Directors and the fate of two Bylaws change proposals. With the results tallied and verified, I opened the meeting with a welcome, and a thank you to Bruce and Sue for the dinner. Tom then announced the results of the election:

Both Bylaws change proposals, 1) to create a Western Pacific Railroad Historical Society as a subsidiary of the FRRS, with a new membership class, Historical, and 2) to place the nine elected Directors on three-year terms, with three terms expiring each year, were overwhelmingly approved. Thus, with the Bylaws change approved, the top three vote-getters, Gordon Wollesen, Steve Habeck, and Hank Stiles, were re-elected, to three year terms. The remaining two seats, for two-year terms, were won by incumbent Vic Neves and Doug Morgan, who edged out the other candidate, Marty Anderson. At the July Directors meeting, the Board will address the establishing of the Historical Society, and consider naming people to administer this organization, as well as elect the FRRS Officers for the 1996-1997 term.

Both Bylaws change proposals, WP Historical Society, and 3-year Directors terms, passed. For the Directors election, the top 5 vote getters were: Gordon Wollesen, Steve Habeck, Hank Stiles, Vic Neves and Doug Morgan.

The meeting continued with presentations from Steve Habeck and Norm Holmes on highlights of the previous year, and a report from CMO and Director Hank Stiles on the status of the locomotive fleet. Trainmaster Jim Gidley, Sr. then spoke briefly about the revisions to the Operating Department's training program, and presented qualification cards to Bob Carr (brakeman) and Don Borden (fireman; Don is already a qualified brakeman and conductor).

Next came the awards presentations. In 1992, the FRRS established the Glad Hand Award, in recognition of outstanding service to the FRRS, with the first award being presented to FRRS Treasurer, Operations Superintendent, and Facilities Manager Gordon Wollesen. The 1993 award was presented to Jim Gidley, Sr., in recognition of his work to establish and document the Operating Department training program. No awards were presented in 1994 or 1995, largely due to not having them made up in advance of the annual meeting. This year, the Board of Directors established a committee, to be made up of previous Glad Hand Award recipients, to nominate candidates for the 1994 and 1995 awards, and all future awards. Materials were acquired to make three award plaques for this year's meeting, and the committee (Gordon

and Jim) made their selections. Gordon and Jim took over the meeting at this point, and presented the 1994 Glad Hand Award to Steve Habeck (I am very honored), and the 1995 Award to Sue Cooper, for making the Beanery a top-notch facility. Then, an undated Special Glad Hand Award was presented to Executive Director and Founder Norman Holmes, in recognition of his tireless effort on behalf of the FRRS and the Portola Railroad Museum. The award recipients and their spouses were asked to take seats in the front with their awards for recognition and photos.

The highlight of the evening was saved for last. In recognition of his tireless support of the FRRS and the Portola Railroad Museum, his undying loyalty to the Western Pacific, and his 80th birthday, the one and only Hap Manitt was presented with a Special Award and a birthday cake. After many photos of Hap, the award, and the cake, the meeting was adjourned for cake and ice cream.

The evening was topped off with an excellent slide show by Chris Skow, showing scenes taken all across the WP of the Sperry Rail Cars that were used to inspect the rail, a job that Chris bid in on regularly.

Winner Drawn On Our 8th Annual Railroad Trip Opportunity

By Chris Skow

The winner of this year's drawing and free trip offered by Trains Unlimited, Tours is John L. Stein of Kirkwood, MO. John has won two free spaces on any domestic USA/Canada tour offered by Trains Unlimited, Tours. John has informed us that he would like to use his two free spaces on a tour during 1997 and we have agreed to this.

We want to thank everyone who bought these tickets and has helped the Portola Railroad Museum and Feather River Rail Society with our fund raising drive. Tickets for the 9th annual railroad trip opportunity will be mailed out to everyone in the next couple of months. Again, Trains Unlimited, Tours will offer two free spaces on any USA/Canada tour. Over \$3,600 was raised for our building fund.

FRRS Member Benefit

All FRRS members in good standing receive a 10% discount on all items purchased in person or by mail from the FRRS Gift Shop. You must ask for this discount when making the purchase.

Attention FRRS Life Members

A new class of membership now exists called Family Life. This allows a maximum of two people and two votes.

Everyone who was a Life Member prior to October 1, 1995 may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter requesting the upgrade, and listing the second person, and by sending the letter to: FRRS Membership Chairman, P. O. Box 608, Portola, CA 96122.

This effectively means that no spouse of a life member requires their own separate membership any more.

Chief Mechanical Officer's Report

By Hank Stiles

Once again it is time to report to the membership on the latest news in the Mechanical Department.

It seems that just when you think that you are getting ahead things seem to jump up to impede your progress.

Our mechanical programs at the museum were moving along so smoothly and then that bump in the road came along. Since our last report we have had two big projects pop up. The WP 608 has developed a water leak in the engine; it seems that about a gallon of water per hour is leaking into the air box. It is probably a cylinder head gasket, but it could also be a crack in the cylinder liner or the head. Let's hope that it is the gasket.

The WP 725 is having some problems also, the crankcase is filling with vapors when it is cold. After it warms up it seems to clear up but I did not want to take any chances with it so I have taken it "out of service" until we find the problem and repair it. It's too bad, because that unit runs so strongly, but repairs will be made and it will be back.

Small problems that have come up include air compressor control problems on the VIA 6776. It would not keep enough air to operate safely so Steve Habeck took it "out of service." On my weekend at Portola (June 22 & 23) I looked at the problem and after a lot of work found that the problem was a rubber seal 1/4 inch in size. How can it be that a part so small can stop a locomotive so big? It is now running as ALCo intended that it should, making money for its owner; in this case for our museum.

The WP 707 went down; it would not load. It was our luck to have Peter Lyman who could get to work on it. After some work he found the problem, dirty interlocks on the start contactors. Now the problem we had with it sometimes not loading is history. It just proves what they say: On a steam engine it takes 5 minutes to find the problem and 5 hours to fix it. On a diesel it takes 5 hours to find the problem and 5 minutes to fix it.

Our Locomotive maintenance clinics have had the help of Chuck Barker, Ed Powell, Peter Lyman, Alan Dahl (a new member), myself and others. There is still enough room for any of you who would like to find out what makes a locomotive tick. So please come up to Portola the first weekend of each month and help out with our equipment, learn and have fun. Also I am at the museum on the third weekend of each month for work and the Board of Directors meeting. We would like all of you to come to the meeting and put in your two cents worth; the directors need your ideas.

Our new member of the board, Doug Morgan has kindly offered to give me his help to build our Mechanical Department into a more efficient operation. Doug, being a professional in running railroad repair shops, will be a big help in setting up standards and procedures to make our shop work better for our needs.

In the shop area things are really coming together, Tom Graham has worked very hard in fixing up the shop to make it easier and safer to work in. The wiring that the Bank of America gave us a grant to help pay for is almost done (thanks B of A). This will put a lot of extension cords out of business, maybe we will have enough cords for once. Thanks to many people's hard work we are close to being finished.

This will allow us to make better use of our time in the shop making the work easier and more fun. Thanks go to all who helped on this project.

See you in Portola

Hank

Pacific Limited Report

By Steve Habeck

In conjunction with the American Cancer Society, Pacific Limited sponsored a train, using Amtrak equipment, running from Sacramento to Dunsmuir and return on Saturday, June 15, 1996 for Dunsmuir's Railroad Days event. The train was a financial success, despite the removal of two cars from the consist due to unsold seats (marketing time for this train was very short due to late approvals). About 370 passengers were carried on the train, most of whom boarded at Sacramento and Chico. The resourcefulness of the Pacific Limited staff was once again called into play when the prestocked dinette car had its power shut off overnight in Sacramento, and much of the food was unusable. A quick call to Norm Holmes and Steve Habeck, preparing to line up passengers in Chico, resulted in a frantic sandwich assembly by a very cooperative and helpful crew of Safeway employees, and an equally frantic run to the depot on short time by Steve, with his truck full of sandwiches and hot dogs. Everything and everyone got on board the train with no delays, and Norm got his money back from Amtrak as soon as he showed the receipt (he paid for the food at Safeway). The rest of the trip was rather uneventful by comparison. A last minute surprise was the announcement by Amtrak the night before the trip that the train would go to Black Butte to turn on the wye, rather than have the power run around the train and turn the seats at Dunsmuir per the original plan. This was a disappointment in that the class FP40, Amtrak 200, was the trailing unit on the trip up from Sacramento, and would have been leading on the way back, had they run around at Dunsmuir. The silver lining on this cloud was that PLG was allowed to sell tickets for the Black Butte turn, and we did sell 75 tickets, at \$30 per, for the turn. These sales directly added to our profit, since PLG was not charged for the turn mileage. All in all, it was a good trip, since PLG and ACS will split the approximately \$7000 profit, and PLG made a very favorable impression with Amtrak.

By the time you read this, car host selection and notification for the Iowa and Ozarks trips should be complete. As of this writing, openings still exist on most of the Iowa trips, but more volunteers than available slots is the situation for the Ozarks trip. Priority was given to experienced hosts who could be with the train for the entire trip, for continuity. I played a minor role in the selection process, mainly due to the small number of FRRS members volunteering; my input went to PLG Vice President - Operations Hal Lewis and PLG Crew Chief Bob Harper. As always, my addresses are in the masthead of the Train Sheet, if you have comments or suggestions. Thank you.

Donations to the GP9 Fund

*Philip DeLozier, Allen Egbert, Steven Fauth, Barry Garrett, Philip Hackman, Errol Spangler, Gene Vicknair

* indicates a donation of \$100 or more.
Contributions so far: \$10,807.75.

Additions to this fund are still needed. We welcome all contributions, large or small.

New Shop Wiring

Thanks to a grant from Bank of America, we were able to have the work shop bays wired for the shop machinery located therein. Local electrical contractor Dave Siler took on the job which started May 19, 1996 and he finished the job June 24. He has another business, so he was able to work only on Sundays and Mondays. Now we can finally eliminate the extension cords and have our shop in order. A considerable amount of money was saved when Norm found a supply of new disconnects at the State Surplus yard in Sacramento.

1996 Operating Season Opening

The weather cooperated this year except for a short period of clouds so that our season opening was well attended. Our members cooperated too inasmuch as we had enough people to fill all the positions needed. The train crews consisted of Don Borden, Kerry Cochran, Bob Felton, Paul Finnegan, Tom Graham, Jim Gidley, Sr., Steve Habeck, Norm Holmes, Ken Iverson, Harold Lantz, Judy and Melissa McGrath, Jack Palmer, Hank Stiles and Gordon Wollesen. The Beanery was staffed by Sue and Bruce Cooper, Lolli Bryan, Shirisha Lantz and Emery Godard. In the Gift Shop Barbara Holmes was assisted by Norm and Hap Manit.

Sounds

On June 13, 14, 1996 two men from Germany arrived in Portola to record engine, horn and bell sounds for Marklin Trains. The recordings will be used to set up digital train sounds for their line of model railroad equipment. The units used were F7 921D, FPA4 6776 and SD9 4404. Arrangements for the recording session were made by Dr. Thomas Catherall, a professor at Brigham Young University. Norm Holmes ran the units, blew the horns and rang the bells. Our neighbors probably wondered what was going on. Five hours were used to make the recording. Payment was at the rent-a-locomotive rate. They said it was very hard to find these early diesel sounds and were very pleased with the session and cooperation from our museum.

Publicity

Jonathan Mumm from Channel 10 in Sacramento came to Portola and did a short segment, called a "post card" showing our locomotive rental program. That same night Skip Englert, received over 60 calls and booked a large number of rentals. This type of publicity is very valuable and often unattainable.

A week later, Bob McKenzie from Channel 2 in Oakland came to Eastern Plumas County to do a segment and visited the museum.

Charters

We operated eight school charters during May and June. The students are given a caboose ride twice around the balloon track and Ken Roller then takes them on a guided tour of the Museum.

New FRRS Life Member

The following person is the newest FRRS Life Member:

Douglas Grigg

More Rail

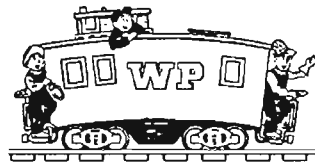
Last year we purchased 108 lengths of 85 lb. rail from the old mill at Grays Flat, which is near Twain, in the Feather River Canyon. This rail had been pulled up and disconnected.

The remaining rail was still spiked to ties and bolted together. On June 8 and 9, 1996, Norm Holmes, Wayne Monger, Doug Morgan and Vic Neves pulled the spikes, unbolted the angle bars and broke loose the rail encrusted in two crossings. Our air compressor that Bruce Cooper had just finished overhauling the engine on was towed to Grays Flat and with our one-inch impact wrench made unbolting the angle bars much easier. This is hard work and in Doug's words, "You couldn't pay me to do this." Next will be to drag the 43 pieces of rail into piles for loading and transporting to Portola.

New FRRS Members

Please welcome the following new FRRS members:

Ken Anderson, Jim Baker, Gerald Bernard, Frank Brehm, Colorado Railroad Museum, Alan Dahl, Doug Dickson, R. & J. Eaton, Peter Ehrlich, Mark Fageol, Marc Kay, Larry Koenig, Doug Macomber, Paul Mangelsdorf, Rich Mehr, Jim Misch, Paul Osman, Gregory Smith, Jack Sypolt, Lawrence Udell, Franklin Whitman, John Wilson



Caboosing

...with Hap Manit

The Museum's Diary

- Some of the activity going on at the museum:
- April 27-28, 1996 Tom Graham with help from several other members moved the parts washing tank into place and worked on the shop area.
 - May 3, 1996 Hot water exists at last in the rest rooms thanks to Gordon Wollesen.
 - May 5-6, 1996 Peter Layman worked on electrical system of engines 707 & 731.
 - May 10-11, 1996 Tom Graham and Ken Iverson repaired water leak on 6776, Clyde Lippincott and Bob Lindley worked on shower car.
 - May 12-13, 1996 Ken and Missy Iverson collated Train Sheet.
 - May 14-15, 1996 Norm and Barbara Holmes mailed Train Sheet.
 - May 14, 1996 Ed Powell repaired steps to 6946 and troop sleeper.
 - May 17, 1996 Gordon Wollesen put power to VIA sleeper.
 - May 18, 1996 Lolli Bryan, Terry Decottignies, Steve Habeck, Norm Holmes, Ken Iverson, Clyde Lippincott, Doug Morgan, Vic Neves, Hank Stiles and Gordon Wollesen cleaned shop building for season opening. Clyde graded entrance road and parking lot.
 - May 21, 1996 Ken and Doug leveled shower car which was 1 1/2 inches out of plumb.
 - May 25, 1996 Ken repaired headlight for steamer 737, Ken and Norm placed headlight and diamond stack on locomotive.
 - June 16, 1996 David Dewey delivered a 300 pound supply of bolts bought from a hardware store in Oroville that went out of business.



Top photo: This perky looking track crew relaxed for a minute after pulling spikes, unbolting angle bars and digging out rail at Grays Flat June 8-9, 1996. L-R Wayne Monger, Vic Neves, Doug Morgan and Norm Holmes. Photo by Lynda Monger. Bottom Photo: After receiving a trailer truck load of diesel fuel, our thirsty locomotives are getting their tanks filled. L-R Ed Powell, Gordon Wollesen and Bob Lindley. Photo by Norm Holmes.

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

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