

# The Train Sheet



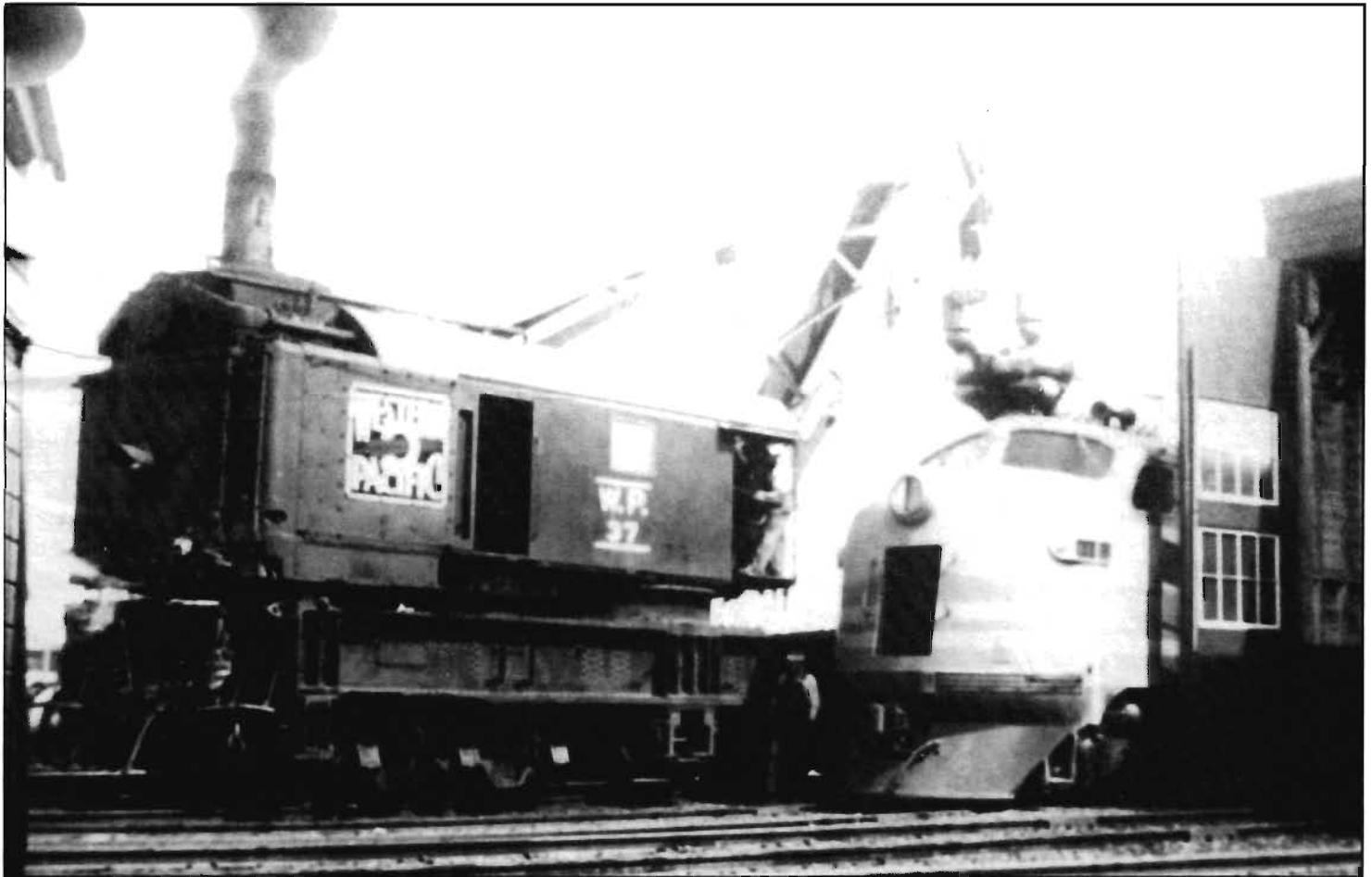
Preserving "The Feather River Route"

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

Issue No. 83

January/February 1997

## WP 37 Celebrates its 60th Anniversary This Year



Built by Industrial Brownhoist Corp. in 1937, this 200 ton steam powered "Big Hook" was stationed in Oroville until returned in 1990. The derrick was converted to diesel-hydraulic by Holt Bros. in Stockton in 1972. Union Pacific donated it to our museum in late 1990, arriving January 29, 1991.

The photo was taken at Oroville on September 13, 1945, by Norman Holmes. It shows the 37 lifting a complete 16 cylinder diesel engine from WP FT No. 902. Much of the early diesel maintenance was done at the Oroville roundhouse. Interestingly the rear headlight of 37 has a black out shield - required on locomotives during WW II.

Inside this Issue:

- WPRRHS Convention.
- News of 1997 operating crew training.
- Request for people to run for board of directors.

# 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.

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific RR historical and modelling publication of the WPRRHS.

### FRRS Board of Directors

Norman Holmes; Founder and Museum Executive Director  
(916) 832-4737; 76043.741@compuserve.com  
Steve Habeck; President  
(916) 283-3396; 102054.637@compuserve.com; FAX (916) 283-5810  
Vic Neves; 1st Vice Pres. --- (510) 352-4373; 103157.3067@compuserve.com  
Clyde Lippincott; 2nd Vice Pres. --- (702) 882-4529  
Gordon Wollesen; Treasurer --- (916) 832-5311  
Wayne Monger; Secretary --- (707) 426-5510; 73563.2652@compuserve.com  
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Bruce Cooper --- (916) 832-1002; suecoop@psln.com  
Hank Stiles --- (916) 363-8572; 103344.2501@compuserve.com  
Sue Cooper --- (916) 832-1002; suecoop@psin.com



### FRRS Membership

Associate----- \$15  
Historical-----\$22  
Active----- \$30  
Family----- \$35  
Sustaining----- \$75  
Life-----\$300  
Family Life-----\$450

These are the dues for one year for ASSOCIATE, ACTIVE, FAMILY and SUSTAINING. LIFE and FAMILY LIFE memberships are a one-time payment. HISTORICAL membership dues shown above are for 4 issues of the Headlight.

ASSOCIATE memberships do NOT have a vote, do NOT receive the Headlight, receive only the Train Sheet, and are for one person only.  
HISTORICAL memberships receive only the Headlight, do NOT have voting rights, do NOT receive the Train Sheet, and are for one person only.  
ACTIVE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person only.  
FAMILY memberships receive both the Train Sheet and the Headlight and may include all members of one's immediate family, but there is only one vote.  
SUSTAINING memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes.  
LIFE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person for life.  
FAMILY LIFE memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes for life.

### The Internet

FRRS web page: <http://members.aol.com/cyborgsam/frrs>  
WP web page: <http://www.jps.net/fbrehm/index.htm>

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## 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. 36 pages, \$6.00.  
Issue 12 Burlington Northern Pool Power on the WP in the 1970's, part two of "Taming the Canyon," modeling a WP "Recreational Vehicle Carrier" autorack. 36 pages. \$6.00.

Headlight issue #12 is the most current issue as of February 25, 1997.

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.

## From the Desk of the President



As I'm writing this, it has been over six weeks since the devastating floods of New Year's week in northern and central California, and western Nevada. This area is home to the vast majority of the FRRS membership, and we have heard many stories from many of our friends and members who have been impacted by these floods in some way. We sympathize with those who have suffered losses; we also realize that we were lucky. The Museum grounds, separated from the river by the UP yard, were spared the flooding that properties along the river in Portola endured. During the height of the storm, all highways to/from Quincy were severed, isolating that area for three days. Portola was also tough to get to for a time, with the Two Rivers slide to the west, minor slides on highway 89 toward Truckee, and flooding in the Sierra Valley to the east.

But, through determined efforts by CalTrans and their contractors, most of the roads are now open. Even the Canyon may be open to controlled traffic around the clock by April, and if you haven't seen the extent of the damage in the Canyon, you would be amazed that it's even open at all. The UP is expected to be running trains again in the Canyon by the time you read this; even the railroad's shutdown lasted over two months, compared to a two-week shutdown after the flood in 1986.

The Museum is slowly being awakened from the slumber of the off-season. Several projects are already in progress, as weather and manpower allow, and preparations are starting for the upcoming season. Plan on coming up and seeing what's going on; the remaining evidence of the floods will still be impressive, and we might even have some surprises for you. Remember, it's your support that makes it happen.

Steve Habeck

## A Word From the Executive Director

Nineteen-ninety-nine is the 90th Anniversary of the completion of the Western Pacific Railroad. It is also our organization's 15th anniversary and the state of California is planning to celebrate its sesquicentennial.

It would seem appropriate that our museum have an event to go along with California's celebration. We would be interested in having your input as to ideas. It's not too early to start planning.

Norm Holmes

## Funds Report

	Additions	Balance
Building	2142.25	16,665.25 (1)
WP 805A	-	-
WP GP-9's	200.00	11,754.75
SP 1215	1,265.00	2,535.22
UP 737	-	-
IR 110-1	-	-
UP 105	50.00	50.00 (2)
CTC Board	-	200.00

(1) Income from raffle tickets

(2) Memorial donation for Roger Aten

## The FRRS Needs You

(And Annual Meeting Date Change)

Once again, it's time (already) to start thinking about coming to the forefront in shaping the future of your Society. We are now soliciting volunteers to step forward and run for election to the FRRS Board of Directors.

This year, the Board seats currently held by Bruce Cooper, Sue Cooper, Clyde Lippincott, and Wayne Monger are up for election. Per the terms of the Bylaws change passed by the Membership in 1996, the candidates receiving the three highest vote counts in the upcoming election will be elected to three-year terms, to expire in 2000, and the fourth-place candidate will be elected to a one-year term, to expire in 1998. The election results will be tabulated at the FRRS Annual Meeting and Dinner, which will now be held at the Museum on Saturday, June 14, 1997. Note that this date is changed from what was put out on the FRRS Calendar of Events that was sent out with the last Train Sheet. This change was necessary due to the FRRS involvement in a "Dunsmuir Daylight" Amtrak excursion (Sacramento-Dunsmuir-Black Butte and return) being planned for Saturday, June 21, 1997, in conjunction with Dunsmuir's summer-time event. (For more on this excursion, see Norm's article elsewhere in this issue.)

The Society really needs people who are concerned about the future of the FRRS and the Portola Railroad Museum to consider running for a Board seat. There are no special qualifications required to serve on the Board; the ONLY requirement is that you be an FRRS Member in good standing, at the Active membership level or above (only Associate and Historical members are NOT eligible). Of course, it is desirable that you are able to attend most of the monthly Board of Directors meetings, normally held on the third Sunday of each month, in or near Portola. It is at these meetings that the direction of the FRRS is being determined.

If you, or any member you know, are interested in running for election, we need to hear from you. Send your name, and a candidacy statement (preferably 100 words or less) to President Steve Habeck by US Mail to the FRRS address (P. O. Box 608, Portola, CA 96122) or by E-mail to my address (it's in the masthead of each issue of the Train Sheet). The deadline for submission of names and candidacy statements is May 1, 1997, to give us time to prepare and send out the ballots to the Membership before the Annual Meeting.

I challenge you, the members, to become more active in deciding the future of the Society. It is a serious responsibility, challenging at times, but also exciting and rewarding. It is an opportunity to help shape the future of the FRRS, and of railroad preservation. Thank you.

Steve Habeck

## AGAIN

The date of the FRRS Annual Meeting and Dinner has been changed to Saturday, June 14, 1997. Note that this date is changed from what was put out on the FRRS Calendar of Events that was sent out with the last Train Sheet. This change was necessary due to the FRRS involvement in a "Dunsmuir Daylight" Amtrak excursion train.

# WPRRHS Convention

*All Aboard for...Oroville!*

The Western Pacific Railroad Historical Society (WPRRHS) and the Feather River Rail Society (FRRS) invite you to attend our convention on:

Friday and Saturday  
April 18 and 19, 1997

at the beautiful Depot Restaurant in the former Western Pacific Oroville Depot, in Oroville, California.  
(Proceeds go to the WPRRHS/FRRS Library Fund)

## Schedule of Events

Friday, April 18, 1997

6:00 PM - 11:00 PM Registration, Cocktails, Conversation and Slide shows. This is a great opportunity to simply catch up with old friends... or make some new ones while enjoying slide shows on Western Pacific, Sacramento Northern and Union Pacific subjects. Snacks will be provided free of charge while cocktails will be available from the restaurant bar.

Saturday, April 19, 1997

9:00 AM - 12:30 PM Registration, Swap meet, WPRRHS and FRRS Gift Sales, Model Display and Railroad Prototype Modelers Contest, Memorabilia Display, Photo Contest, Slide Shows, Guest Lectures.

12:30 - 1:00 PM Lunch. (Swap meet closes at 1:00 PM).

1:00 - 4:00 PM Continuing events.

4:00 - 5:00 PM Tour of WP 0-6-0 #164 and Feather River Shay in Hewitt Park (across the street from The Depot. Group photo). Gift Sales, Photo and Model Displays/Contest close at 4:00 PM.

5:00 PM Banquet for those reserving dinner, or for dinner on your own.

6:30 PM Awards Presentation, Guest Speaker, Special movie presentation by Chris Skow ("Western Pacific-The Final Years") and your 10 favorite slides.

Model Displays: Bring your best Western Pacific, Sacramento Northern, Tidewater Southern, Union Pacific or logging models to show. Locomotives, Freight and Passenger Cars, MofW equipment and Structures are all welcome in the display or RPM contest.

Photo Contest: Bring your best Western Pacific, Sacramento Northern, Tidewater Southern, Union Pacific (on the Feather River Division), Logging or Museum Black & White or Color Print to display. We ask that all photos be matted or framed and have your name on the back.

Memorabilia Display: If you have some unique items of WP, SN, TS heritage that you would like to share with us, please contact John Walker for details.

Swap meet: This will be a "Country Store" type of event with guests allowed to bring up to three items to sell on consignment. These items can be models, books, memorabilia, photos, etc. Your item will be registered, a price tag will be provided and the money will be collected by the WPRRHS convention staff. A 10% consignment fee will be added to the asking price (proceeds donated to the library fund).

Banquet: The Depot Restaurant is an excellent dining facility and owner Gary Quilici and his staff will be preparing a special buffet style dinner for the evening meal. The menu includes salad, chicken or beef, vegetables, pasta, bread & butter, coffee or tea and desert.

Lunch: The Depot will be serving a buffet style lunch with salads, roast beef, ham and turkey sandwiches and drinks.

10 Favorite Slides: Bring your ten favorite WP/SN/TS or contemporary UP (Feather River Division) slides to share with the other guests (Please have your name on each slide).

Regular Fare Tickets (Lunch and Dinner on your own): \$15.00 (current WPRRHS/FRRS Members \$12.50)

Deluxe Fare Tickets (Includes Lunch and Banquet): \$29.95 (current WPRRHS/FRRS Members \$27.50)

Please make your Personal Check or Money order payable to the FRRS/WPRRHS and mail to "Oroville Convention" c/o WPRRHS, P.O. Box 608, Portola, CA. 96122. Only 150 tickets will be sold, so please reserve yours as soon as possible. If you're a fan of the Western Pacific...you don't want to miss this exciting event!

For more information you can call Convention Director John Walker at (916) 671-9584 or E-Mail at: 76362.167@compuserve.com.

Please include your Name, Address, City, State, Zip Code, and Phone Number with your ticket request. (A registration packet with your tickets, updated schedule of events and list of Oroville lodging sites will be forwarded in response).

# Dunsmuir Daylight Excursion

We have proposed the operation of an Amtrak train to operate between Sacramento and Dunsmuir on Saturday, June 21, 1997 for Dunsmuir's annual railroad days. While the contract with Amtrak and other parties has not been signed yet, we expect the plan to materialize.

This train was operated by the Pacific Limited Group last year and was financially successful. With PLG no longer an active corporation we decided to operate this train as an FRRS function. Regular Amtrak service on this route operated at night and this is an opportunity to see the line during daylight hours, to see the flood damage and to attend an interesting local event.

Fares and schedules will be announced as soon as they become available.

Because of the above proposed train excursion, the FRRS General Membership Meeting, Election and Dinner has been moved up one week to June 14, 1997.

## Donations

Jim Marklinger donated a 1972 Ford pick up truck and John Hart loaned a steam engine bell. The bell was obtained by John's father years ago probably from a Santa Fe steam engine. The bell has the number 2951 stamped on it, but Santa Fe did not have a steam engine with this number. The bell is very large, 17" dia. on the bottom and very heavy. Anyone have any ideas?

## Train Sheet Mailed

Train Sheet No. 82 was mailed January 21, 1997. 1,058 were mailed and 20 hand delivered. The lower number from the last issue was due to members dropped who have not renewed. Twenty-four of our members decided to move recently and most have not notified us if their new address. It costs us nearly one dollar to retrieve the Train Sheet and mail it to the new address. Please remember to notify us when you move.

## Free Trip Drawing

Don't forget to send in your raffle tickets for the Trains Unlimited, Tours drawing. The winning ticket will be drawn on May 10, 1997. Additional tickets can be purchased for \$7 each or 5 for \$30. Make your request to the FRRS address.

## Rental Rate Increase

Due to increased maintenance costs we have found it necessary to raise the cost of our rental locomotive program. The following rates are now in effect:

Plan A: Alco S-1, EMC NW-2 or FM H12-44 Diesel Switcher.  
\$95 per hour.

Plan B: One of the above switchers for the first hour and a GP-9 road switcher, EMD F-7 streamline road freight unit or an ALCo FP-4 streamline passenger unit. \$195 for 2 hours.

Plan C: A GP-9, EMD F-7 or ALCo FP-4. \$125 for one hour.



...with Hap Manitt

## The Museum's Diary

New Year's day, 1997 - on top of a heavy snowfall, warm rain continued on for several days. The Middle Fork of the Feather River reached record heights through Portola. The railroad yard separates the museum from the river so we were safe. If the river had risen about four feet more the yard would have been flooded. There was flood damage to some cabins close to the river and water overflowed Hwy. 70 west of town and into Sleepy Pines Motel. Further down the canyon, Hwy. 70 was washed out in many places. Quincy was isolated for several days. The UP tracks through the canyon washed out in a number of locations. The line is expected to open on March 4. The highway is open to controlled traffic 3 times a day with full access scheduled in April.

Lolli Bryan, Norman and Barbara Holmes took the annual inventory of the Gift Shop stock. On Jan. 13 the temperature got down to 15 degrees and froze some of our water pipes that were accidentally exposed. Gordon Wollesen worked to thaw them. Jan. 18: Tom Graham, Hank Stiles, Jim Ley and Ken Iverson built doors for the battery building. Jan. 27: Ken Iverson used a snow blower to clear walkways. Jan. 29: Bruce Cooper cleared snow from driveways around shop building. Feb. 6: Norm Holmes drove to Vacaville to attend an oral history seminar. Feb. 7-8: Clyde Lippincott worked on shower car. Feb. 12: Bruce again plowed museum roads. Feb. 14-15: Tom Graham, Judy & Melissa McGrath, Clyde, Dave & Julie Anderson and Jeff Palmer worked on the shower car. Barbara Holmes worked the Gift Shop for the first time this year. There was nice weather and quite a few visitors.



## Obituaries

We are sad to report the passing of the following members to that great railway in the sky.

Roger Aten  
Henry De Coursey  
Norman Gidney  
Sam Girdler, former member  
Bill Stiles, FRRS Director & CMO  
Hank Stiles' father.

They all will be missed.



## Would You Like to Work for the Railroad?

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

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures.

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

### Please bring your own pencils!

Upon your successful completion of the rules exam, you will be instructed in hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination.

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

The crew training for 1997 will be held:

Saturday, April 26, 1997

Sunday, May 4, 1997

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

**Note: ANY previously-qualified member who wishes to participate in any operations THIS YEAR, must take and pass the rules examination BEFORE they will be allowed to operate. No Exceptions!**

# CASH Donations CASH

The following generous people have made cash contributions. These donations help to pay ongoing operating expenses.

Thanks people.

Tom Abbott

Don Davella

David Edwards

Allen Egbert

Steve & Judy Fauth

Martin Gibson

Robert Jarvis

Hans-Werner Klemann

Thomas Mitchell

Tom Mougovan

George Nolan

Jack Papazian

Peter Parrish

David Rowe

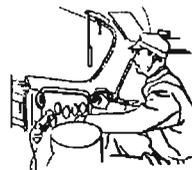
Richard Rowe

F. W. Sellman

Ralph Shafer

Richard Sullivan

Eric Wright



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for one hour with your own private instructor included.

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

We have several popular rental plans beginning at \$95. We have switchers, road-switchers and covered wagon-style locomotives. Call for details. Help support the Society. Phone number for appointments:

(916) 832-4532.

# INTERESTING RAILROAD SNOW FIGHTING ARTICLE

The following article was written by FRRS Life Member Dave Anderson. He hired out as a brakeman/switchman on Southern Pacific in February, 1995, and is currently working the extra board out of Roseville. While this story does not apply to our museum or to the WP we thought our members might enjoy reading about his experiences on a flanger. You may contact Dave if you wish more details on his railroad career. Dave Anderson, 7585 Cherry Glen Ave., Citrus Heights, CA 95610

The call I'd been hoping for came on Thursday at 3PM. "Mr. Anderson, you are called for 4:30. You'll be working the rotaries out of Truckee as a brakeman."

The night before, I was supposed to deadhead on the rotaries to Colfax with Engineer Carson to pick up a set of helpers. A heavy winter storm had pretty much shut down the mountain. Amtrak was stuck behind a freight that was stuck behind a derailed flanger and the snow was up to the windows. We wouldn't be helping trains because nobody was moving. Our job would be to shuttle crews. After waiting with the rotaries for hours, we ended up riding in a van to Colfax. The plan was to then follow the rotaries up the hill. Well, as is often the case, the plan fell apart. The rotaries go out so rarely that getting them ready can turn into a major production. They were delayed in Roseville so long that the dispatcher ended up "busting our call" (cancelling our job) and we deadheaded back to Roseville. I'd missed my chance to ride the rotaries and could only hope for another chance.

Here it was! I called up a couple of friends to share the good news and had barely hung up when the phone rang. It was the crew dispatcher again. "Mr. Anderson, I'm giving you a call and release for the rotaries. You'll be working a flanger with Engineer McCrary and Conductor Stewart." Oh no! How disappointing! Oh well, at least it was snow service and I'd probably at least get to see the rotaries working.

I gathered up some warm clothes and got ready to go to work. When I got to the "chicken coop" (the place where the crews report in and pick up their orders), Richard McCrary asked me if I had brought any change of clothing. I hadn't, but pointed out that we were supposed to tie up in Colfax and deadhead back to Roseville at the end of the shift, so I didn't suppose I'd need any. The conductor, Kevin, said he didn't think we needed them either. He just brought what he was wearing.

We took a van up to Colfax and found our units and Kevin gave me a quick course on how the flangers work and what my duties would be. He would be riding the head end and would raise or lower the blades. My job would be to change blades over from one side to the other to keep the snow going to the downhill side of the tracks when we reached a given point. You can't really see ahead from the flanger so he would let me know by radio when to change over. We didn't run into enough snow to flange until we were just west of switch 9, Emigrant Gap. We had a red at switch 9 and settled back to wait. The mountain dispatcher told us we would be waiting for three Westbounds. Unfortunately, one of them had broken in two in the Big Hole and the conductor was going to have to walk back to find the break. Apparently snow or ice had built up to the point that it hit the

cut lever just right and caused the pin that holds the knuckle closed to raise. At eight hours into our shift, we had only flanged about three miles and were still stuck at switch 9. When the traffic finally cleared up we started flanging East again. Flanging is a kick. We flange at 35 mph, 5 mph faster than the speed limit for Amtrak over the hill. The flanger has a ride just short of violent when the blades are up, like in a tunnel, but settles down to bone rattling when the blades are down and you are in some fairly deep snow. The snow shoots out about 50-60 feet if there are no obstructions, but we eventually build up walls of snow that just get higher every time we go past.

By the time we got to Truckee, we'd been on duty for 11 hours so the dispatcher told us to run around the balloon track and tie up. We figured they would deadhead us back to Roseville, but no, They had rooms for us at the Super 8 motel, and that's where we stayed for the night. The next day we got called for more flanger service and would probably spend another night in Truckee. Well Richard was right. Before we went on duty I walked over to Long's and bought some Tee shirts and underwear, deodorant, etc., I also bought some Snow Packs, (I only had leather boots), some wool socks and a couple of those disposable cameras (We recently moved and I couldn't find my 35mm.).

We made three flips that day. There is a balloon track just West of switch 9 where we can turn the flangers. A flip is a round trip from Truckee to switch 9. It snowed all that day and night so it was obvious that we were going to be there for the duration. The only question was what is the duration? Since we never knew, we ended up putting all of our stuff on the train every time we went out. Saturday and (Superbowl) Sunday were more of the same. Twelve hour days, usually 3 flips.

On Monday, day 5 for us, we went out on the spreaders. As I was saying earlier the flangers leave a build up of snow that gets higher and higher. Eventually you are running between two walls and the snow that you are throwing just bounces off the wall and right back at you. When that happens they call for the spreaders, I'm sure you have all seen pictures of them, they have large wings that shove the snow away from the tracks so that the flangers can work again. What an impressive machine! You are going much slower, probably not more than 10 mph, and moving tons of snow. As you plow forward the snow compacts and curls up above the blades to heights that sometimes reach 6 or 8 feet above the locomotives before breaking off and crashing down the side of the mountain. There isn't much for a brakeman to do on the spreaders, just protect the rear end when shoving back to make another pass, so I just basically sat on the rear unit and watched the nearly hypnotic sight of all that snow rolling up and crashing down all day. We had a beautiful clear sky most of the day and I was out of film. I had forgotten to get another camera and I only had 1 exposure left when we left Truckee.

On Tuesday we were given our choice of taking a flanger back to Roseville with one stop on the way at Colfax to pick up another flanger to take back with us, or stay for another day or two for the clean up. Richard and Kevin were both ready to go home so we gathered up some cars that had been stuck in Truckee since before the storm, and put the flanger on the back, and headed down the mountain.

I'm looking forward to going up there again. I learned a lot and met a lot of great guys, I also will pack more clothes, my camera and a lot of film. I did see the rotaries, perhaps next time I'll work them.

## New in the Gift Shop

Back in production again are the MDC HO WP 50' wood outside braced box cars with end door or without, while supplies last, \$9.95 each. Also we have a new supply of Red Caboose models.

WP wood Ice Reefer \$12.95

WP 1937 40' box car \$10.75

WP 1937 40' double door box car \$11.75

WP 42' flat car \$8.95

UP 40' box car OSL and OWR&N markings \$10.95

Still have a good supply of 10,000 gal. welded tank cars \$7.95

My Western Pacific by Norman Holmes - Soft cover \$29.95

Hard cover \$42.95

Member discount 20% is good on both covers of My Western Pacific until March 31, 1997.

## Gift Shop News

We have set up sales tables at several shows recently. Ken Hitch worked shows at Bakersfield, Long Beach, Fresno and Ventura. David and Linda Dewey did a very successful show at Dunsmuir's winter railroad days event. Working these shows is hard work and we appreciate the effort to help our museum.

We will be in Bakersfield for the PCR NMRA event May 1-4, 1997.

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

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# 1997 FRRS Gift Shop Catalog

Welcome to the 1997 edition of the Feather River Rail Society's Gift Shop catalog. Our Gift Shop is a major source of revenue for the Society; your purchases help us maintain and improve our collection of railroad equipment and artifacts.

This catalog contains only a portion of the items in our well stocked gift shop. Some items may become out of stock and unavailable. New items will be announced in issues of our bi-monthly newsletter, "The Train Sheet." We welcome your inquiries. You may place orders by phone or by mail. Please add \$3.50 shipping except for letter items; CA residents add sales tax. Thank you.

P. O. Box 608, Portola, CA 96122; (916) 832-4737

<b>Audio cassettes</b> , music - Round House Records railroad songs, 3 tapes - ea.	\$7.95	<b>Jackets</b> - 100% Nylon w/cotton lining WP herald on back navy blue, s-m-l-xl	\$32.95
<b>Audio cassettes</b> , train sounds - L&H Railsonics, 7 different tapes - ea.	\$9.95		for size XXL add \$2.00
<b>Banks</b> , wooden engine plays workin' on the RR - you paint	\$13.95	<b>Lanterns</b> - 8" kerosene	\$6.95
<b>Belt Buckles</b> , SF, SP, UP, WP emblem on silver or gold color buckle	\$7.95	12" kerosene	\$12.95
<b>Bumper stickers</b> - WP LIVES silver w/orange	\$1.50	Trainmen's lantern w/o battery	\$24.95
Portola Railroad Museum w/ FRRS emblem 2" x 4"	\$5.50	<b>Knife</b> - Stainless knife w/money clip - WP or UP herald	\$9.95
Portola Railroad Museum FRRS emblem 2 1/2" x 11"	\$1.00	<b>Magnets</b> - WP herald 2" x 2", 501, 3 F-Units	\$2.00
<b>Calendars</b>		<b>Model Trains</b> - we stock whatever is available in HO, plus some O and N gauge, make inquiry.	
1997 UP or SP	\$9.95	<b>Mugs</b> - All western road heralds, some engines, etc., plus our own 428 caboose, 501, 608, 9805A, 21, 2001, 6946.	\$4.95
1997 Feather River Rail Society black & white	\$3.00	<b>Posters</b> - still available WP 913 @ Keddie - 22x27	\$4.00
<b>Caps</b> - Hickory stripe engineer - child or adult adjustable		SP 4449 in Oregon - 20x30 both shipped in tube	\$2.50
Blue or Pink	\$4.95	<b>Color Post Cards</b> - We carry 80 different post cards, write for list.	\$2.25
Printed logo - mesh back WP herald solid black or solid orange	\$4.95	<b>Stock Certificates</b> - Authentic old Western Pacific	\$5.00
Printed logo - mesh back FRRS green or orange w/white front	\$4.95	<b>Suspenders</b> - BN, RG, SF, SP, UP, WP	\$8.95
Sewed logo - SP, UP, WP herald various colors mesh back	\$6.50	<b>Slide sets</b> - set of 5 35mm slides various RR's + several WP	\$2.50
Corduroy - Embroidered WP herald		<b>Sweat Shirts</b> - Orange w/ WP on front, Navy w/ FRRS & WP on front s-m-l-xl	\$24.95
Blue, Black, Dk Green, Maroon	\$8.50	for xxl	add \$2.00
<b>Children's items:</b> We have a large stock of Thomas Train items and other children's books, etc.		<b>T Shirts, Adults</b>	s-m-l-xl      xxl
<b>Decals</b> - peel off WP herald 2x2	\$1.50	#1 Orange w/WP herald	\$11.95      \$13.95
8x8	\$4.50	#1A Black w/WP herald	\$11.95      \$13.95
<b>Earrings</b> - WP herald - post or dangle style for pierced ears	\$4.95	#4 Ash "I was a hoghead"	\$11.95      \$13.95
<b>Headlight Magazine</b>		#6 Ash 805A & CZ	\$14.95      \$16.95
No. 2 WP freight car roster 28 pp.	\$5.00	#8 Ash, Circle the Wagons	\$14.95      \$16.95
No. 5 WP Reno br., GP-35-40, mill gon etc. 48 pp.	\$4.00	<b>T Shirts, Children</b>	2-4, 6-8, 10-12
No. 6 MK GP40, RDC, cupola cabooses 52 pp.	\$4.00	#A White - "All Aboard" animal train	\$8.95
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No. 8 Sperry car, GP-35, MILW box cars 36 pp.	\$4.00	#D Orange w/WP herald	\$8.95
No. 9 WP history, WP steam, diesel roster color 96 pp.	\$12.95	#F White "Engineer in Training"	\$8.95
No. 10 War time, Beer cars, Shafter GP-35's 36 pp.	\$6.00	<b>Book List (revised)</b>	
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deluxe - most western roads and name trains, etc.	\$4.95		
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