

WP's PS-1 box cars....Fair response on the WP cabooses and if I get some more I think we can fly with it. One model like the 428 at Portola with roofwalks and the other a rebt w/o roofwalks and windows blanked out. Also Cascade Models is doing the FEATHER RIVER WP's business car, write for details.....Thanks..see you in Portola..WP LIVES....

PS Norm called me as the SHEET was being put up and typed and said that we are getting Union Pacific CA-3 caboose #25049 and the REA express car is number 7664 50' Steel.....

### DIESEL INJECTOR

Soon after Dave McClain, Matt Parker and John Ryczkowski returned from Salt Lake City last July, Kennecott moved Alco's #2 and #908 to Garfield for the UP to transport to Portola. The units were picked up by a local and hauled to Burmester (15 Miles) for the SST to pick up. Although the units were restricted to 25MPH, 908 developed a hot box. Both units were left at Burmester while UP tried to locate a replacement axel. None was to be found, it was then decided to return 908 to Garfield and bring the #2 onto Portola. Norm Holmes caught the SST from Winnemucca on Aug 16th, and had the dubious pleasure (?) of handling the unit in his train for 12 hours at 25 MPH.

In the wee hours of Aug 17th No. 2 arrived in Portola and was spotted on museum trackage. The engine is complete except for water in the radiator. A battery charger was put to work on the batteries, but to no avail. Upon investigation, Dave discovered two broken battery cases (probably froze and cracked in SLC last winter) and replaced the batteries with two we had on hand. The charger then proceeded to recharge the battery set. The next day, we filled the radiator, strung a jumper from 608 and #2 came to life. It had been at least three years since the engine ran last, but with a cloud of smoke and the typical Alco sound (a bucket of bolts, a bucket of bolts)we now had another running locomotive. It ran but would not load, something in the remote control device prevented throttle response. It wasn't until the following week, with the engine idling for RR Days visitors to listen to, that John Ryczkowski got to looking over the controls and figured out the right combo of switches to set and #2 loaded and moved under its own power. With John at the controls the #2 went around the balloon and with the other power running trains switched the 2001 and moved the 6946 to a better position. It's ugly and needs paints, but it runs very well and John hopes to paint the unit into SP&S colors next summer. One point the engine belongs to us, the FRRS, and not the City of Portola.....

921: Our faithful 921 let us down for a short time on Aug 24th, but with the aid of a jumper wire it operated fine throughout the weekend. She came to life just after Ski got the Alco moving and into position to fill in if needed, she was not about to be replaced by that!!! Dave was not satisfied with the use of the jumper and search-

ed out the problem, with the result that a relay has been repaired and the jumper removed.

2001: Four barrels of oil are needed to fill the crankcase of the locomotive and Dave picked up the oil (\$769.) added it to the engine and the unit was started. The sound of a 567 turbo powered engine filled the diesel shop, however this engine also would not load. Dave and Jim Ley have worked on the differant systems and are close to the problem. It is just a matter of time and we'll have one more running and working engine in Portola.....

On WP GP-20's watch for an article in "PROTO-TYPE MODELER" on them and how to model them.



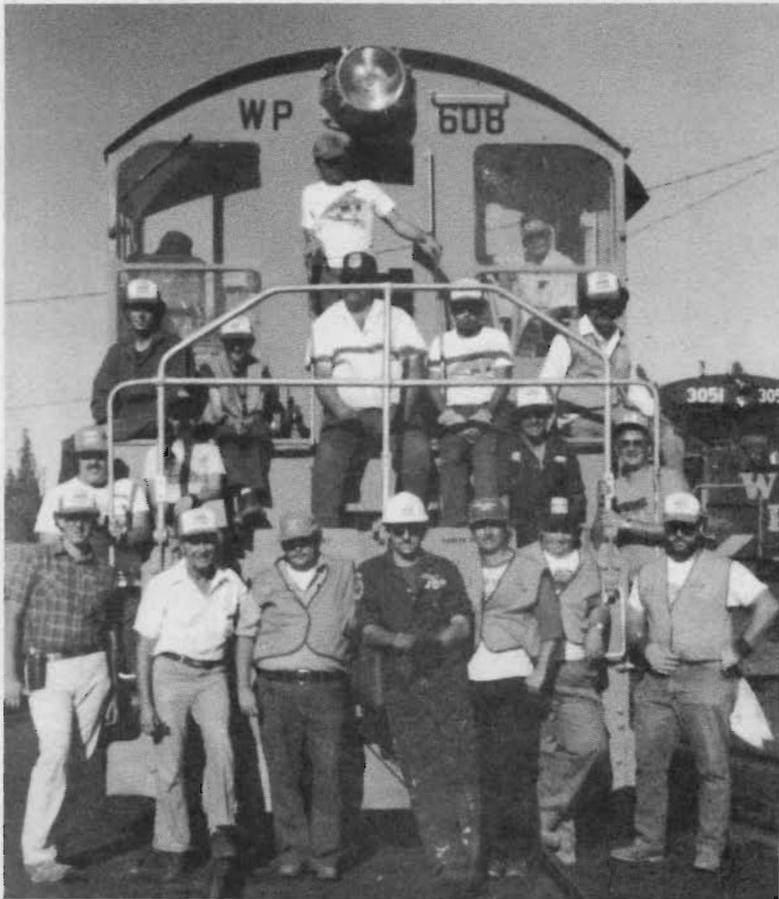
### RAILROAD DAYS REPORT

Again, a frantic effort was made to complete necessary work for our biggest event of the year. The move of the gift shop from the office room to the locker room required the efforts of a number of workers including Jim Folsom, Norm Holmes, Hap Mani and Chris Skow. A new counter was constructed by Jack Palmer, who spent a week helping us get ready. The new gift shop has more room and is more secure. Additional shelving has been installed for our ever increasing stock. Chris and Vickie Krois kept the cash register ringing.

Larry Hanlon, John Walker, and Norm built a dirt bumper in front of 3051. An additional flat car was required for passenger service. The car was sand blasted by Norm, Wayne and Vic. Material for a new deck was donated by Sierra Pacific Lumber through the efforts of John Marvin. The deck was nailed down and side boards built and the car placed into service. It will be painted and lettered by Ski along with the other flat this winter.

Workers on the flat car and other projects included Steve Habeck, John Hachey, John Marvin, Glen Mosley, Peter Soloym, Nick Baldi, Greg Brahms, John Walker, Ski, and always the Wollesen Family. If we have forgotten anyone it is not intentional- we appreciate your help, but it is hard to keep track of everyone.

Train operations started at noon on Sat. Aug 24th, with only the 608 in operation. After a time the 921 joined operations after Dave and UP



A LARGE PART OF THE MEMBERS THAT MADE UP THE TRAIN CREWS FOR RAILROAD DAYS.....

electrician Dick Trost installed a jumper. Operations lasted until 5 PM with some trips leaving with a full load pf passengers. Sunday train service started after the speeder time trails were completed (story elsewhere), and ran until 4 PM.

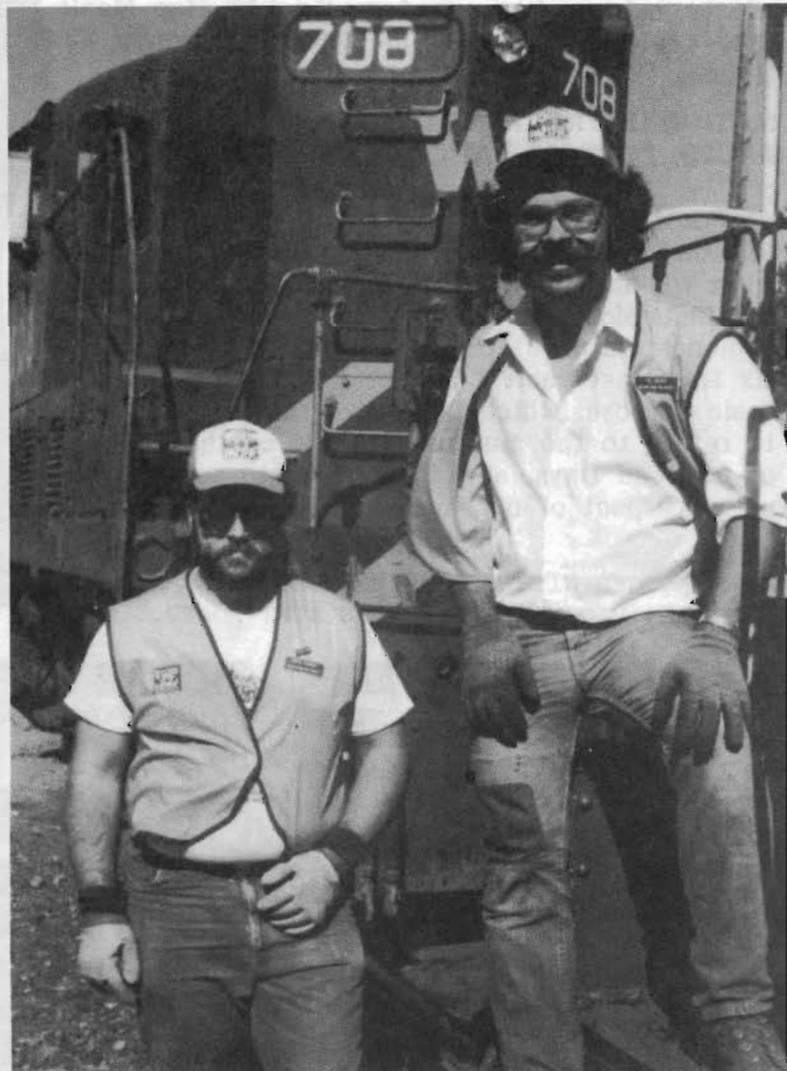


Mary Ryczkowski nearly single handedly manned the ticket booth, assisted by Dennis Clemens. Charlene Marvin and Diane Wollesen sold soft drinks, coffee, ice tea and donuts from the kitchen. The Calpine Elks sold hamburgers, Soccer boosters sold snow cones and the UP junior Old Timers sold hot dogs, all helping to make the museum the place to be on Railroad Days. We thank all who helped make the event a success..

**RAFFLE**

Through the generosity of Don Miller, two over-night Bed & Breakfast accomodations at White Sulphur SPrings Ranch near Clio were donated for us to sell to benefit the Society. The tickets sold were far short of expectations mainly due to other groups selling raffle tickets at the same time.

The winners were Donna Tibbedaux of Portola and Mary Jane Stickney of Quincy.....



THE MEN IN CHARGE....STEVE HABECK AND VIC NEVES FRRS CONDUCTORS....and good ones too.....

MEMBERS OF THE WOLLESEN FAMILY THAT HANDLED THE CROWD CONTROL AT THE BOARDING POINTS AND PASS. ASSISTANCE (our passenger porters.....)