

News and Information

Greenville Depot moved

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

Diesel Doings

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

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

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

Gifts and Donations

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

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

Gift Shop

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

Update

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

Back Issues available

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

FEATHER RIVER RAILROAD DAYS

August 25-26, 1990

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

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

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

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

steamer and operation continued as scheduled.

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

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

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

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

SANTA TRAIN

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