

News From Around the Museum

New Arrival

Our latest locomotive unit FRWX 925C, alias CN 9190, an F7B unit, arrived Portola April 25, 1991. Because of the UP steam train, the B unit remained on the far side of UP's yard until April 29, 1991 when we brought it into the museum property. As reported previously, we purchased the F7B unit from Century Locomotive Parts in Montreal, Canada, so we would have a B unit to go with our two F7A units. A free transportation request was made to Union Pacific to move the unit from Chicago to Portola. They requested that we ask C&NW to move it from Chicago to Fremont and UP would haul it from there. C&NW denied the request and UP agreed to move it via St. Louis from Chicago. Meanwhile we expected to have to pay \$3250 for transportation in Canada, but letters written to GTW and CN ultimately gave us a free move over those carriers. The unit left Montreal April 13, 1991, went through Chicago on the 15th and was in North Platte on the UP on April 16, 1991. Evidently GTW didn't get the word about the Chicago to St. Louis routing and handed it over to C&NW for through movement to North Platte. Because of the one day rail strike, UP did not place it in a train west until the 22nd and it arrived Portola safely on April 24, 1991. We are indeed grateful for the free transportation which would have cost over \$10,000. C&NW has not yet indicated if they will bill us!!!

CTC Board

As noted in the last issue of the Train Sheet, Union Pacific donated the entire Sacramento CTC dispatcher's board to our Society. Wayne Monger and Vic Neves spent some time in Sacramento recording dispatchers' conversations with train and M of W crews for future use when we get the board set up. The last day for dispatching trains from Sacramento was March 8, 1991. Since then all Feather River Division operations are controlled from the giant dispatching complex called Harriman Center in Omaha, Nebraska. On March 10, 1991 Wayne Monger and Dave Anderson started to dismantle the control boards, coil wires and generally prepare the equipment for movement. On March 13, 1991 Dean

Where to Send Things...

Dues payments, donations, requests for membership applications, requests for back issues of the Headlight or the Train Sheet, merchandise orders to the museum gift shop, general questions, changes of address WITH dues payment to:

Feather River Rail Society
P.O. Box 608
Portola, California 96122

Train Sheet articles, advertisements for the Train Sheet, membership questions, changes of address without dues payment to:

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 673-3610
or CompuServe #71251,2705

We thought you'd like to know

We thought you'd like to know all about the make-up of the membership of the Feather River Rail Society. Currently with 925 members, our Society has some very interesting facts about it.

The membership of the FRRS is a very diversified group that lives in a wide variety of places. Clearly the largest number of members live in the most populous state - California, 675 to be exact. Nevada is not only close to California in location, but also in the number of members, 57. Other western states have a number of members also, Oregon 19, Washington 17, Idaho 8, Utah 11, Arizona 10, Colorado 16, and Texas 15. We have one member in Hawaii, and 5 in Connecticut. We have 7 members in New York including one in Brooklyn, and one member who lives in Broken Arrow, Oklahoma. But clearly

Hill, Norm Holmes, Hap Manitt, Ken Roller and Mardi Vincent drove to Sacramento to load a 26 foot U Haul truck with the first load of material. The boards showing track layout from Oakland to Salt Lake City (5 - 10 foot sections) and the two smaller dispatcher stations were priority items. We were advised that other people wanted "souvenirs" from the board, so if we wanted a complete board we had to act fast. Wayne and Dave and one of Dave's friends were on hand to assist in loading. The U Haul was unloaded into a box car (yes, we found space) with the help of Bruce Cooper and Gordon Wollesen. A second load was hauled on March 19, 1991 and a third on March 27, 1991. We were obligated to have all our material out of the office before April 1, 1991. We lived up to our bargain. Most of the second load and all of the third load consisting of racks of relays, battery chargers, etc. are stored in the old hospital car until we can determine how much of it will be needed to set up our display. The remaining items will be salvaged for scrap metals. We are looking into the possibility of obtaining a passenger car or baggage car for a display site and have at least two individuals who are interested in helping set it up. The cost of the trucks and misc. expenses came to nearly \$1300, but we are glad we were able to save this important part of WP history.

Steam!

Main line steam returned to Portola April 25, 1991. Two, big, beautiful Union Pacific steamers pulling an immaculate yellow passenger train arrived at dusk for a two night stay. The train left Elko, Nevada that morning for the 347 mile trip on their way to Railfair '91. We had made arrangements earlier to provide a BBQ dinner for the UP steam crew that evening. It was after 9:30 PM before the meat was cooked and the crew was ready to eat, but it was well worth the wait. Mardi Vincent was the chef, providing BBQ Tri-tips, peas, rice, salad and garlic bread. On Friday, April 26, 1991 we experienced the largest number of visitors ever in April. With Steam engines (UP 844 and 3985) under steam all day and the UP 6936 Centennial with the GM 103 FT demonstrator set in the yard, Portola was the place to be. We hope UP steam will return again next year.

the most interesting hometowns of our members are the ones in foreign countries. We have 9 members who live in England, 1 in Korea, 6 in New Zealand, 4 in Canada, 3 in Switzerland, 2 in Australia and 1 in Sweden. Many are long-time members, and some even life members.

Not only are our members from many different places, but they have very different occupations, too. We have 9 police officers, 26 locomotive engineers, 7 carpenters, 6 electricians, 22 mechanics, 7 lawyers, 3 airline pilots, 8 CPAs, 7 architects, 10 doctors, and 7 hobby shop owners. The largest group is the people who are retired, 147. We have two people who list their occupations as "grouchy old train junkie," and "...general freeloader." We also have a number of people who leave the occupation space blank when then renew. We wonder what they do... hmmm.