

The Train Sheet

Preserving "The Feather River Route"

MAY

JUNE

1988

\$1.50

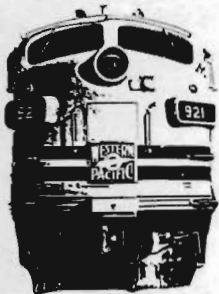


ROCK CREEK BRIDGE

CENTRAL COAST RR EXCURSION

Taken 7/56

From the Norman Holmes Collection



Feather River Rail Society

Preserving "The Feather River Route"

The FRRS, a tax exempt public benefit California Corporation, is the HISTORICAL SOCIETY for the WESTERN PACIFIC RAILROAD and operates the PORTOLA RAILROAD MUSEUM in Portola, Calif.

Our Mailing address is.....
FRRS POST OFFICE BOX 8 PORTOLA CALIF 96122

Our information phone number is.....
916-832-4131 or call 916-832-4737

"THE TRAIN SHEET" is edited by Shannon Smith and assisted by Robin Smith.

Articles/Info please write to Shannon Smith, c/o THE TRAIN SHEET, P.O. Box 8, Portola, CA 96122.

The Feather River Rail Society is not supported by, nor affiliated in any way, with the Western Pacific Railroad.....

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THE TRAIN SHEET

Volume No. 6 No. 3 Issue 31
900 Issues Printed

MEMBERSHIP DUES SCHEDULE FOR 1988

Your Board of Directors has voted in a three-tier dues schedule effective January 1, 1988. Here is the description of the three membership levels:

LEVEL #1 - ASSOCIATE MEMBERSHIP
\$15.00 per year. The Associate Membership includes a one-year subscription to TRAIN SHEET. This is a NON-VOTING membership. It is for individuals that want to support the FRRS/Portola Railroad Museum, and yet DON'T plan to do any work around the museum during any visits.



member

TRAIN



Tourist Railway Association Inc.

THE BOARD OF DIRECTORS

- Norman Holmes
- John Marvin
- Wayne Monger
- John J Ryczkowski
- John Walker
- Dave McClain
- Jim Ley

Associate Membership (non voting)	\$15.00 yearly
Active Membership (voting)	\$25.00 yearly
Family Membership (1 vote)	\$30.00 yearly
Life Membership (voting)	\$300.00

Dues are paid for 12 months from time of receipt

LEVEL #2 - ACTIVE MEMBERSHIP
\$25.00 per year. The Active Membership includes a one-year subscription to THE TRAIN SHEET and is worth ONE (1) vote in any FRRS elections.

LEVEL #3 - FAMILY MEMBERSHIP
\$30.00 per year. The Family Membership includes a single one-year subscription to THE TRAIN SHEET, and is worth one (1) vote ONLY in any FRRS elections.

ANNUAL MEMBERSHIP MEETING

June 18th is the date of our annual membership meeting. It will be held in our museum's Mike Flannery room at 8:00 P.M. Various department heads will give progress reports, our new Board of Directors will be introduced and any business that members wish to bring up can be acted upon. A slide or movie program will follow. Prior to the membership meeting we will have a catered BBQ dinner at the museum. Beef, beans, salad and bread will be the menu. This will be available to anyone at a cost of \$7.50 per person. The dinner will be served from 6 to 7 P.M. Please make advance reservations by June 12th.

CORRECTION FOR MEMBERSHIP DUES

It is not necessary to be an active member to do work or participate in operations at the museum. Active membership does not automatically provide workman's compensation insurance, in fact, this insurance is not available to volunteer organizations. An accident insurance policy is available to members who wish to sign up for same at an annual cost of \$7.50 each. It covers minor injuries up to \$2,500 and will pay \$25,000 for loss of life, sight or limb. This policy will be renewed in July so anyone who wishes to have this coverage is requested to ask Norm Holmes for an application.

The only advantage to having the \$25 Active membership is that you have a vote for the Board of Directors and any Society business brought up at the annual meeting. Also, as most of our members are aware, we have gone to a "date you joined" anniversary date of your Society membership. Your date is on the Train Sheet label and you will be billed for renewal before that date by our membership chairman, Joe Way.

BOARD OF DIRECTORS ELECTION

The terms of John Ryczkowski, Dave McClain and Jim Ley expire at the June meeting. We received four applications from members to serve on the Board: Jim Ley, Shannon Smith, Hank Stiles and Gordon Wolleson. John Marvin has decided to resign from the Board due to other responsibilities which prevent him from being able to fully participate in museum activities. Therefore, an election ballot was not required as we have four people for the four vacancies. We wish to thank John Ryczkowski, Dave McClain and John Marvin for their past services and look forward to the new Board to guide our Society through the next year.

Editors corner by Shannon Smith

Hi fellow members,

As we start the second half of 1988 and my second Train Sheet I would like to share a couple of thoughts that I have with you. By now I am sure that you have some comments on my first issue of the Train Sheet and I am always ready to listen to them. I think as the editor and a member that I should make my feelings known. Please remember that my comments do not reflect the views or policies of the Feather River Rail Society in any way.

First let me say that I am a proud member of FRRS and I intend to do what I can to see this museum progresses forward and be the best operation in the west. In the past few months I have attended several board meetings and I don't think that four hour board meetings are necessary. However there are many things to be done and if these meetings can be run under Roberts Rules of Order more can be accomplished in a shorter time. I think Norm is doing double duty as President and General Manager. And I do believe that in the near future that maybe these positions should be separated. I also believe that if you are going to run for the Board of Directors that you should be at the meetings every month. If you can not attend on a regular basis don't run for the board. One of the other real concerns that I have is the constant purchasing of used equipment that I don't really think we need. If we were all able to work on a piece of equipment for eight hours a day five days a week it would probably take us ten years to get everything running on our freight cars up to AAR standards. We need to concentrate on what we have and STOP BUYING MORE. I feel that if we pull together and work on what we have we will enjoy our museum more.

PRESIDENT'S DESK by Norman Holmes

On May 9th Barbara and I returned from a five week trip to Fiji, New Zealand and Australia to celebrate our 40th wedding anniversary. We visited most of the regular tourist sites and a number of railway museums. It was interesting to see how other countries and organizations treat and operate their railway museums. Most museums were not too different than those in our country with a few members doing most of the work as in this country. A number of organizations in New Zealand and Australia have locomotives and cars that are maintained in a satisfactory condition to allow their operation on the government owned railways. Inquiries about arranging special train operations in the event of a group visit were generally very receptive. Steam was, of course, the main attraction with diesel preservation now just coming into being.

While in New Zealand we had the opportunity to meet the seven FRRS members living there. Most have American HO gauge model railroad layouts, which we visited. Richard Morgan showed us around the railways in Auckland then Milne Collis and his wife took us on a week-long tour of the North Island arranging several special showings of railway museum equipment. We also had the opportunity to meet with officials of the NZ Railways and received an introduction at a rededication of a New Zealand Railways steam locomotive event.

Tourism is a very important industry to the countries we visited. Because of the lower value of the US dollar, foreign visitors are coming to America in greater numbers. We should do everything we can to make our railroad museums an attractive place to visit.

In a recent issue of the GAZETTE, news letter from Orange Empire Railway Museum, they wrote about their two heavy-weight Rio Grande baggage cars. The interesting fact was that one car, D&RGW #743 was once WP #804. When the WP started

passenger service in August, 1910, all passenger equipment was leased from the D&RG. It was lettered and numbered for WP. No. 804 was a baggage-buffet-library car and operated in passenger service until April, 1911. The car was returned to D&RG and used in its original configuration until 1920 when it was converted to a full baggage car.

Also noted in the GAZETTE was an announcement that they have received SP #3100, a GE U25BE. This brings the number of GE U25B's preserved to five.

DEPOT PROGRESS

The Union Pacific has extended the property lease with the City of Portola for an additional fifty years. This will enable us to apply for funding for our replica WP depot building. The building permit has been applied for and a

ground breaking ceremony has been tentatively scheduled for June 18, 1988. We have some money on hand to do the initial ground work, but much-much-more will be needed to complete this most important project. We are in need of someone to help us in grant writing. Gordon Wolleson has agreed to be "Project Manager."

GUATEMALA TRIP

The Guatemala Trip raffle - depot fund raiser is going great. Members returning the ticket stubs along with the \$2 each has been good, with a number of members requesting additional tickets. We have a supply of tickets available by mail or at our Gift Shop for anyone wishing to donate to this worthy cause. The trip is being provided free by Chris Skow through his Trains Unlimited travel service and all profits will go to our depot construction fund.

AROUND THE MUSEUM by Norman Holmes

Clean-up of the La Portola tar pits continues with the contractor working six days a week to remove the old oil. Hap and Jim Ley have been assisting the contractor in any way they can, in return we have received all the old fencing material and most of the ties that were used for fence posts.

Gary Cousin, Jim Ley, Hap Manit, Ken Roller, Hank Stiles and others have been cleaning up the diesel shop area. It seems this is a never ending job as items arrive and need to be put away for future use. Tom Moore has been working to complete our three-phase power installation. Tom got a donation of 200 feet of 3/0 wire, a circuit breaker and other items needed from his employers suppliers, thus keeping our costs to a minimum. Three-phase power will enable us to operate our air compressor and welders that need this type of power. Other work at the museum includes John Walker on SN 5005 hopper cars; Ken Roller on track work; George Comer and Ray Tucker cleaning the restrooms; Hank Stiles and Gordon Wolleson on the roll-up doors; Dave McClain and Larry Hanlon starting and checking the 608, 707, 848, 921D, and 2001; Larry Cope on the 105; John Walker, Hank Stiles and Ken Roller sanding and painting the vista flats; Dan Robirds working on the brake system of the 501; Doug Jensen preparing the 2001 for paint; Bruce Cooper fixing an air leak on the 921D; and Wayne Monger, John Walker and Matt Parker installed crossing "buck boards" on our three dirt road crossings. Hap Manit arranged for a local dump truck to clean up the debris in the proposed picnic area. The Portola Soroptimist Club has bought some metal BBQ units to be installed as soon as the area has been graded, etc.

Bruce Cooper built a storage cabinet and desk unit which was placed in the old movie room. This will become an operations and

maintenance office. Our collection of maintenance and parts books have been placed in the cabinet. A clip board rack is over the desk and a clip board provided for each locomotive so that records may be kept available. We thank Bruce for a fine job.

We are sorry to have to report the passing of member Cal Dorothy.

LAST MEETING

Our April social meeting attracted two dozen members who heard a progress report by Hap Manit and saw several video tapes brought up by Kent Stephens.

EQUIPMENT ARRIVALS

UP #29954, a 52 foot gondola car arrived in early April with parts for four drop tables. The car and its contents were donated to us by the Promontory Chapter of NRHS. The UP moved the car from Salt Lake City to Portola without charge. We plan to install one of the tables on Rip 2 to make changing of locomotive axels and traction motors easier. We appreciate the generosity of the Promontory Chapter and UPRR.

HEADLINES AND DEADLINES

If you have any photos or articles for the up coming TRAIN SHEET, the deadline for them is July 17, 1988. You can mail them to me at the Portola address or if you are at the museum you can give them to me in person. Thanks

Union Pacific Bunk Car 905884

Sitting on Track 5 at the Portola Railroad Museum are two examples of Union Pacific Maintenance-of-Way outfit cars, which were donated to the FRRS in 1985. One of the cars, the UP 907344, is the living quarters for our on-site caretaker and "Yardmaster" Jim Ley. The other car, the UP 905884 has been undergoing a slow (very slow) restoration by many members of the FRRS over the past year and a half. Finally, thanks to the efforts of such people as Wayne Monger, Steve Milward, John Walker, Rick Merle, Vicki Krois, and Hap Manitt, this car has been returned to working order as a shower/bunk/lounge car for the hard working members from out of the area. Much more work needs to be done to both the interior and exterior of this car to return it to top condition, but at least we now have someplace for our "week-end warriors" to take a shower after spending a hot and grimy day working around the museum. Both the 907344 and the 905884 started life as members of Union Pacific's A-50-12 (Automobile boxcar - 50,000 pounds capacity-design #12) 50-foot Automobile boxcar fleet. These cars were built in the UP's car shops in Omaha, Nebraska during 1930-1931. Many of the A-50-12's were converted to standard B-50-20 or B-50-26 boxcars during a rebuilding program in 1940 and 1941. During 1950 to 1955, a vast number of the remaining A-50-12's, plus the rebuilt B-50-20's and B-50-26's were converted by UP for work train service. There were various interior configurations built into these former automobile boxcars, and our cars reflect just two of these. The 907344 was built to be a gang forman's car and living quarters. It has one large room that doubles as office space and kitchen area, with a small room at each end of

the car for the shower and the bedroom. The 905884 has the configuration of a 6 man bunk car. The interior is divided into three equal spaces, one end being the shower and locker room, the center being the small kitchen and lounge area, and the other end being the bedroom. In restoring the car to this use, we have kept this configuration, as it best serves our purposes.

Work on fixing the 905884 began during the summer of 1986 when Wayne Monger stripped most of the interior out of the car, leaving mostly bare walls. That winter, the city's "workfare" program used this car as a workshop to repair toys for needy children. Spring and summer of 1987 saw work on the car continue in spurts. The interior of the car was painted by Wayne Monger, the new water heater installed, the gas lines for the hot water heater, and the shower repaired by Steve Milward and Rick Merle. The glass in the windows was replaced, and the window frames painted. Carpet was put down on the floor, shelves were put up, and new screens were put on both doors. Vicki Krois donated curtains for the windows, and a shower curtain. A few times during the summer, CalGas of Portola donated tanks of LPG to heat up the water in the car. This winter, storm windows and a wood stove have been installed, which allows the car to be used year round by our members. More chairs and sofas have also been added to the car. We still need some items to properly finish off this car, so that it will be inviting to both individuals and families that come to work at the museum on weekends. We are still in need of a microwave oven for the car, a pair of table or floor lamps, and some beds for the bedroom section. It would be especially nice if a member could donate a set of bunkbeds for the car, so that families with children could stay in a unique setting.

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Santa Fe Boys Do It Again

By Errol Spangler

The end of May saw the arrival of yet another Santa Fe cabooses in Portola. The car, Santa Fe 999414, was purchased last month by the same group that owns the other Santa Fe cabooses already on the property, the 999197. The group, known around Portola as the Santa Fe Boys, recently formed Vintage Railway Equipment a corporation dedicated to preserving unique pieces of our railroading heritage.

Indeed, the Santa Fe 999414 is a unique piece of equipment. This car was the original all-steel cabooses on the Santa Fe having been built in 1927 by American Car and Foundry as ATSF 1500.

Altogether there were 150 cabooses built in 1927, numbered 1500 - 1649. This order was followed by an additional 225 cars, 1650 - 1874, in 1928. A total of 104 cars, 1875 - 1978, arrived on the property in 1930. The final batch of cars from ACF arrived in 1931, totaling only 22 cars, they were numbered 1979 - 2000. Altogether the Santa Fe received 501 of the 1500 class way cars between 1927 and 1931.

During the war years of 1942 thru 1944, the Santa Fe built an additional 200 cars in their own shops. These cars were numbered 2001 - 2200. Following the war the

road again built its own cars. The first 100 cars, numbered 2201 - 2300 rolled out in 1948 and were followed in 1949 by the last of the Santa Fe style cabooses, another 100 cars numbered 500 - 599. The 999197 came from this latter group, being built early in the year as number 507.

In all, the Santa Fe purchased or built a total of 901 all steel way cars between 1927 and 1949. These cars were in 2 distinct classes, the 1500 series cars built by ACF had radial roofs with the cupola set slightly back from the sides. The AT&SF built cars utilized a pre-fabricated pressed steel, peaked roof. Also, the cupola sides were flush with the car sides. These cars became known as the 2200 series.

In 1966 the Santa Fe began an extensive program of upgrading its aging fleet of Way Cars. Between 1966 and 1968 the shops at West Wichita, Kansas rebuilt a total of 315 cars designated as class CE-1 and numbered 999000-999314. During 1968 the West Wichita shops also rebuilt 40 cars for local service, identified by yellow painted cupolas, designated CE-3's and numbered 999600 - 999639. The San Bernardino shops rebuilt the next group of 223 cars designated CE-2's and numbered 999315-999537.

In the rebuild program, the cars received new cushion underframes, new interiors, and 12 or 32 volt electrical systems where required. The cars also received new steel end doors to replace the original wood ones, and the windows were either plated

"This car was the original all-steel cabooses on the Santa Fe having been built in 1927 as ATSF 1500"

over, or were replaced with sealed, safety glass windows. The cupola also changed appearance somewhat as the side windows were moved from the corners to the center, in line with the switch from corner bench seats to center mounted, swiveling captains chairs on each side of the cupola. Of course, the most noticeable change in the program was the paint job. Prior to the program all Santa Fe way cars were painted a standard box car red with the car number and ATSF in white lettering centered on the sides. The cars emerged from the shops painted a bright Indian Red with a large Santa Fe logo and center stripe in yellow, and the car number and ATSF in white (cupola numbers were added later).

No new way cars came on the property for 25 years until 1974 when 5 extended vision cars, numbered 999538 - 999542, and designated class CE-6, were purchased from International Car Co. A second batch of 50 extended vision cars from ICC followed in 1978 classed CE-8 and numbered 999700 - 999749. Finally, in 1981 the last batch of new cabooses to probably ever grace the Santa Fe rails arrived from ICC. These 75 class CE-11 cars were also extended vision and were numbered 999750 - 999824.

In case you are wondering, the other CE classes which I have not mentioned here were minor rebuilds, renumbering, or acquisitions (TP&W) with some classes having as few as 1 car. Also, not all cars made it to the rebuild program, of the original 901 cars only 578 were modified. By the time of the rebuild program 162 cars had been either scrapped or sold and

the remaining 161 cars were down graded for use as transfer cabooses or road switcher service.

True to railroading form, cars were pulled in to be rebuilt and renumbered on a purely random basis. In his book "Cabooses Cars of the Santa Fe", Frank Ellington lists the old to new numbers of all cars which went through the program. It is interesting to note that only a third of the 1927 cars survived that long, having been either wrecked or sold to other railroads. By the way, there is one picture in the book of the 1500 apparently taken right after the car was built. Unfortunately this book is long out of print, and Mr. Ellington has no plans to re-issue it.

For more information about Santa Fe way cars, I highly recommend Joe McMillans book "Santa Fe Motive Power" which has one chapter devoted to cabooses, with dispositions as of 1985. In the book is a picture of the 999414 on the end of a freight drag as an example of the CE-2 class cars. Our thanks also go out to Joe as he was instrumental in helping us obtain this car.

Speaking of pictures, the February 1986 issue of Smithsonian magazine carried an article entitled "Cabooses may be rolling toward the end of the line". In the article the 999197 shows up prominently in a photo of the yards in Barstow.

It is interesting to note that the 999414 arrived in Portola almost one year to the day from the arrival of the 999197. What have the Santa Fe Boys got up their sleeves for next year????

UP BUNK CAR

This spring, we will add a set of stairs to the outside of the car, which will make it much safer to get in and out of the car, a set of lockers in the shower end of the car (where members can keep their work clothes), and repair the sink in the lounge area of the car. Members are invited to use the car whenever in Portola - as long as you leave it AS CLEAN as when you found it. Thanks.

FEATHER RIVER RAIL SOCIETY

1988 CALENDAR

June 18 - Annual Membership Meeting and Dinner

June 25-26 - Operating Weekend

July 2-3-4 - Operating Weekend

July 9 - Rail Festival and Operating Weekend

July 30-31 - Operating Weekend

August 13 - Motor Car Races Social Meeting

August 20-21 - Railroad Days Operating Weekend

Sept. 3-4-5 - Operating Weekend

Sept. 24-25 - Operating Weekend

The museum is open 10am-5pm daily during our running season. Train rides are on Operating weekends only.

GIFT SHOP NEWS by Robin Smith

I have a new book in on the Daylight #4449 by Nils Huxtable. It is a beautiful book full of many color photographs of the #4449 from the very beginning to the present. The book deals with its history and is very informative. It is a great book for your collection.

I have been doing a lot of work in the Gift Shop during the past six weeks. There are some changes in the shop but mostly we have been cleaning and rearranging the merchandise. I am always looking for new items to stock and new vendors to supply them at a reasonable price. I am currently working on some new t-shirts and possibly a new hat. When they are ready for release I will let everyone know. Some new items in the shop now are a 1989 Steam Calendar, a new supply of Train Whistles for the kids delight, and a larger supply of HO gauge model trains all in WP lettering. Included are the new Front Range 3-bay center-flow hopper cars in WP lettering as well as the return of the wood cupola caboose. Many of these items are in limited quantities so get yours now.

By the time you read this I will have spent 5 days at the FCR/NMRA convention in Santa Rosa, CA. I brought with me many of the items that are currently in the Gift Shop and spent many hours promoting the Feather River Rail Society. If the Gift Shop looked bare on the weekend of the 4th and 5th of June you will know why. I am looking forward to seeing and meeting everyone during running season. I will be at the Gift Shop during the week on Monday, Thursday and Friday as well as on the weekends. The shop hours are 10AM to 4PM on weekdays and 10AM to 5PM on weekends.

We make mistakes in the TRAIN SHEET to keep everyone on their toes.

FEATHER RIVER SHORT LINE

by Betty Boynton

In late April Jim Boynton fired up #8 to check out the engine after the winter shutdown. Assisted by Mel Moore and John Marvin, Jim put #8 through test runs and she checked out in fine shape and raring to go. Participating in the event was Portola Mayor Sandi Waterhouse and her son who were very much impressed by the ride on a steam engine. With the resumption of the regular Wednesday and Saturday work schedule, Jim plans to operate #8 two Saturdays a month and on special occasions. Work had been going on for several weeks before the steam up. The engine boiler had been washed out and Jim inspected the inside of the firebox and cleaned the burner. Jim, Mel and John have been working on the engine's air brake system. Mel and Jim repacked the main driver journals. Mike Attama and Jim installed a new lubrication line between the hydrostatic lubricator and the right steam chest. Jim, Mel and John cleaned up materials and equipment around the FRSL caboose and stored the surplus items in the caboose and ammo car. John reports good progress on the woodwork in the engine cab. The new engineer's seat is in and Charlene Marvin is making the cushion. Arrangements are underway to paint the Shortline name on the left side of the tender and change the print on the right side. The new logo will also be put on, the first time since 1959 a logo has been on the equipment. STEAM FOREVER!

MERRILY WE ROLL ALONG!

One of the biggest projects of our just past work weekend was the moving of the paint booth. And of course such a large project could not have been done without many weeks of preparation by the dynamic duo of Hap Manitt, Jim Ley and Jim's horse trailer. Two weeks ago Jim and Hap trucked in the planks to put under the paint booth so it could be moved to the south side of the engine house. On Sunday Jim Ley got everyone (including your editor) rounded up to get this project moving? With the help of Vic Neves, Renee McComb, Mike Falzone, Matt Parker

Fred James, Jim Gidley, Mark French, Brian Challender, Steve Hieb, Norm Holmes, Jim Ley, Debbie Joyner, Barbra Holmes and of course Hap Manitt, we got the planks under the booth with little damage and used the old Egyptian method of rollers to move this huge wood and plastic green house.

The moving of the paint booth was not the only work that was done during the weekend. Janet McCormick cleaned both the bathrooms and the refrigerators that we use during the season to store members food not to mention our own hamburgers and hot dogs.

There was also a crew doing track work and work on the 2001 to ready it for paint. I hope that I got all the peoples names who worked on the movement of the paint booth, If I did not I am very sorry. Please remember that you hard work is always needed and appreciated.



FEATHER RIVER RAIL SOCIETY

INCOME AND EXPENSE SHEET FOR 1987

Checking account balance 12/31/87 - - - - -	\$ 478.67
Savings account 12/31/87 - - - - -	7,888.84
Certificate of Deposit for 6 months - - - - -	4,000.00
Credit Union balance - - - - -	9,112.39

Credit Union Loan Balance - - - - -	\$6,512.37
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INCOME

Train Fares - - - - -	-\$ 4,295.00
Membership Dues - - - - -	14,535.00
Donations - - - - -	7,569.15
Gift Shop - - - - -	11,214.83
805A Donations - - - - -	3,819.00
TOTAL - - - - -	-\$41,432.98

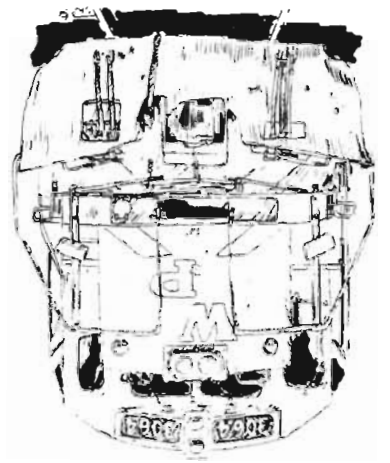
EXPENSES

Administration - - - - -	-\$ 8,426.91
Operating Expenses - - - - -	2,213.32
Motive Power Maintenance- - - - -	2,194.67
Maintenance of Way - - - - -	1,801.36
Car Department- - - - -	433.86
Buildings and Grounds - - - - -	4,329.47
Utilities - - - - -	2,467.64
Publications - - - - -	2,423.56
Public Relations- - - - -	5,836.62
Capitol Expenditures- - - - -	13,833.31
TOTAL - - - - -	-\$43,960.72

Transferred to Life Membership Account- - -	\$6,885.00
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Transferred to Savings- - - - -	\$5,000.00
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Submitted by Robin Smith
3/14/88



Address Correction Requested.....Dated Material Please do not Delay

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