

ELECTION OF OFFICERS

Our annual election for the Board of Directors will be held at the December membership meeting. Five directors will be elected for one year teams. Nominations can be made at the October meeting, or interested parties can place their names on the ballot by submitting a written application for the same. Any paid up member is eligible, however applicants are expected to be able to attend monthly meetings and participate in decisions affecting Society activities. If the applicant wishes, a brief statement regarding applicants background and thoughts toward the Society will be included with the ballot. With the membership over 500 we are with all the equipment and activities, a group that will need active, interested and participating directors to get the job done. The next year will be a busy one with all the activities, training and dealing with the City of Portola.

Ballots will be mailed to all paid up members about the 15th of November, and will be counted at the December meeting. Ski is going to include a questionnaire about the "TRAIN SHEET" and the Society.....

AMTRAK DINER PURCHASED

Periodically Amtrak sells off some of its surplus equipment. Its latest offering was dome cars and diners. We placed a bid on several dome cars and two diners. The dome cars were sold for much more than we could possibly afford, however we were successful in bidding on a diner. We were awarded No. 8070, a 1951 Santa Fe Pullman blt unit with stainless steel siding. It was used on the Super Chief and is in good condition and with a little work will serving meals again during operating days. It is located in Los Angeles and the UP is moving it to Portola at no cost and should arrive anyday now as you read this.

The purchase of this car has depleted our meager treasury, as the bid was \$5280.00. If any of our members would like to contribute toward its cost and return to service, it sure would be appreciated.....

DONATIONS

George Comer has donated a large enameled WP herald and a large box of railroad books and literature, these items will be added to our ever growing collection of railroad material.

Jack Palmer gave a large framed photograph of a D&RGW passenger train in the Royal Gorge, ca. 1916. The photo is in brown tone and has a brass ID plate, this photo was seen in many offices and stations.

Peter Arnold dropped off several elect. cabinet covers from retired WP U30B's at Ski's house after a trip east. This makes the 3051 complete on the outside, but inside????????.....

John Noonan of Sacramento, Cal. sent in \$25.00 for oil for the 2001

COMING EVENTS

Oct 20th Meeting-work weekend
Nov 17th & 18th work weekend
Dec 15th Annual membership & election of Board members.....

RESIGNATION - APPOINTMENTS

Mel Moore resigned from the Board as he was appointed to fill a vacancy on the Portola City Council and he felt there might be a conflict of interest. We hope Mel's position on the council will aid our museums goals. And Bev Moore resigned as membership chairperson because of other pressing commitments. We thank them both for their past services to the FRRS.....

John Marvin was appointed to fill Mel's term on the Board of Directors. John has been active in Society activities and is project chairman in the restoration of WP caboose 779. He also represents the FRRS on the City's Advisory Board. Charlene Marvin has been appointed membership chairperson. Bill Magazin agreed to take over the Treasurers position to keep our financial records in order.....Welcome.....

805A FUND FALLS SHORT

We received a few pledges of support for the purchase of the.....LAST CZ unit WP FP-7A from Louisiana & Northeast. They will still trade for a GP7 or 9 for the F unit or a cash payment. We would have to locate and buy such a unit and ship it to them, unless someone has a better idea, the unit will be lost to us.....

FROM THE EDITOR'S NOTEBOOK

by John Ryczkowski

6912 to Portola, Express Reefer, Silver box car, and WP models.....

DDA-40X 6912 has been loaned to us for parts so that we can get the 6946 in running shape. by next summer we will know the 6946 inside and out, and anyone wanting to get involved please feel free to do so.... Also on the point of being involved, a few points...1.. we need help at the museum...2... suggested ways to get people to help...3...everyone has a gift for the museum...time or money. I am sorry to say but we did not get much response on a fund for 805 and the oil for the 2001. Any member can take on a project and there are a lot of them. Also still no articles on the WP have come my way.....Norm on his trip found a Railway Express Reefer for us in Colorado. I am excited about it as I am working on an article on the Railway Express and modeling their express reefers. After it is repainted in REX marking we may have the only example around as REA closed up in 1978. Does anyone out there have info and photos of REA equipment????? I would like to hear from you.... Last operating weekend I finished the 40' silver/orange feather PS-1 box car with the help of Wayne Monger. All that is left is to do the lettering so the next SHEET will have photos and an article on

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