

# The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 48

Mar/Apr 1991



Steam in Portola! The westbound Union Pacific double-headed steam passenger train, with UP 844 and UP 3985, is shown here in front of the museum on April 26, 1991 with our ALCO S-1, WP 512 shown in the background giving cab rides to many of the throng of visitors. Photo by Ed Warren.

## Inside This Issue:

- F7B unit arrives
- New items in the gift shop
- Acquisition of the Sacramento dispatcher's board



**Feather River  
Rail Society**  
\*\*\*\*\*  
**Portola Railroad  
Museum**

Preserving

*"The Feather River Route"*

P.O. Box 608  
Portola, California 96122  
(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open weekends 10:00AM to 4:00PM.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operates the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad.

FRRS Tax ID number is 68-0002774  
Member of Tourist Railway Association Inc.

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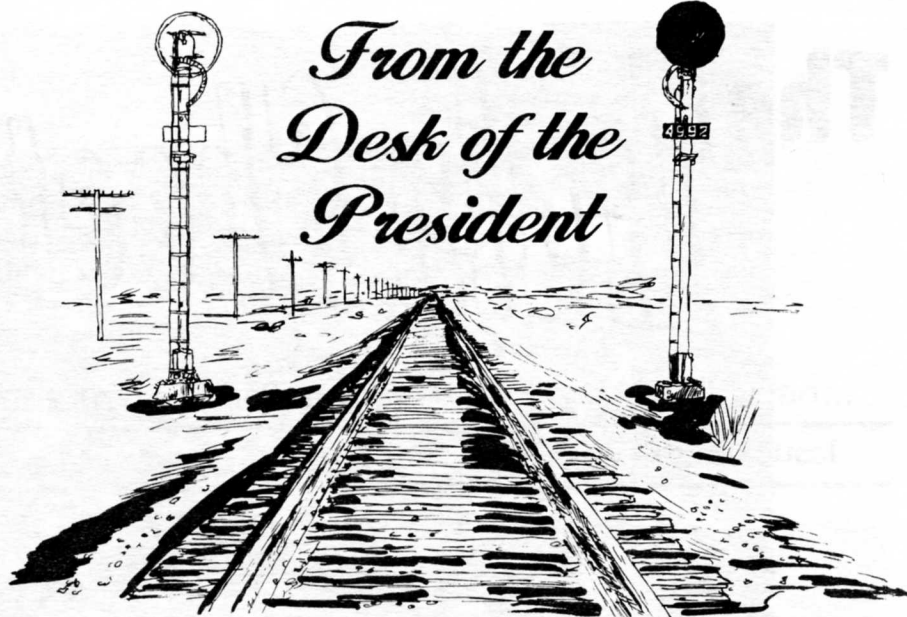
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Mardi Vincent (916) 836-2167

**Membership**

Associate----- \$15.00  
Active----- \$30.00  
Family----- \$35.00  
Sustaining----- \$75.00  
Life----- \$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the The Headlight.



*From the  
Desk of the  
President*

Are you a yes or a no? Are you an optimist or a pessimist? To be successful in this museum business one has to be an optimist. One needs to say yes, we can do it. Negative thinkers have no place in an ongoing, growing organization. There are enough naysayers elsewhere. Our participation in Railfair '91 and two Union Pacific steam train excursions will be history by the time you read this. These events were made possible by our optimism in saying yes. Yes to Railfair '91 so that we would have an information and sales booth and then knowing we would have enough volunteers to be there for 11 hours a day for 10 days and saying yes to contract with the Union Pacific to sell tickets on their return train from Railfair '91 and to have enough people to be car attendants and other support people on the train. Our optimism was rewarded by having more than enough people willing to help for both events. I know we are well on our way to being one of the finest independent - self supporting museums in the country. Being a member means you too have confidence in our future.

--Norman W. Holmes

*Back issues of the Headlight*

Issue 1 California Zephyr Anniversary Issue  
Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color  
Issue 3 F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet  
Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials  
Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid. Send your order to the FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

*Current Membership*

as of May 10, 1991

Associate	187	Sustaining	1
Active	533	for a total of:	925
Family	154	of these, 33 are charter	
Life	50	members.	

# HOT NEWS ITEM

Sue Cooper who heads up the kitchen committee has some great news for all of you hard-working chow hounds.

During operating season, Memorial Day to Labor Day, when the kitchen is open, anyone who is actively working at the museum, such as operating crews, restoration workers, members of organized clean-up parties, etc., will have their lunch provided free of charge by the museum.

## *Jim & Janene Mathew*

Jim & Janene Mathew from Portola took things into their own hands literally on Monday, April 22, 1991 and beautifully painted every square inch of the floors in the kitchen, the Flannery meeting room and the gift shop. They look so good you'd think you could eat off of them. Janene is the kind person who does the bookkeeping work for the museum. Thanks Jim & Janene!

## *Spring Clean Up*

Our earlier than usual spring clean up really accomplished something this year. Our first priority was to clean out the shop area. This place had become a collection area for everything and anything. We now have space to use the woodworking tools and have a clear space in the metal working area. The battery area was also cleaned and batteries rearranged. Someday we hope to have a "real" shop. The next priority was the wheel track and storage area where more "things" were located. The old Airstream trailer was moved down into the balloon track area near the pump houses and the area was rearranged in a more orderly fashion. Several loads of scrap tin and garbage were hauled to the dump. The shop and wheel track area now looks much better. Sue Cooper, Corine Wollesen and Pat Cousin provided meals for the workers. Those helping included: Brian Challenger, Bruce Cooper, Gary Cousin, Jim Gidley, Sr., Steve Habeck, Dean Hill, Barbara and Norman Holmes, Dan Ogle and his wife, Ken Roller, Mardi Vincent, Hap Manit, Gordon Wollesen, Skip Englert, Kent Stephens, Mark French, Hank Stiles, Ed Warren, Gordon Wollesen and Corine Wollesen. Thanks so much for the help and if I've left anyone out, thanks too.

## *New in the Gift Shop*

- 1991 Steam Passenger Directory for \$8.95.
- Eureka Southern video tape for \$34.95.
- Oroville to Portola - WP & UP video for \$34.95.
- Rock Island video for \$39.95.

All new Visitor's Guide to the museum and the Feather River Canyon for \$1.00.

Packages of small magnets in the form of railroad heralds of 19 different railroads. These are great to put on your refrigerator; only \$5.95.

We also have new T-Shirts in off white color which have the scene of the UP 3985 steam locomotive crossing Keddie Wye with the yellow UP passenger train behind it. The picture was drawn by our own Ken Roller, and the T-Shirt was manufactured locally by Aardvark Art. They are available in sizes Small, Medium, Large, XLarge for \$10.00, or in XXL for \$12.00.

You can buy any of these items in person in the museum gift shop or you can order them by mail. Your purchases help the museum.

## *New Life Members*

We welcome four new life members. They are: Mr. Terry Sharp from England, Frank Robertson from Clarksburg CA, Raymond E. Graham from Stockton CA, and David E. Sieber who serves with the US Army overseas. Welcome guys.

## *Donations*

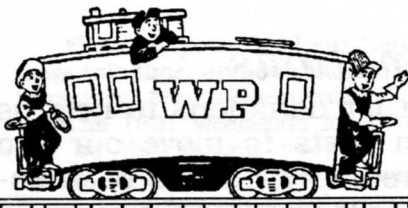
Our urgent request for donations to help us with transportation costs to move our two Baldwin AS616's from Oregon has been encouraging, but still falls short of the required funds needed to bring these historically significant locomotives to Portola. Twelve individuals have donated a total of \$540 to this worthy cause. Depending on how they are transported, the move could cost as much as \$12,000. If you can help, mark your donation BLW moving fund. Those donating so far are:

Gordon Bennett  
John Bradley  
Ron Chamberlin  
Jim Duncan  
Erik Frodsham  
Josiah Jenkins  
Renee McComb  
Thomas Norman  
John Miller  
Leo Prescott  
Peter Watkins  
John Williams

## *Other Donations*

Other donations to our general fund received recently were from:

Tom Abbott  
Martin Anderson (Service donation from PG&E)  
Charles Bach  
George Bakalar  
John Borden  
Ray Bruington  
Steve Habeck  
Richard Hall  
Gordon Ingle  
Alan Jacobson  
Brian Johnson  
Peter Langdon  
Richard Leonard  
Ken Meeker  
Dale Meyers  
Dave Nelson  
Albert Novak (via United Way)  
Larry Richards  
Leonard Rimmicci  
Stanley Thompson  
Phil Torgeson  
Dave Unger  
Steven Wolfe



# Caboosing With Hap Manitt

News from around the museum...

February 18, 1991 Ken Roller finished the enclosure to the model railroad display.

February 20, 1991 Gordon Wollesen worked on electrical work in hallway to women's restroom.

February 21, 1991 Gordon Wollesen worked on electrical short circuit in the "Silver Debris" car.

February 25, 1991 Bruce Cooper, Gordon Wollesen and Ken Roller switched the yard for about 3 hours.

March 1, 1991 Ken Roller started mounting Hap's pictures on the 2' x 3' panels and arranged the display next to model railroad in the Flannery meeting room.

March 7, 1991 Gordon Wollesen worked on repairing electrical problem.

March 9, 1991 Dave McClain, John Ryczkowski and Larry Hanlon worked on cylinder liner seals on engine 805A.

March 10, 1991 Larry Hanlon and Dave McClain worked more on cylinder liners 4, 5 and 12 on engine 805A. John and Mary Ryczkowski painted logo, Feather River Route, on fireman's side of engine 512.

March 13, 1991 Norm Holmes, Hap Manitt, Dean Hill, Mardi Vincent and Ken Roller left Portola at 9:12 AM with a rental truck headed to Sacramento to pick up the first load of dispatching equipment that had been donated by the Union Pacific. They returned to Portola at 10:30 PM. Dave Anderson and Wayne Monger were in Sacramento to help.

March 14, 1991 Norm Holmes, Hap Manitt, Bruce Cooper, Gordon Wollesen unloaded the contents of the rental truck. Ken Roller finished another painting for the museum.

March 16, 1991 Norm Holmes and Barbara Holmes were at Winterail in Modesto.

March 19, 1991 Norm Holmes, Hap Manitt, Ken Roller, Mardi Vincent and Ed Warren made the second trip to Sacramento to pick up dispatching equipment. They left Portola at 6:25 AM. Dave Anderson and Wayne Monger were again in Sacramento to help.

March 20, 1991 Norm Holmes, Bruce Cooper, Gordon Wollesen, Hap Manitt and Ken Roller unloaded the rental truck.

March 21, 1991 Gordon Wollesen, Bruce Cooper switched engines 608, 512, and 921D into the enginehouse.

March 27, 1991 Norm Holmes and Hap Manitt made the final trip to Sacramento to remove the remainder of dispatching equipment. They left Portola at 8:30 AM. Wayne Monger and Dave Anderson helped load the rental truck to capacity in Sacramento. Norm and Hap arrived back in Portola at 10:00 PM.

March 28, 1991 Bruce Cooper, Norm Holmes, Gordon Wollesen, Hap Manitt, Ken Roller and three helpers from L.A. unloaded the rental truck. Hank Stiles removed snow from the north side of the museum. Bruce Cooper gave an engine ride to the three helpers who helped unload the truck.

March 30, 1991 Norm Holmes and Dean Hill worked on the journals of engines 512 and 608 which were full of water. They cleaned and relubricated them all.

April 1, 1991 Gordon Wollesen worked on wiring batteries to battery switch. Hap Manitt repaired the flag. Mardi Vincent worked on grinding of pilot of engine 805A.

April 2, 1991 Gordon Wollesen worked on the 608 battery cable leads. Mardi Vincent worked on grinding of pilot of engine 805A. Ken Roller took down crossing sign and dug a deeper post hole. Norm Holmes, Hap Manitt, Ken Roller and Mardi Vincent replaced the post back in the hole.

April 4, 1991 Gordon Wollesen finished electrical work on

engine 608. Vic Neves and Wayne Monger drove up the Feather River Canyon selecting photo run-by locations for the upcoming steam excursion.

April 6, 1991 Vic Neves and Wayne Monger selected photo run-by locations between Portola and Sand Pass.

April 7, 1991 Sue Cooper did spring clean-up of kitchen. Wayne Monger worked on his motor car.

April 8, 1991 Gordon Wollesen worked on kitchen wiring circuit.

April 10, 1991 Bruce Cooper, Ken Roller and Gordon Wollesen switched engine 6946 into engine house for restoration work.

April 12, 1991 Bill Evans worked on engine 6946.

April 13, 1991 Hank Stiles serviced engine 501. Bill Evans worked grinding and filling engine 6946. Robert Blanch worked on engine 805A grinding. Larry Hanlon, John Ryczkowski, and Dave McClain worked on cylinder liners of engine 805A. Doug Jensen worked on engine 2001.

April 15, 1991 Doug Jensen worked on engine 2001. Ken Roller worked on tracks. Mardi Vincent drained air boxes on engine 501 and lubed center plates front and rear. Doug Jensen removed paint on engine 2001 doors with hot paint remover and steam cleaning.

April 19, 1991 Norm Holmes, Gordon Wollesen, Ken Roller, Dean Hill, Gary Cousin, Pat Cousin, Bruce Cooper, Hank Stiles and Skip Englert cleaned up shop area.

April 20, 1991 Big work day workers: Norm Holmes, Barbara Holmes, Bruce Cooper, Hank Stiles, Mardi Vincent, Gary Cousin, Hap Manitt, Gordon Wollesen, Corine Wollesen, Ed Warren, Steve Habeck, Jim Gidley, Sr., Dan Ogle and Skip Englert and anyone who we may have missed. Sue Cooper, Pat Cousin and Corine Wollesen fed everyone.

April 21, 1991 Norm Holmes, Hank Stiles, Hap Manitt, Steve Habeck, Kent Stephens, Dean Hill, Mark French, Gary Cousin, Mardi Vincent, Ken Roller, Jim Gidley, Sr., Brian Challenger, Bruce Cooper and Ed Warren cleaned up all day. Pat Cousin and Sue Cooper worked in the kitchen to feed all of the hungry helpers. Ken Roller replaced angle bars and ties.

April 22, 1991 Steve Habeck, Brian Challenger, Mardi Vincent, Hank Stiles, Hap Manitt, and Gordon Wollesen cleaned up all day. Jim and Janene Mathew painted the floor in the kitchen, meeting room and gift shop.

April 23, 1991 Norm Holmes and Steve Habeck hauled the ticket booth to the parking lot, and moved picnic benches to the picnic area. Hank Stiles and Steve Habeck worked on clean up of yard. Ed Crary, Hap Manitt and Ken Roller cleaned up inside of museum, and painted floors in operation room. Steve Habeck put up newly painted targets at Malfunction Junction and put up new plastic signs on the snow plow and the new derrick.

April 24, 1991 This day's workers included: Norm Holmes, Hap Manitt, Gordon Wollesen, Bruce Cooper, Ed Warren, Ken Roller, Ed Crary, Hank Stiles, Steve Habeck and Barbara Holmes. Rolling stock was switched into place for summer. The Loyalton Preschool visited the museum at 10:00 AM and was given a tour and train ride. Engineer: Steve Habeck; Conductor: Gordon Wollesen.

April 25, 1991 The westbound UP steam train arrived at Portola at 7:15 PM. Steve Habeck, Hank Stiles and Gordon Wollesen finished switching the yard. Sue Cooper put new tablecloths on the dining room tables. Bruce Cooper hauled 2 loads of road base to smooth out roadways in our facility and ballast for track 7.

# 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.

Hello everyone! We have some good news this time, and on not one but two fronts! But first, a commercial.....

The 1991 weekends for 805 work will be the second weekend of the month. This also coincides with the Board meetings, so members can not only help out on projects but also drop in on the meeting on Sunday and see the Board at work. The 805A weekends will continue on through the summer.

Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do as you can see from the list below. And now the news....

### B Unit

Our CN F7 B unit has safely arrived in Portola, arriving on April 25 on the NPOAZ-21. It left Montreal on April 13, 1991 and was forwarded straight through from Chicago via the CNW to Fremont and North Platte, even though that was not the intended route. It sat out the strike in North Platte, and by the end of that week was heading west again. Those of you who were able to make it to the Museum on April 26, the day the UP steam was laying over, probably saw our B unit sitting adjacent to UP 6936 in the yard. On the 29th, the UP delivered it to the Museum. Roller bearings really help to expedite shipping!

The unit had been vandalized in Montreal despite being inside a fenced, guarded compound. Luckily, the damage was limited to broken porthole window glass, and the dealer gave us replacement glass. In last-minute negotiations, I ended up buying an

# The 805A Report by Larry Hanlon

tion not only from the UP, but also from the GTW and CN! That's a real coup, and it saved us about \$11,000. And no, I'm not looking for any more B units.

### Recent 805A Results

Over the winter, "Wally" Wollesen had been keeping the batteries charged, but despite his best efforts the severe cold got two of them. Dan Ogle has continued to work on the electrical systems.

On March 9 and 10, Dave McClain and I rigged up a lifting mechanism for the entire #12 head and liner assembly and raised it

that the cylinders that had high readings on the lead test may actually still be within spec. A simple measurement of the piston carrier snap rings will confirm this.

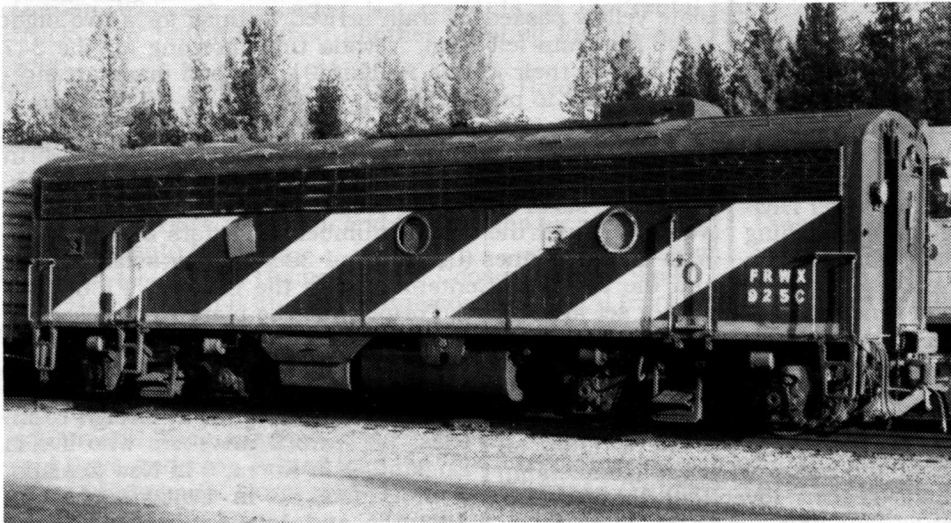
I designed and discarded about 4 different possible solutions for reliably sealing to the defective surfaces, taking measurements from the block in 708 to have parts machined. In the end, Dave and I settled on using two of the thick EMD O-rings as the simplest solution. The large cross section of these O-rings and the elastic force holding them against the wall of the liner helps prevent them from rolling over each other when compressed. On April 14 we tried this solution on #12 cylinder, being careful to torque the crab nuts in a uniform manner to keep the liner centered in its hole in the block. When we filled the cooling system, #12 was nice and dry. Success at last!!

On April 26, Dave, Pete Solyom, and I lifted #5 and found identical indications as on #12. On May 16 and 17, we hope to finish off the remaining two leaking cylinders, reinstall the "gingerbread" and set the timing, and start the engine.

### Next Steps for 805 Work

- Finish preparation of nose for painting
- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Grind smooth the rough weld repairs on rear of locomotive
- Obtain and install original cab windows
- Fill cooling system, identify, and repair any leaks
- Check injector and valve timing
- Tighten crankcase-oil pan bolts
- Inspect fuel tank interior and clean if necessary
- Add lube oil and start engine
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....

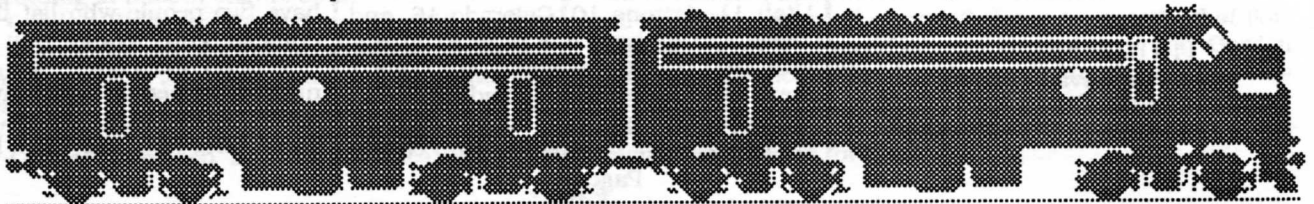


F-unit style 24RL brake stand to use in the 805A at a significant discount from the originally quoted price. It was stashed inside the carbody along with a number of other parts we had bought either for 805A or to support our other F units. On the trip across country, many of these parts disappeared. Of these, most would be of interest only to "railfans." Next time we move some equipment, we should probably arrange for an armed guard.

So we now have a complete ABA set of F units, as well as one of the few (only?) examples in a U.S. museum of a Canadian-built diesel. Furthermore, thanks to Norm Holmes' tireless efforts, we also obtained free transporta-

high enough to allow a visual inspection of the liner water seal seats. The reason for the leaks was immediately obvious, as the layer of silicone we had put on the seats as an indicator was absolutely untouched on the lower seal. This was direct visual confirmation of the hypothesis we had developed from the measurements taken earlier in the winter. Now the challenge was to figure out how to fix it.

A conversation with Glen Monhart resulted in the conclusion that the leaking lower seats had been excessively machined, probably while on the L&NW. I also learned



# Report From the Board of Directors

This column reports on issues that have been covered at the previous board of directors meetings and that are of interest to the membership, but that would not otherwise have been included in "The Train Sheet."

Kent Stephens, the secretary of the board, creates this report.

The February 10, 1991 Board of Director's meeting was held at the home of Bruce and Sue Cooper. The Board appreciated Bruce and Sue's hospitality and warm home.

President Norm Holmes called the meeting to order at 11:40 AM and adjourned it at 3:20 PM. All board members were present; and visitors in attendance were Ed Warren, Bill Evans, Mardi Vincent and Sue Cooper.

Hank Stiles of the publicity committee talked about the TRAINS MAGAZINE advertisement. Wayne Monger had written the blurb that will run in LOCOMOTIVE AND RAILWAY PRESERVATION. Hank is working on the cheapest and best way to reach the potential non-railfan visitor.

In giving the gift shop report, Norm Holmes said he had ordered additional postcards and a dozen cases of cups to restock the gift shop. We have four new black and white postcards that pertain to the rental locomotives. Units shown are 512, 608, 707 and 921D. These cards are given out with rentals and are also for sale in the gift shop.

Bill Evans reported on the restoration needs and estimates for 5 locomotives: 608 exterior - 100 hours, \$700 materials. No. 51 interior 30 hours, exterior 200 hours, \$1000 materials for both. No. 6946 top of nose and number board area 150 hours, \$650 materials. No. 805A interior 50 hours, exterior 180 hours, exterior prep and body work 150 hours, material \$1800-\$2000. No. 2001 cab interior 40 hours, exterior body work 100 hours, exterior painting 220 hours, material \$1800-\$2000. Bill also recommended that the interior of 805A and 2001 should be steam cleaned prior to exterior body prep and painting.

Wayne Monger reported on the many details of the steam excursion that he and Norm had worked out.

Chief Mechanical Officer Mardi Vincent discussed work reports. The decision was to fill out a work form each time mechanical work is done on a locomotive or piece of equipment.

In the General Manager's report, Norm reported that 25 tons of Baldwin diesel parts from Burns had arrived at the museum and were stored in 2 boxcars. An FRA inspector visited the museum to inspect all equipment over 45 years of age used in passenger service. He inspected Nos. 80, 501, 506, 608, business car 105 and Pullman car 37-7. 506 is a parts source only.

Norm reported further on the transportation problem with the O&NW Baldwins. Hank reported that a member from Idaho has volunteered his help with their air brakes. Wayne reported on the trip to Burns, and gave details on the acquisition of the 25 tons of parts.

Norm brought up the ticket raffle regarding the Transico Tours (which has since ceased operation), and the 2 tickets that Chris Skow has offered on his private car excursions. Next a two-sided card brochure for the museum was discussed for us to hand out at Railfair. Next it was noted that the California State Railroad Museum sponsored the Spring '91 RAILROAD PRESERVATION SYMPOSIUM at Sacramento in February. It was decided that FRRS should be represented. Wayne Monger was appointed

to represent the FRRS at the symposium.

Norm received a phone call from a dealer wanting to buy the Baldwin parts we acquired at Burns. After much discussion, it was voted NOT to sell Baldwin parts except on a piece-by-piece basis with the ability to sell on a case-by-case basis.

The Sacramento dispatcher's board acquisition was discussed.

Next was a discussion of display cases with a list of displays. Next was a new fence to replace the tacky fence between the parking lot and the tracks. It was agreed on a low western type fence extending about a hundred yards on each side of the sidewalk. Arrangements on this are being looked into.

Board meeting of March 10, 1991 was also held at the home of Bruce and Sue Cooper. The Board again appreciated Bruce and Sue's hospitality and warm home. The meeting was convened at 11:40 AM and adjourned at 4:00 PM.

After the usual opening formalities, Mardi Vincent was given official notification for her to be acting in authority as CMO of the museum on contacts with businesses for ordering, etc.

Wayne Monger reported on the progress of the plans for the steam excursion. He also reported in detail on the RAILROAD PRESERVATION SYMPOSIUM in Sacramento that he attended.

A letter from our insurance company was discussed which precipitated a temporary insurance crisis with no coverage for the UP steam train or our locomotive rental program. The crisis was resolved 3 days later by changing insurance agencies.

There was a further report on moving the O&NW Baldwins. We have looked into moving them on heavy duty flat cars. We have talked to Morrison-Knudsen Company in Boise, Idaho about the proposal.

The Board determined the priorities for restoration. 6946 is first, 608 is second, and 2001 is third. Kent Stephens brought up for discussion the fact that he had talked to a shop layout designer who is a professional in the field who would be willing to help us lay out our shop.

Norm brought up the need to institute a purchase limit. If over the limit, the purchaser would have to check with Gordon or Norm to get the OK first to buy the item. Gordon Wollesen said that it has been a problem from time-to-time of receiving a billing from a supplier with no indication of what was purchased or who purchased it. The Board passed this proposal with the limit of \$100.

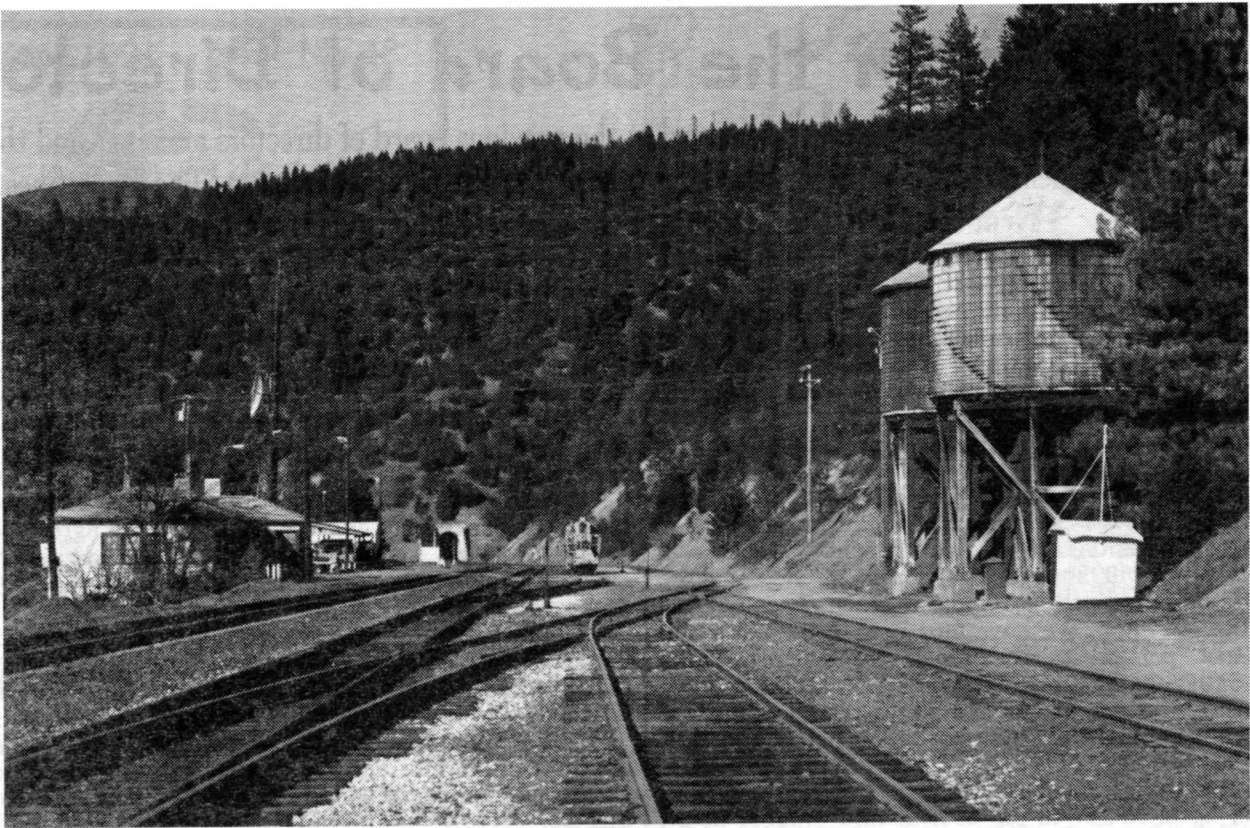
Ed Warren brought up a proposal to limit historical articles that are published in the Train Sheet to one page. Wayne Monger pointed out that this came out of his extensive historical article on the O&NW Baldwins and why they are important to the museum. After further discussion on the pros and cons of long historical articles in the Train Sheet, and because it had started to snow, the board thought it was best to table the matter until the next meeting.

## Talk to Us

The museum operates trains EVERY weekend between Memorial Day and Labor Day. Please give some thought as to when you will be able to work this year. Last year, we were usually short crew members on Saturdays with more crew members than we could give train positions to on Sundays.

Enclosed with this Train Sheet is a post card with a list of every operating date this year. Please check off the dates that you definitely will be here to work on the operating crew and mail it back to us.

If the post card is missing, you may just make a list of operating days that you will definitely be in Portola to work, and mail it to the museum (P. O. Box 608, Portola CA 96122) in care of Gordon Wollesen.



A serene scene taken at Keddie, CA just before the UP forces demolished the 2 water tanks.  
Photo by Bill Evans.

**FEATHER RIVER RAIL SOCIETY**  
**PORTOLA RAILROAD MUSEUM**  
P.O. BOX 608  
PORTOLA, CALIFORNIA 96122

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