

The Train Sheet



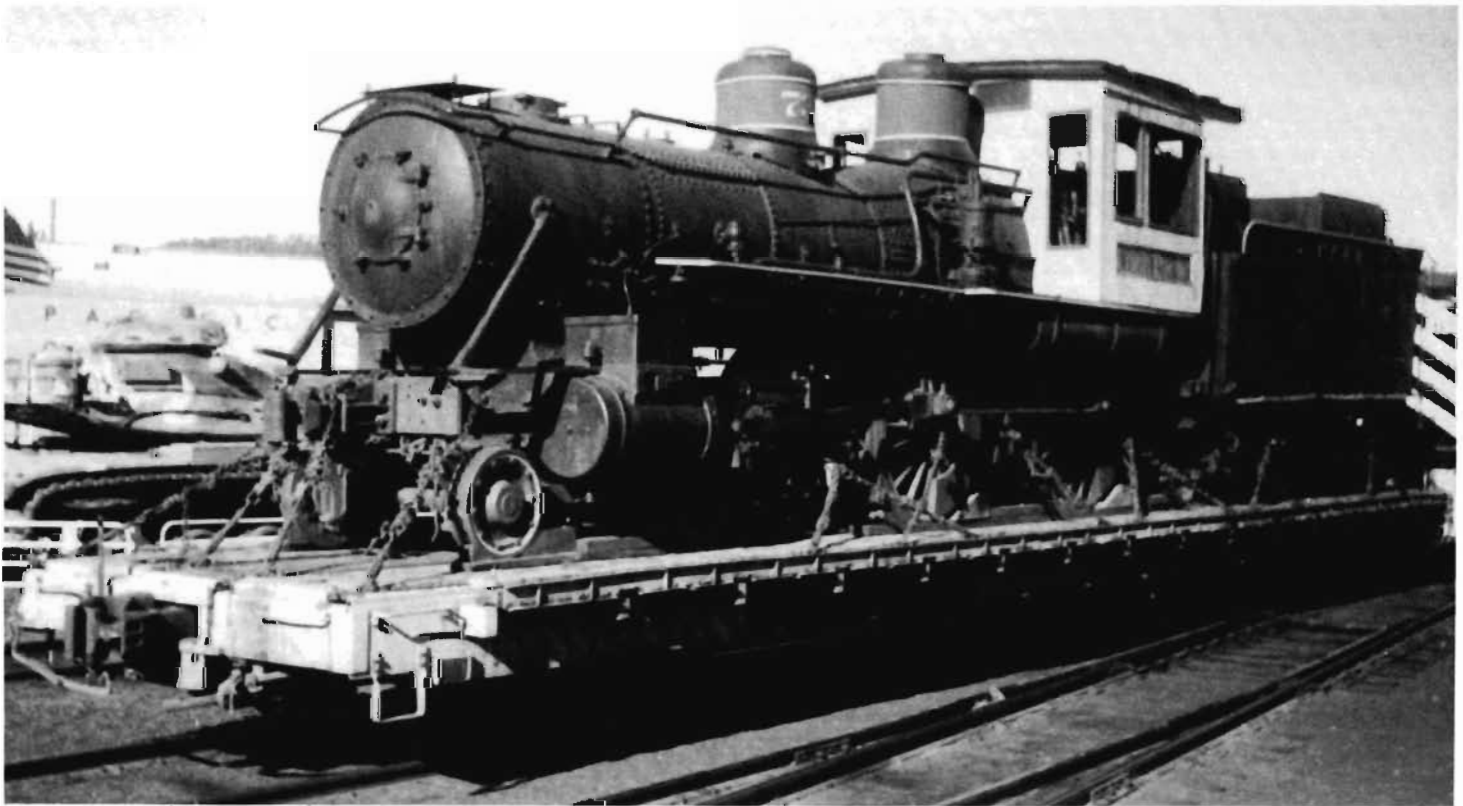
Preserving "The Feather River Route"

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

Issue No. 75

September/October 1995

Steam Returns to Portola



Shown on the flat car on which it was shipped, 1887 Baldwin steam locomotive 4-4-0 U.P. 737 / S.P. 216 looks magnificent in the Portola sun. Photo by Norm Holmes.

Inside this Issue:

- Report on steam locomotive now at Portola.
- Summary of the busy 1995 operating season.
- Details of how you can win a rail excursion trip.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

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

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

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

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

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Membership

Associate----- \$15
Active----- \$30
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Sustaining-----\$75
Life-----\$300
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These are the dues for one year. Life and Family Life memberships are a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. Associate, Active and Life memberships are for ONE person only. Family memberships may include all members of one's immediate family, but there is only one vote. Sustaining and Family Life memberships are for a maximum of two people and two votes.

From the Desk of the President



In the last Train Sheet, I mentioned that the end of the operating season was at hand. As you will see in this issue, the operating season didn't really end - - it just slowed down a little. The winter preparations are still being done, however, and there have already been several frosty mornings.

There is no Pacific Limited report in this issue; Norm and I will be attending a Pacific Limited Board of Directors meeting on November 18th to review and discuss the outcome of the Pacific Northwest trip, and I will have a report in the next Train Sheet. The initial reports, however, are not what we expected.

The Museum again has a steam locomotive on the property. See Norm's article on the story behind this old engine. It needs lots of work, but it's a classic.

Upcoming events: The FRRS Santa Trains will run on the first two Saturdays in December (the 2nd and 9th); assistance ahead of time to help decorate the train and the shop is always appreciated. Also, Winterail is coming! Director Vic Neves' March institution will take place on March 9th, 1996, at the Scottish Rite Temple, on Alpine, in Stockton. Full-event tickets are \$18.00, by advance mail only, from: Vic Neves - Winterail '96, P. O. Box 23721, Oakland, CA 94623-0721. Make your check or money order payable to Vic Neves - Winterail '96, and don't forget that you must include a self-addressed stamped envelope for your order to be processed. This event is always a sellout, so get your tickets early. The FRRS is well-represented at this show - - come out and meet some of your Directors.

Due to recent developments, I believe we are making progress toward producing more issues of the Headlight. Several people are working diligently to get the Headlight back on track, and we are supporting these efforts.

We are currently investigating an opportunity to acquire more diesel locomotives. Although we already have 38 locomotives in the collection, these potential acquisitions are very significant to our WP diesel collection. I hope to have more to report in the next Train Sheet.

I would like to wish everyone a happy and safe Thanksgiving, and best wishes for the upcoming Christmas season. Thank you for supporting your Museum and the FRRS.

Steve Habeck

Back Issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
- Issue 4 (Out of print) A tale of 2 engines; PC-WP box cars; GP40s.....a guide to types; circus specials. 36 pages.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

Headlight issue #10 is the most current issue.

Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

Restoration Department Report

By David Dewey

Progress this last month has been steady, but most of the work is hidden! The VIA 6776's new liner has been installed (by Darrell Hall & David Dewey) and it doesn't leak! The engine runs, but still needs valve adjustment and the air compressor still has woes. Look for this unit to be mechanically functional this spring.

The 2001 has been sanded, and sanded, and sanded, and sanded.... also filler material has been applied to repair the areas where the factory filler had failed or had been removed during the paint stripping process. All but a few of the carbody doors and openings have been sanded and painted on their edges. While these areas are not visible when the doors are closed, this is an area where rust likes to seep out and louse up an otherwise fine-looking paint job. This extra bit of painting should keep the rust demons away for a longer time. If the weather holds, the long hood end should be completely painted by mid November. All the louvers and incidental parts and running gear will probably be painted in the early spring; so look for this "Hanger Queen" to finally leave the shop then!

WP Boxcar 3472 has been set aside for current long-term and short-term restoration parts storage. We still have to clean out accumulated junk and re-sort parts that are currently stored in this car. After the installation of shelving, and repair of the doors, the first parts to be stored will be all the loose items in the Ingersoll-Rand--any helping hands will be most appreciated in preparing this car for its new use.

Attention FRRS Life Members

A new class of membership now exists called Family Life. This allows a maximum of two people and two votes.

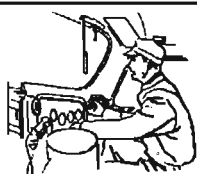
Everyone who was a Life Member prior to October 1, 1995 may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter requesting the upgrade, and listing the second person, and by sending the letter to: FRRS Membership Chairman, P. O. Box 608, Portola, CA 96122.

This effectively means that no spouse of a life member requires their own separate membership any more.

FRRS Member Benefits

The following benefits are now in place for all FRRS members in good standing:

- 10% discount on all items in the FRRS Gift Shop, purchased in person or by mail.
- 50% discount for fee paying special events.



YOU! Can Operate a Diesel Locomotive

for one hour with your own private instructor included.

Fulfill your wildest dream!

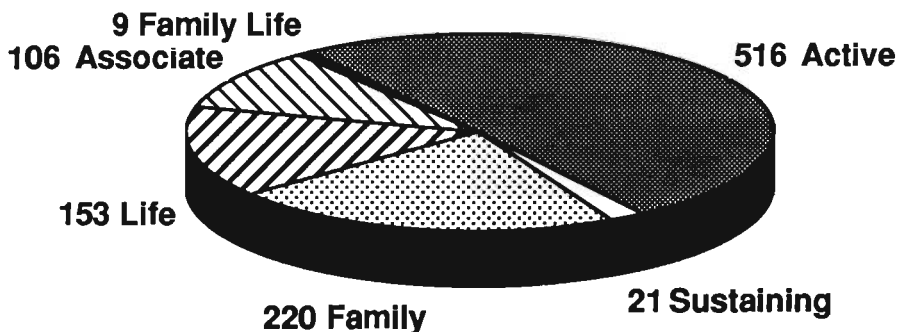
A handsome certificate suitable for framing is awarded after each rental.

Rentals by appointment.

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Membership Report

as of October 30, 1995



Total FRRS membership is 1,025.

Of these, 25 are Charter members.

Don't Forget...

The FRRS

SANTA TRAINS

The FRRS at its best...

Following the great success of our previous evening Santa Trains, we will be eagerly running them again this year. Come see and ride the train with its bright Christmas lights throughout. The schedule is as follows:

- **Train Rides Saturday, December 2, 1995 beginning at 5:30 PM.**
- **Train Rides Saturday, December 9, 1995 beginning at 5:30 PM.**

Again this year, the FRRS will serve free refreshments including coffee, hot chocolate, hot cider and cookies in the Beanery. Santa will be on hand to greet the kids and give them candy canes. There will be no charges of any kind for the rides or refreshments. Our gift shop will be open for your Christmas gift selections, also.

This is truly the FRRS at its best, doing good for people. Without any charge, we operate trains and serve refreshments. The look on the kids' faces is just great. Come join in the good will created by these events. It will make you feel good.

We will be looking for helpers to work on train crews, and in the kitchen. Also we need people to arrive on Saturday morning December 2 to help with stringing up the many Christmas lights on each of the cabooses and the locomotive. If you can help, contact Gordon Wollesen at the Museum.

Come on up and join the fun.

8th Annual Free Trip Opportunity

By Chris Skow

Trains Unlimited, Tours and the Feather River Rail Society are pleased to announce the 8th Annual free trip opportunity. The winner will receive two free spaces on any Trains Unlimited, Tours North American trips in 1996. This would include:

- **The British Columbia Spectacular**
- **The North American Railfan Spectacular**
- **The Rocky Mountain Express**
- **The McCloud Spectacular**

Trains Unlimited, Tours' new 1996 brochure with details of these tours is included with this issue of the Train Sheet. Tickets are \$7 each, or five for \$30. All sales from these tickets will go towards the Building Restoration Fund at the Portola Railroad Museum. Opportunity drawing will be held on June 1, 1996 at the Portola Railroad Museum. Five tickets are also included with this issue of the Train Sheet. Please help YOUR museum grow by buying all five tickets.

If you have any questions about this trip opportunity or the tours please call Trains Unlimited, Tours toll free 1 800-359-4870 in the USA or (916) 836-1745 or write to: P.O. Box 1997, Portola, CA 96122. If you would like to receive more tickets, Trains Unlimited, Tours can supply these.

A Steamer for Portola

By Norman W. Holmes

Through the cooperation of the Nevada State Railroad Museum, we now have a steam locomotive for display and possibly operation at our museum. Union Pacific 4-4-0 No. 737/Southern Pacific 216 arrived October 20, 1995. The locomotive left Scranton, PA on September 16. The Delaware & Lackawanna delivered it to CP Rail where it spent the next three weeks going via New York, Toronto and Detroit. It was interchanged to UP at Kansas City on October 12 and arrived Portola October 17.

A little history: The 4-4-0 locomotive wheel arrangement was developed in the late 1830's. This wheel arrangement, which allowed most of the engine weight to rest on the drivers with a four wheel leading truck, resulted in an extremely stable and flexible machine. This was in contrast to earlier locomotives with four drivers and no leading or trailing truck or only a single driving wheel that often derailed on the less than perfect track of the day.

The 4-4-0 was powerful enough to haul a short freight train and fast enough to pull a lightweight passenger train at a respectable speed. Over 24,000 4-4-0's were built by the turn of the century. The locomotive was known as an "eight-wheeler" and later because of its popularity it became known as the "American."

By the late 1800's the railroads continued to improve their track and wanted bigger locomotives to haul longer and heavier trains. Thousands of 4-4-0's were scrapped or sold to short line railroads. Our 737/216 is one of only 48 locomotives of this type to survive.

No. 737 was built by Baldwin for the Union Pacific Railway in 1887, as part of one of the largest locomotive orders up to that date. As the size of locomotives increased dramatically in the next decade, Union Pacific Railroad found itself with a surplus of 4-4-0's and sold a number of them to Louisiana & Texas Railroad and Texas & New Orleans Railroad, both components of the Southern Pacific System. According to one source No. 737 became No. 246 lettered for the L&T, other sources suggest that it became a T&NO locomotive. In 1913, in a general renumbering and reorganization of motive power, the SP gave the locomotive No. 216.

The 216 served the SP, probably mostly on branch lines and local service, until December 4, 1929, when she was sold to Erath Sugar Co. for service in the Louisiana cane fields. No. 216 was retired by the Vermillion Sugar Co., another company with the same ownership as Erath, and sold to F. Nelson Blount in 1957, along with a 4-6-0, No. 319.

F. Nelson Blount was interested in railroading, particularly steam locomotives, and watched Maine's 2-foot narrow gauge lines close and be scrapped in the 1930's. He co-authored one of the first railfan books, *ALONG THE IRON TRAIL*, in 1938. (I have a copy.) Blount went on to earn a fortune in the seafood processing and cranberry growing business. In 1955, he bought the Edaville Railroad. He later purchased a Boston & Maine 2-6-0 and four years later bought a four acre yard and engine terminal at North Walpole, NH. At this location he amassed an amazing collection of steam locomotives from small 0-4-0T's to a UP 4-8-8-4 Big Boy. Political problems at the Walpole site forced Blount to move across the river to Bellows Falls, VT. and it was at this site he started Steamtown USA. The plan was to build a roundhouse to house the engines and offer steam train rides on the trackage of the Green Mountain RR. On August 31, 1967, Blount was killed when his private plane crashed. After Blount's death, an organization called Steamtown Foundation was formed to purchase the collection from the Blount estate. The foundation tried to operate and maintain the site in Vermont, but was unable to do so and sought an-

other location closer to a metropolitan area that would generate a larger number of visitors.

The former locomotive shops of the Delaware, Lackawanna & Western at Scranton, PA became available and the collection was moved to that location in 1984. The park was opened in 1986, however the foundation continued to lose money and due to the efforts of a local congressman, the collection and site became part of the National Park Service on October 7, 1988.

The grand opening of the 40 acre facility, costing \$80 million was scheduled for July 1, 1995. Included are a reconstructed DL&W roundhouse and yard, maintenance and restoration shops along with a collection of 29 steam locomotives and about 80 freight and passenger cars. An excursion train operates on 13 miles of the former Lackawanna main line to Moscow, PA. Steamtown National Historical Site employs 80 people in the off season and 96 during peak periods. The annual operating budget is \$4.3 million. Enough has been written pro and con on the selection of Scranton as the site for Steamtown, but after visiting the facility, I think it is a fine location and a beautiful monument to twentieth century steam railroading.

When Blount purchased the No. 737 from Erath Sugar, Chris Ahrens was employed to assist in the preparation work to move the locomotive to New Hampshire. Chris was told it would be necessary to cut off the top of the cab roof and remove the smoke stack to reduce its height for movement on a flat car. Chris Ahrens is now the locomotive shop foreman at Steamtown NHS and he told me that after the roof was removed he was told it was not necessary. However the damage was already done. While the 737 was at Steamtown USA during 1970, someone undertook an ill-conceived attempt to back date its appearance. A replica "diamond" stack was fabricated, a box headlight installed and a wooden cab constructed over the metal cab sides. The jacket and lagging removed and the locomotive and tender painted black with red wheels and gold trim and lettering as Union Pacific No. 737.

After 737 was moved to Scranton in 1984, smoke stack covers were needed to keep rain, sleet and snow from collecting in the smokeboxes of other locomotives and further rusting them from the inside. (The replica balloon stack for 737 had a top cover, however the damage had already been done to its smokebox. Sheetmetal patches pop-riveted in place hide the holes.) No. 737's cab roof made the trip from Louisiana to New Hampshire to Vermont and to Scranton. As it lay on the ground it resembled a piece of scrap and when material was needed to make stack covers for other steam engines several large circles were cut out. The remains are now stored in a box car. We may retrieve the roof later.

As Steamtown's focus is on heavy-duty 20th Century steam locomotives, the 737 does not fit into the collection, even though it is a fine example of early steam locomotives. It is the oldest Union Pacific engine in existence and the only 4-4-0. It is also only one of five Southern Pacific 4-4-0's to survive. An effort was made to trade this locomotive for a DL&W 4-4-0 Camelback in the collection of the National Museum of Transportation in St. Louis. This would give the St. Louis museum an 1887 locomotive with UP/SP heritage in exchange for a 1905 locomotive with Pennsylvania state heritage. However, resistance by the St. Louis group to effect a trade left Steamtown with a locomotive that did not fit the collection and one that would require extensive work even to

Continued on Page 6

Wheels for Caboose 614

Last February we purchased a WP outfit car with the intention of converting it to a stock car. This car had Andrews leaf spring trucks that were needed for our WP caboose 614. Norm Holmes had a WP flat car that he acquired when he built a railroad on his property in Portola. The flat car, along with a box car, caboose and Plymouth locomotive were donated to FRRS some years ago, however movement of this equipment to the museum has been delayed due to more pressing work. Since we have several similar WP flat cars in the collection, we decided to sell the flat car for a bridge and use the trucks for the stock car. Air brake equipment and couplers would be placed under the 614.

In late September, Steve Habeck, Norm Holmes, Ken Iverson, Jim Malkson and Gordon Wollesen worked with our Little Giant crane to lift the flat car from the trucks. (Norm earlier removed the air equipment and couplers.) The trucks were loaded on a trailer, one at a time because of their weight, and brought to the museum. The next day we replaced the leaf spring trucks under the outfit car with the coil spring trucks from the flat car. Since both trucks were Andrews it was assumed that they would fit. Wrong! The center plate receiver on the bolster was ten inches in diameter while the center plate on the car is twelve inches. We set the car on the trucks anyway as we wanted the leaf spring

trucks for the caboose. The center pin would hold the trucks in place if we wanted to move the car. No one knows at this late date why there were different sizes to the center plates, however we know the flat car was converted from a 1917 box car and the outfit car and caboose were converted from 1916 box cars of different manufacturers.

On October 21, 1995, Steve Habeck, Norm Holmes, Jim Ley, Jim Malkson, Tobie Smith and Gordon Wollesen proceeded to lift the 614 caboose from its resting place along-side Rip Track One to be placed on the leaf spring trucks. Jim Ley operated our 200 ton locomotive crane and Tobie Smith used the 20 ton Little Giant crane. The caboose was lifted and swung over the track, raised, the trucks rolled under the car and placed on steel wheels for the first time in probably 30 years. Since the outfit car and the caboose were built from the same style box cars the trucks should be interchangeable, right? Wrong again. While the center plate was the same size the truck bolster allowed the caboose to sit four inches too high. At this point we need the advice of an expert carman to solve our problems. In the meantime the 614 was chained to a locomotive and placed in the shop for the winter for work on the roof, roof walk and replacement of air equipment and couplers.

Conclusion of

A Steamer for Portola By Norman W. Holmes

make it suitable for display.

The Nevada State Railroad Museum made an inquiry to Steamtown about the availability of the 737 for transfer to the State of Nevada. On February 3, 1995, a letter was received donating the locomotive to the Nevada State Railroad Museum. In March, 1995, Jack Gibson, a long time friend, a member of our Society and a very active member of the Friends of the Nevada State Railroad Museum contacted me to ascertain our interest in helping NSRM move the 737 from Scranton. NSRM did not have the funds available to move the locomotive to Carson City or Boulder City (they have two museum sites) and if we could make all the arrangements to load and transport the locomotive we could have it for display for a minimum of three years. At our April meeting, the Board of Directors decided a steam engine would be a most welcome addition to our collection, particularly this engine with its UP heritage. Steamtown wished to have the movement occur after the peak tourist season in September.

On Thursday, September 7, Doug Morgan and I boarded an America West 737 bound for Philadelphia to load the 737 for movement to Portola. We rented a van, so we could haul lumber if needed, and drove the 168 miles to Scranton. On Friday we got acquainted with the fine people of the NPS at Steamtown and did some prep work on the engine. Saturday and Sunday we worked on the flat car, an HTTX flat with chain tie-downs, removing old blocking and installing new oak "rails" and blocks to cradle the locomotive and tender wheels. Steamtown had a stock of oak lumber on hand and assisted with cutting, etc. Our attention to the work was interrupted occasionally with steam engines going back and forth on the passenger trains and an 0-6-0 switcher working the yard, but we didn't mind. We even had the Blue Mountain & Redding 4-6-2 do some switching for us. On Sunday, with our work pretty well caught up, Doug managed to get us a cab ride up the 13 mile grade to Moscow on a double header. Doug rode in the BM&R 425, I rode in CP 2317, both Pacific types. We had a 12 car train and it was a great experience blasting up the grade at 35-40 mph with cinders

flying. We rode in a private car for the return to Scranton. It was a well deserved break that we would earn during the next 3 days.

Monday morning our 90 ton crane arrived; we rigged the cables and lifted the locomotive. NPS supplied a loader to push the flat under the engine. It fit exactly into the cradle we built for the wheels. The tender was next and it too fit. We even connected up the drawbar between the engine and tender for added security. In handling the heavy cables and other work we found muscles we forgot we had. Tuesday and Wednesday were spent fastening the chain tie-downs (30 in all) and securing additional blocking. Steamtown located the original shotgun stack, train indicators, an old dynamo, the valve connecting rods and pilot. The pilot was badly damaged in an accident, but we cut it in 3 pieces and brought to along anyway. The pilot and 4 valve connecting rods were placed under the locomotive. Some parts that were not too valuable or not irreplaceable were put in the smokebox and firebox. The replica stack, shotgun stack, box headlight, lubricator and number boards were shipped separately.

We had scheduled a week to do the work and if time were left over we would visit some other railroad museums. As it turned out we were not finished with the work on Wednesday. I had a senior saver ticket that could not be changed, but Doug's could be changed so he stayed an extra day to complete the work on packaging the items to be shipped by truck.

We cannot thank the fine people at Steamtown enough for all the cooperation in giving us lumber, cutting blocks, loaning tools and furnishing a fork lift or loader as needed. They have set a good example for cooperation among preservation groups. We also owe a great deal of thanks to Mr. Drew Lewis, Chairman of the Union Pacific Corporation for arranging free transportation on UP from Kansas City to Portola.

Statistics for 737/216 - Baldwin No. 8395, built 1887. Cyls. 18 x 26, Boiler Pressure 160 psi, driver dia. 62", Tractive Force 18,478 lbs., wt. on drivers 62,000 lbs., total wt. approx 99,000 lbs. SP class E-21.

Railfan Day 1995

By Steve Habeck

The 1995 version of the best show of vintage railroading in the West took place on a beautiful September 16th, at the Portola Railroad Museum. This year's show featured 16 trains operating on a tight schedule, utilizing 9 locomotives representing 4 builders, with construction dates from 1940 to 1956. The train consists and operating plan were drawn up by the usual braintrust of Directors Wayne Monger and Vic Neves, and this time the plan called for several locomotive swaps and shuffles during the course of the day, such that on several occasions, as many as 4 engine and train movements were occurring simultaneously. This challenge was competently met by the operating crews, supervisors, and dispatchers, as the schedule was followed closely all day.

Featured this year was ALCO MRS-1 244, in brilliant orange-red and yellow paint, which started the show by pulling the morning caboose train. It also did the honors on our 3-car passenger train runs, filling in for ailing ALCO FPA4 6776, and was the subject of one of the night photos, along with WP derrick 37. Also highlighted this year was GE 44-tonner Sacramento Northern (SN) 146, pulling an all-SN train consisting of covered hopper SN 5005 and caboose SN 1632. WP NW2u 608 was assigned to a short WP freight, while the day's "big" train had a 9-car consist behind WP F7A 921-D, WP F9Bu 925-C, and WP GP7 707. The power for this train was turned during lunch, so that 707 led on the afternoon train. WP ALCO S1 512 was used first on the derrick train, which also featured D&RGW cupola caboose 01414, owned by Bob Lindley. The 512 also powered the afternoon caboose train. Fairbanks-Morse (F-M) 1857 put in a spectacular performance as a fill-in for ailing Baldwin AS-616 ONW 4 on the tank car train, and SP SD9E 4404 looked right at home hauling the 3 ancient beet racks, with Vic Neves' SP cupola caboose 1060 on the rear.

About 85 railfans paid for the opportunity to view, photograph, and ride the day's trains, and many of them, along with the train crews, enjoyed the traditional spaghetti feed in the Beanery, put on by Sue and Bruce Cooper and the Beanery crew. After dinner, several slide shows were presented for entertainment prior to the night photo sessions. This year's subjects for the night photos included ALCO MRS-1 244 and WP derrick 37 out on the balloon track, as well as the freshly painted short hood end of WP GP20 2001, spotted just outside the west shop door on track 2, facing WP FP7 805-A.

Dispatching duties were handled by Vic Neves, with Gordon Wollesen providing relief while Vic was running the SD9. Trainmaster Jim Gidley, Sr. and Superintendent Gordon Wollesen supervised the day's operations, while Yardmaster Steve Habeck had his hands full with the engine changes and extra movements (thanks for your heads-up help, Phil Gosney).

Behind the scenes for this year's event, lots of preparation and many hours of work were put in to make it happen. Mechanical work in the month prior to Railfan Day focused on the ALCO and Baldwin fleets, with limited success. Bad batteries sidelined Baldwin DS-4-4-660 NVR 51; Baldwin S-12 FR&W 16 was bad-ordered with throttle control problems; and Baldwin AS-616 ONW 4 developed nasty air and electrical system problems that defied repeated repair efforts by CMO Hank Stiles. Several marathon sessions were worked in an effort to complete a cylinder liner changeout in ALCO FPA4 6776 in time for Railfan Day, but the project could not be completed in time. This effort involved the expertise of Darrel Hall, from Ely, NV, who spent many years working on Kennecott's ALCOs, as well as lots of hard work by David Dewey, Doug Morgan, Norm Holmes, and Peter Lyman. Doug and Peter spent many days fixing problems on the MRS-1, as

well.

Steve Habeck attempted to repair the freeze damage to the air compressor on WP F9Bu 925-C, but was not successful. However, Tom Graham tried a fix with some special epoxy he knew of, and the result was the "B" unit "in service" for the day. Tom also ensured that SN 146 was ready to run for Railfan Day, and was, as usual, a tremendous help in dozens of detail projects, including oiling all the journals of friction bearing equipment to be used on Railfan Day.

The Thursday and Friday before Railfan Day are the "crunch days," when all the trains are made up, motive power serviced, fueled, and tested, and all the glitches start showing up. This year, many volunteers made an extra sacrifice to be at the Museum to help out on these two days from hell. As a result, Yardmaster Steve Habeck was able to run 2 yard jobs on both days, which greatly expedited the makeup of the trains. A major effort was made this year to extend the spur track that comes off the Inside Balloon near the sewer plant crossing. Our makeshift track gang worked relentlessly on both days, and were successful in completing about six carlengths of track east of the crossing, which was enough to hold the Railfan Day trains that were scheduled to use it. Since this track parallels the South Lead and then swings away to avoid a pole for the railroad's code line, it was named Dodgepole.

Some of the many people who participated in the setup efforts on Thursday and/or Friday were (please forgive me if your name is omitted; your work is recognized and appreciated): Wayne Monger, Vic Neves, Jim Malksen, Dave & Julie Anderson, Phil Gosney, Jerry Williams, Gordon Wollesen, Jack Palmer, Kerry Cochran, Don Borden, King Felton, Tom Graham, Judy and Melissa McGrath, Hank Stiles, Dave Bergman, Doug Morgan, David Dewey, Norm Holmes, Ken Iverson, and Ken Roller. Virtually all these people hung around for Saturday's show, and were joined by Marty Anderson, Don Clark, and Trainmaster Jim Gidley, Sr. for Saturday and Sunday.

Once again, the FRRS has demonstrated the capability to operate several movements on a tight schedule, and do it safely and competently, providing a great showcase for our Museum and our equipment. My thanks to everyone for your sacrifices of time and effort. Now, for next year, . . .

Rail Acquisition Project

We are in the process of removing about one-half mile of track from Grays Flat including one switch. Years ago WP built this spur track to serve a lumber planing mill, however the mill closed and the owner is dismantling the mill and was willing to sell the rail.

When WP was constructed the main line was built with 85 lb. rail (rail is measured by weight for a three foot section). This Grays Flat spur was constructed using this rail with some pieces dated 1907-1909.

Grays Flat is located in the Feather River Canyon near Twain about 50 miles from Portola. During October, Norm Holmes, Ken Iverson, Bob Lindley, Clyde Lippincott, Jim Malksen and Hap Manitt made five trips to Grays Flat to load tie plates, angle bars, bolts and the switch parts. Most of the rail had been unbolted and removed from the ties, but had to be pulled down the grade to a loading area. Clyde brought a small tractor from Carson City to use for this work. As soon as a trucker can be obtained, the rail will be hauled to Portola and stockpiled for future use.

Special Events at the Museum

By Steve Habeck

After the Museum's regular operating season ended on the weekend of September 9-10, 1995, a series of special events were held which effectively extended the season well into October. The first of these was the annual Railfan Day (see separate article), which was again successful. On the afternoon of Saturday, October 7th, the Museum hosted a visit by a small group of financial people, who arrived in Portola aboard a UP business train. UP Manager-Administration Kathy Petersen and her assistant brought their guests over for a brief Museum tour and train ride before they went to dinner at the Iron Door Restaurant in Johnsville. As usual, WP NW2u 608 pulled our "merger train" of cabooses (MP 13878, WP 428, UP 903005). Switching in progress for the SP event to be held the next day was briefly put on hold for the caboose train, and the yard job crew, consisting of Vic Neves, Gordon Wollesen, Marty Anderson, Ken Iverson, and Yardmaster Steve Habeck, assumed operation of the caboose train, along with Executive Director Norm Holmes. Norm and Steve conducted the Museum tour, and escorted the visitors back to the UP yard office.

Southern Pacific Historical and Technical Society

On Sunday, October 8, 1995, the Museum hosted a group from the Southern Pacific Historical and Technical Society (SP H&TS), which was having its convention in Sparks, NV. Over 60 members of this group were treated to photo runbys of SP SD9E 4404 and Kodachrome SP GP9E 2873 pulling a freight train of SP equipment, and also a train of wood-sided beet racks with SP cupola caboose 1060 carrying the markers. (An heroic effort to reassemble the air compressor on the GP9 by Tom Graham and CMO Hank Stiles on Saturday, the 7th, was thwarted when 2 of the compression rings broke while being installed. The air compressor on this locomotive suffered major freeze damage last winter, due to a clogged drain line preventing the air compressor from draining completely when the engine was winterized. The air compressor was completely rebuilt over the summer months as Hank's schedule and parts availability allowed. With the air compressor down, SP 2873 could not be run, but was taken along as the 2nd unit, dead-in-consist.)

The Beanery was open for lunch, and did great business, as did the gift shop. After lunch, most of the SP group took advantage of the opportunity to take the throttle of the SD9 and make trips around the balloon under a pre-arranged special group rent-a-locomotive operation, which took over 3 hours to complete.

Also during the afternoon, several other locomotives were started up for the benefit of the SP fans, including WP GP7 707, ALCO FPA4 6776, WP F7A 921-D (coupled with WP F9Bu 925-C and WP FP7 805-A, forming an A-B-A set), WP ALCO S-1 512, and WP NW2u 608. We made a very favorable impression upon the SP fans, most of whom had never been to Portola before. Many comments of high praise and amazement were received on the condition of the facility and equipment, and on the extent of the collection.

Credit is due to Directors Wayne Monger and Vic Neves for bringing up the idea of having this group visit the Museum in conjunction with their convention, and for setting it up with the SP H&TS. At the Museum, things flowed smoothly due to the efforts of many people, including Bruce Cooper, who handled the rentals from the cab of the 4404, and the following: Steve Habeck, Gordon Wollesen, Vic Neves, Don Nelson, Hank Stiles, Tom Graham, Judy McGrath, Ken Iverson, Marty Anderson, Jim Malksen, Norm & Barbara Holmes, Sue Cooper and Lolli Bryan in the Beanery, and, of course, Hap Manitt.

This event was a big public relations and financial success, thanks to a very impressed and appreciative group from the SP H&TS. Well done.

Buick Car Club Visited the Museum

On Saturday, October 14, 1995, the Buick Car Club visited the Museum. This group of about 120 people, and dozens of beautifully-restored automobiles, spent most of the day at the Museum. They were scheduled to come in two groups, for scheduled special train rides at 10 AM and 2 PM, but many of them came early and stayed late. We made two runs of the caboose train, powered by WP ALCO S1 512, in the morning, and one run in the afternoon. The train crew consisted of Steve Habeck, Gordon Wollesen, and Don Nelson, with Bruce Cooper assisting when he wasn't showing off the M60A3 tank. Sue Cooper, Lolli Bryan, and Hap Manitt were on hand as well, staffing the Beanery and gift shop.

Another Item of Note

The train rides and switching activities that took place on these Saturdays had to be coordinated with the locomotive rental program under Skip Englert. On each of these Saturdays (10/7 & 10/14), Skip conducted 6-8 hours of locomotive rentals, which required constant coordination between Skip and Yardmaster Steve Habeck to keep things running smoothly.

BIG Muscles

On three separate occasions in late September and early October, the Museum was used as the location for photo sessions for a muscle magazine.

Two men and four women, in excellent physical condition and wearing distractingly little clothing, used various Museum equipment and locations as props for the photo layouts. The photographers used many different setups and locations, even getting us to hold up our switching on October 7th in order to shoot a layout using Vic Neves' SP caboose 1060 as a backdrop, and getting Bruce to fire up one of the tanks for another set.

While we did not expect the Museum to be used as the location for a muscle magazine layout, we welcome this and other opportunities to showcase our facility and collection.

New FRRS Members

Please welcome the following new FRRS members:

Fern Benson
from Paradise, CA

William Larry Burke
from Mountain Home, AR

D. A. De Matteo
from Crestview, FL

Gary Dunn
from Byron, CA

Gary Ford
from Davis, CA

Mike & Wanda Gardner
from Fresno, CA

Mr. & Mrs. Frank Gardner
from San Andreas, CA

Darrel & Madge Hall
from Ely, NV

Betty Jenkins
from Biggs, CA

Michael Joven
from Bourbonnais, IL

Neil Lyons
from Burney, CA

James Malkson
from Martinez, CA

Foster Maxwell
from Citrus Heights, CA

Don Merrill
from Sacramento, CA

Tom Mueller & Family
from Sparks, NV

Jerry & Jill Prickett
from Santa Rosa, CA

Stephen Quinby
from Greenville, CA

Kajetan Schwarz
from Frick, Switzerland

John & Judy Whitaker
from Bishop, CA

Chris Wilson
from San Ramon, CA

Leslie Wood
from San Leandro, CA

New FRRS Life Members

The following people are the newest FRRS Life Members:

Hans-Werner Klemann
from Koeln, Germany

Larry Van Horn
from Burlingame, CA

Melissa McGrath
from Santa Rosa, CA

The following people have upgraded their FRRS Life
Membership to Family Life:

Norman & Barbara Holmes
from Portola, CA

Kel Aiken & Family
from Lake Tahoe, NV

Art & Lois Bergman
from Tarzana, CA

Donald & Ilse Borden
from Anderson, CA

Tom & Barbara Mougovan
from Sebastopol, CA

Dave & Julie Anderson
from Citrus Heights, CA

Mark A. Hasham
from Reno, NV

Darrel & Madge Hall
(new members) from Ely, NV

CASH Donations CASH

The following people have made cash donations:

Norman E. Anderson

Mike Brodersen

Roy Cameron

Elmo Dito

Dennis Gander

David Gard

Dennis Gilkey

Ella Hayes

Stephanie Jarvis

Darel Johnson

George & Tricia Nordstrom

Dan & Hennie Ogle

Dan & Margret Parnell

Robbin Rekiel

Jonathan Reynolds

Richard Stevens Family

John Sullivan

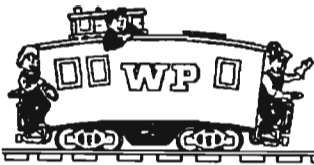
Kenneth Thompson

David, Connie & Erin Thompson

Bruce & Barbara Trafton

Eugene & Louise Walker

Philip Wyche, Jr.



Caboosing

With Hap Maniit

- August 24, 1995 We found water leaking into the oil on engine VIA 6776, ALCo FPA-4; Norm Holmes removed head, discovered cracked cylinder liner.
- August 25, 1995 Doug Morgan & Peter Lyman worked on MRS 244, Tom Graham, Melissa McGrath & Ken Iverson painted Sacramento Northern lettering on SN 146.
- August 26, 1995 Norm Holmes, Peter Langdon & Clyde Lippincott loaded log flats to go to Loyalton for Timberfest.
- August 28, 1995 UP 849 & Caboose 428 went to Loyalton for Timberfest.
- August 28-29-30, 1995 Doug Morgan & Darrel Hall removed liner from VIA 6776.
- September 1, 1995 Clyde Lippincott brought new soft drink cooler from Reno.
- September 2, 1995 Clyde Lippincott & Hap Maniit built new photo display boards.
- September 3, 1995 Clyde Lippincott worked on shower car.
- September 5-7, 1995 Bruce Cooper started repair work on portable air compressor.
- September 14-15, 1995 David Dewey, Darrel Hall & Peter Lyman replaced liner on VIA 6776.
- September 15, 1995 Art Bergman cleaned the shop and Beanery floors. Dave Bergman, Don Borden, Phil Gosney, Jim Malkson, Wayne Monger, Vic Neves & Jerry Williams extended the track on the siding known as "Dodgepole Siding."
- September 15, 1995 Tom Graham repaired air compressor block on B - Unit 925C.
- September 19-20, 1995 Doug Morgan & Peter Lyman worked on engine 244.
- September 20, 1995 Bruce Cooper serviced back hoe.
- September 21, 1995 Jim Malkson painted hand railings on 4404, 4107.
- September 25, 1995 Tour group visited the museum and went for a train ride.
- September 28, 1995 Norm Holmes & Ken Roller worked on ramp track.
- September 30 - October 2, 1995 Jim Malkson touched up gray paint on engine 4404, etc.
- October 3, 6, 1995 Roofing contractor repaired roof damage from 1994 storm - the cost was covered by FEMA.
- October 6, 1995 Bruce Cooper ran our Army tank in the Portola homecoming parade, Jim Malkson painted hand railings on engine 512.
- October 7, 1995 Tour group train ride; Boy Scouts stayed overnight in Troop Sleeper.
- October 9-10-11-12, 1995 Don Nelson & Jim Malkson replaced ties at No. 3 switch.
- October 14, 1995 Old car tour, 120 people visited the museum, went for a train ride, and operated a locomotive.
- October 19, 1995 Tour group visited the museum and went for a train ride.
- October 21, 1995 Tour group visited the museum and went for a train ride.
- October 22-23, 1995 Steve Habeck drained water from locomotives; Gordon Wollesen prepared shower car for winter.
- October 24, 1995 Bruce Cooper hauled rock & repaired storm damage to small creek abutment.

The 1995 Operating Season

By Jim Gidley, Sr.

The FRRS Operating Department started off early this year with the American Cancer Society trips in April.

There were thirteen new students at the training sessions. For the first time, all student positions on the crew sign-up sheet were filled for the season.

The appointment of Kerry Cochran, as assistant trainmaster, has greatly eased the work load on Gordon Wollesen and myself. Thanks Kerry for the great job you have done.

The following members have been certified this year:

Marty Anderson	Brakeman
Julle Anderson	Brakeman
Ken Iverson	Brakeman
King Felton	Brakeman
Tom Graham	Brakeman
Judy McGrath	Brakeman
Melissa McGrath	Brakeman
Tom Clabaugh	Recertified Brakeman
Don Borden	Conductor
John Hittner	Conductor
Dave Bergman	Conductor
Tom Graham	Fireman

Four student conductor and four student fireman cards were issued.

A very big thanks go to Sue Cooper and her kitchen staff who cooked for the train crews. They even cooked for the switching crews after Railfan Day. Thanks again.

Thank you Ken Roller for working on the track when we had track problems during train operations.

The following people have worked in the operating department this year:

Dave Anderson, Julle Anderson, Marty Anderson, Tom Andrews, Dave Bergman, Don Borden, Pat Brimmer, Bob Carr, Brian Challender, Eddie Chase, Tom Clabaugh, Don Clark, Kerry Cochran, Bruce Cooper, Sue Cooper, Terry Decottignies, Chuck Dunlap, King Felton, Paul Finnegan, Mark French, Jim Gidley, Sr., Phil Gosney, Tom Graham, Steve Habeck, John Hittner, Norman Holmes, Ken Iverson, Peter Langdon, Jim Ley, Judy McGrath, Melissa McGrath, Don Nelson, Vic Neves, Jack Palmer, Jeff Palmer, Hank Stiles, Ed Wagner, Ed Warren, Jerry Williams, Gordon Wollesen.

Thanks also go to the members who are not part of the FRRS Operating Department, but who have worked as crossing guards, and as car attendants.

Thanks go to everyone.

Jim Gidley, Sr., Trainmaster.

Revised Crew Qualification Book for 1996

The first crew qualification book has served us well for the last 3 years. When this book was put out, it was understood that adjustments would need to be made later.

We have received a lot of input from various train crew members as to changes they would like to see. Some crew hours will change, some will not. One item we are looking at is regarding members who are qualified at other railroad museums.

There is a committee of five people who will make the revisions to the book: Jim Gidley, Sr., Steve Habeck, Hank Stiles, Kerry Cochran and Gordon Wollesen.

If you would like to make any comments, or to have some input, please send them in writing no later than December 30, 1995 to: Jim Gidley, Sr., 2748 San Jose St., Chico, CA 95973. Thank you.

Jim Gidley, Sr., Training Officer

In the Dog House

During the late 1940's the Brotherhood of Railway Trainmen negotiated an agreement with the railroads to provide a place for the head brakeman to ride on steam engines. Steam engines had a seat for the engineer and a seat for the fireman. On a few locomotives there was a second seat for the brakeman in front of the fireman's seat or a seat that was attached to a pole that could be lowered when needed. On some steam engines the only place for the head brakeman to sit was on the metal sand box.

The railroads complied with this agreement and constructed a four foot by four foot square building about five feet high with seats for two. It was steam heated in cold weather and located on the rear top of the tender. All of WP's Little Malleys (201-210), some of the Mikes and a few Consolidations had this addition in their latter years.

When WP scrapped its steam locomotives, Stockton shops mechanic Bob Travel saved one of these buildings, called Dog Houses, to take home for a play house for his children. Years later after the children were grown Bob Larson saw it in his yard and knowing about Norm Holmes' back yard railroad asked for it. Bill Magazin brought it to Portola and now Norm donated it to our museum. This is an interesting artifact from the age of steam.

V&T Symposium Report

By David Dewey

Several FRRS members attended the 25th annual V&T Railroad History Symposium in Carson City last month. The main topic this year was care and feeding of wooden cars, a major point of interest to the car restoration group. There were many speakers with different ideas on how to repair and build wooden passenger cars. The "museum types" insist on exact replication, while the "tourist operators" utilize modern lamination technology. Both groups acknowledged the different criteria they face in maintaining their fleets. The operators need longevity with low maintenance costs, while the museums want to preserve the historic technology intact.

The one thing both groups agree on is: Keep the water out! We learned how to caulk wood window frames so they will resist rotting out at the bottoms. Also covered was caring for the wooden window sills common to our cabooses and some of our heavyweight passenger fleet. No nuclear science, but some common sense combined with modern elastic caulks to keep everything dry.

There was also much discussion on finding modern paint that can take the weather. With environmental controls becoming more stringent, it is difficult to find "Great" paint, as the really good stuff has heavy metals and ghastly solvents, all No-No's nowadays. Marine Paints usually do very well holding their gloss and staying flexible enough to not split and peel as the wood moves.

There were also sessions on the V&T passenger business and the planned reconstruction of the Carson City-Virginia City line. If all goes as planned, there will be some major changes coming!

The FRRS Gift Shop was Successful at the Southern Regional Meet

We had a very successful day at the Southern California Regional Meet in La Habra, on October 14, 1995. Roger Aten, Norman & Barbara Holmes did a good business at our merchandise tables. The regional meet was very successful also with a number of interesting speakers and clinics. Peter and Sue Solyom deserve a great deal of thanks for putting on this annual event.

Roger and Dottie Aten worked the GATS show at Costa Mesa Oct. 7-8, 1995 and David and Linda Dewey had a sale table at a Chico Mall. We want to thank all for helping at these shows and we particularly want to thank Lollie Bryan who is spending a lot of time at the museum Gift Shop.

Upcoming Train Shows of Interest

- International Railfare in Roseville, CA, November 10 - 11, 1995.
- Great American Train Shows at Pleasanton, CA, November 25 - 26, 1995 and at San Jose, CA, December 9 - 10, 1995.

We have several new HO gauge Red Caboose tank cars in the gift shop: Conco, Skelgas, Ambrose Wine, Fruit Industries and Roma Wine.

These and other oil companies already mentioned are discounted to \$9.95.

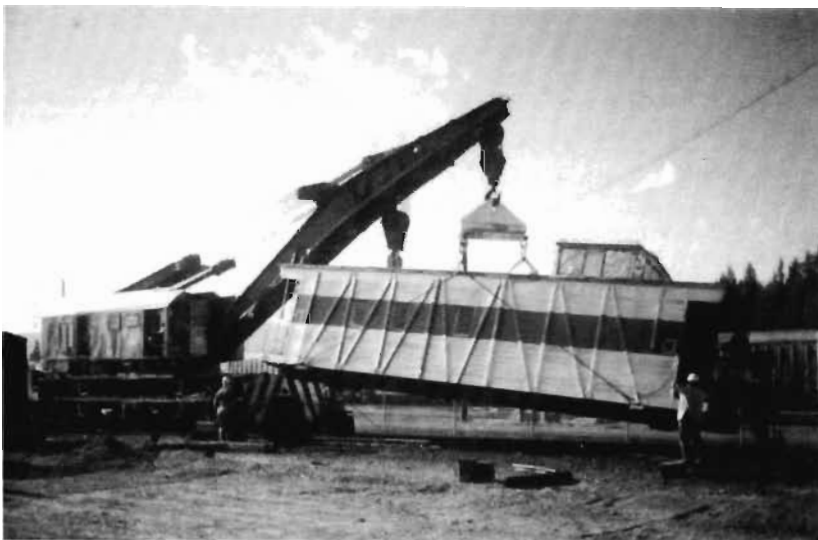
We also recently received a nice new video tape from Kaw Valley titled All Aboard, Passenger Trains in America featuring UP, N&W, Frisco, SP and Amtrak. This 58 minute tape sells for 19.95.

FRRS Name Badges

FRRS name badges for the following members are ready and waiting in the Museum Gift shop: Judy McGrath, Gary Hall, Jeff Palmer, Art Young, King Felton, Kim & Vince Martin. Badges are \$5.50 each.

If you would like to order a name badge, contact the Museum Gift shop.

Images From Around the Museum



Top left: Our SP Sugar Beet train is shown on Railfan Day 1995 passing the newly built "Dodgepole Siding" which had only been placed in service less than 24 hours earlier. Photo by Wayne Monger.

Top: Posing on GP 20 WP 2001 is the energetic crew that helped out on Railfan Day 1995. Photo by Wayne Monger.

Left: Jim Ley operated our 200 ton crane to lift caboose 614 onto leaf spring trucks with Steve Habeck, Norm Holmes, Jim Malkson, Tobie Smith and Gordon Wollesen assisting. Photo by Norm Holmes.



Lower left: In the Doghouse. In the late 1940's, "doghouses" were placed on the rear top of the tenders of steam locomotives as a shelter for the head brakeman. Photo by Norm Holmes.

WP LIVES! 

Help Fund A Portola Homecoming!

As the historical society for the Western Pacific, the Feather River Rail Society has strived to acquire Western Pacific materials and equipment for the collection at the Portola Railroad Museum. One of the gaps in our collection is EMD's GP9, of which the WP had eight, numbers 725-732. This gap has now been filled.

When the Union Pacific acquired the Western Pacific in 1982, six of the eight WP GP9's were still on the roster, and 4 of those (WP 725, 729, 731, 732) were repainted into UP colors and remembered UP 300, 304, 306, 308. These units saw service on many areas of the old WP SN until 1984, when they were sold to a regional railroad in Iowa. The FRRS inquired about the two remaining units, 300 & 306, and a price was negotiated. FRRS CMO Hank Stiles traveled to Council Bluffs, Iowa, to inspect the units, and upon Hank's recommendation, the FRRS has purchased both units, and they are on their way to Portola, where they will regain their WP numbers, 725 and 731, and be scheduled for repainting.

Operational GP9's can command a high price in the used locomotive market, and although Helm Financial sold these units to us at their rock-bottom price, we will have over \$70,000 invested in them when they arrive in Portola. The Board of Directors felt that this expenditure was warranted, since these are two of the only 3 WP GP9's still in existence (the other is the 727, on display in Elko, NV). We would like every member of the FRRS to consider making a special donation to help defray the expenses incurred in this venture. We appreciate everyone's help and support, and your contributions are, as always, fully tax deductible. Use the coupon below, and help bring the GP9's home!

WP GP9's 731 and 725 lead another GP9 and 59 cars eastbound at Keele on February 12, 1967. (John C. Illman photo)



clip here

I'll help bring the WP GP9's home. Here's my contribution:

Name _____	Donation amount \$ _____
Address _____	<input type="checkbox"/> Check <input type="checkbox"/> Money Order <input type="checkbox"/> MC <input type="checkbox"/> Visa
City, State, Zip _____	_____
FRRS Member # _____	Credit Card Account Number _____ Expires _____

THANK YOU!!

Signature

Send this form to: FRRS GP9 Fund, P. O. Box 608, Portola, CA 96122