



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

News from the Feather River Rail Society and the Portola Railroad Museum

ISSUE 117

January/February 2003



- The Train Sheet -

News from the Feather River Rail Society
and the Portola Railroad Museum

Editor – Frank Brehm (916) 334-4470 or
email at trainsheet@wplives.com

Contribution Deadlines: Last Day of
February, April, June, August, October and
December.

*Contents Copyright © 2003 Feather River Rail
Society, All Rights Reserved.*

- Portola Railroad Museum -

P.O. Box 608
Portola, CA 96122-0608

Museum: (530) 832-4131
Fax: (530) 832-1854

The museum grounds are open to the public from 10:00 a.m. until 5:00 p.m. daily the first Saturday in March through the first Monday of November. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. Train operations begin the last Saturday of May and continue through the first Monday of September. The museum grounds are closed to the public from the first Tuesday of November through the first Friday of March except for special events in which arrangements have been made in advance. If you wish to visit during the closed period it is advisable to call in advance and find out if the museum grounds will be open.

Entrance to the museum is free, although a suggested donation of \$5.00 is greatly appreciated.

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 the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway
Museums and the Tourist Railway
Association, Inc.

- Board of Directors and Officers -

Rod McClure	President
Dan Brady	Treasurer
Andy Anderson	Director
Frank Brehm	Vice-President - Director
Jan Breitwieser	Director
Kerry Cochran	Director
Steve Habeck	Director
Norman Holmes	Director
Gail McClure	Director
Hank Stiles	Director
Eugene Vicknair	Secretary - Director

Issue No. 117

Published March 2003

A Message from the President FRRS	3
Calling all Members, Calling all Crews	4
CMO Report	4
2002-2003 Direct Mail Fundraiser	4
“I’ve been workin’ on the railroad...”	5
WP Track Chart Reprint	5
2003 Railfan Photographers Day	5
World Wide Western Pacific, Part 3	6
2003 WPRRHS Convention	6
2003 Convention Reservation Form	7
PRM Facilities Master Plan	8
WP EMD F-7’s 913-921	9
Zephyr Project Update	10
Summary of Recent Board Meetings	10

Cover Photo:

The end you don’t usually pay attention to, the “B” end of our 921-D.

Back Cover:

A nose up view of our 921-D.

Both photos by Frank Brehm

Web Pages of Interest

Feather River Rail Society (Official Site) www.wplives.org

CZ Virtual Museum	calzephyr.railfan.net
Tidewater Southern	www.tidewatersouthern.com
PRM	www.oz.net/~samh/frrs
WPRRHS	www.wprrhs.org
SN Page	www.people.virginia.edu/~ggg9y
WP Virtual Museum	wpmuseum.railfan.net
Tidewater Southern	www5.pair.com/rattene/WP/TideIndex.htm
Western Pacific	www.wplives.com

- FRRS Membership -

<i>Yearly Dues</i>		<i>Single Life Membership</i>		<i>Family Life Membership</i>	
Associate	\$20.00	Birth-17 years of age	\$1200.00	Birth-17 years of age	\$1800.00
Active	\$40.00	Age 18-39	\$900.00	Age 18-39	\$1350.00
Family	\$60.00	Age 40-61	\$600.00	Age 40-61	\$900.00
Sustaining	\$100.00	Age 62 and above	\$300.00	Age 62 and above	\$450.00

These are the dues for the duration of one year, with Life and Family Life being a one-time payment. Five year payment plans are available for life memberships.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.
Active memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only.
Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.
Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.
Life memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only for life.
Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:
Feather River Rail Society
Membership Dept.
P.O. Box 608
Portola, CA 96122-0608

Address changes may also be sent to memberships@wplives.com

A Message From the FRRS President

By Rod McClure

By the time you read this Winterail will have come and gone for another year and our RAL program is beginning to knock the rust off our rails. It is time to begin planning for another safe and successful operation season, as well as restarting projects that have been waiting for Winter to end. The kickoff of many Work Weekends is approaching quickly with March 29 and 30 being the first. Among improvements to facilities and the ongoing track work program, I hope we will see a couple more pieces of our collection repainted and restored this year, as well as some long awaited repairs to others completed. Mark them on your calendar, we need your help!

In the last couple of months things have been happening at the Museum, with a few members braving the cold and rare snowflake to work on different projects. Ken Roller has been working diligently on a new little H.O. train layout designed for our young visitors to actually operate. All the material and track was donated by Jan Breitwieser and it looks real nice. Thanks go to Ken for braving the cold to do this! The loading of the Yreka Western 244 is nearly complete. It will be a happy day to finally see this locomotive depart for Yreka and it's new home. This has been a long project with many delays. The 244 was loaded on the flatcar and in the process of being secured when it was discovered that a bad order axle bearing on the flatcar needed to be replaced so the 244 had to be unloaded and the car switched over the UP yard so they could replace the axle. With that done, the process

was started all over again. As of March 1st, the engine is being secured for the final time and should be ready to move in a couple of weeks. Thanks to all who have worked on this project. The end is also near for the ongoing saga of our two U.S. Army M-60 tanks. I spoke with the government agency responsible for finding a new home for the tanks last week, and they have picked a new home for them at a Military Museum in Southern California. The final details are being worked out, but they assured me that the tanks will be leaving us around the first part of May. I am glad to see that they are going to a good home that will look after them and display them in the proper setting. If you want to see them or get pictures, now is the time.....

And on a different note, Steve Habeck (a.k.a. Pop Tart) recently underwent emergency surgery. He has recovered quickly and is doing great. I won't go into the specifics of the reason for his surgery, but he had us all worried for a time.

That's it for this month, I hope to see as many of you as possible at the upcoming Western Pacific Railroad Historical Society Annual Convention in Oakland, CA as well as at the Museum.

Question of the Month

The FRRS is considering sponsoring a motorcar event at the Portola Railroad Museum in June 2003. Would you be interested in participating? If so, contact Gail McClure at rrwidow@alpine.net or Frank Brehm at wplives@attbi.com and let us know. Be sure to include the words MOTORCAR EVENT in the subject line of your message.

Calling all Members, Calling all Crews

By Kerry Cochran

2003 is here and Crew Training weekend is just around the corner. I would like to invite members of the Feather River Rail Society to join me and the members of the Operating Department on Saturday May 3 and Sunday May 4, 2003 for our Annual Crew Training.

The Operating Department needs your help for this years 2003 Operating Season. Crew Training will be held on one weekend this year. Saturday and Sunday starting at 10 AM each day, lasting until approximately 4 PM.

You only need to attend one of the two days. You are **not** required to attend both days. Our goal is to provide training on Saturday and Sunday during the day, with the rules test and classroom training.

Our format this year will change with more On-The-Job-Training, (Hands on during the operating season). We will need to cover more material during the classroom session than in previous years in order to cover needed improvements to meet new requirements.

Should you not be able to attend the training in May, we do provide rules test and training through the year. It is not mandatory that you attend this training weekend. The only thing that we require is that you do take the rules test in order to work on the train crew.

Should you have any questions on the Operating Department or the crew training please contact me.

Email KC6KNT@Compuserve.com, Home telephone (650) 952-7127, Fax (650) 588-5490 or you can write me at 649 5th Ave. San Bruno, Ca. 94066-4517.

CMO Report

By Hank Stiles

Once again the days are getting longer in Portola, although it's still cold at night and can be during the day at a moment's notice. Spring is just around the corner; ok it's away around the corner. (I've seen snow on fourth of July weekend more than once in my twenty years of volunteer work at the museum) The point is that it's time to think about preparing for the summer season.

On February 21 & 22 we had our first work weekend this year at the museum site. This event was well attended by many members like you and I. Although cleaning and improvement of the museum site was the focus of the weekend, part of the weekends energy was spent waking up our equipment from its winter rest.

We have kept the WP 512 ready for service this winter, thanks to its Cooper-Bessemer 539-design engine that will tolerate anti-freeze. That saves a lot of fuss draining the cooling system to prevent freeze damage and the mess that involves. We still have all of the inspections, lubrication and routine maintenance that every locomotive requires and Alco's require more than most, its nature of the beast I guess. This example of Schenectady's handy work is one of our most popular locomotives in the Run-

A-Locomotive Program (RAL) and has provided us with years of dependable service.

The mechanical team also started work on our SP GP-9 the SP 2873; again a well used dependable locomotive. It was rebuilt and up-graded by the Southern Pacific years ago, and has many years left in Portola. Much of the same work that the WP512 received was also done to this locomotive.

Spring is also the start of our Locomotive Maintenance Clinics beginning on April 5 & 6. This is your chance to not only help your museum, but to fulfill that dream of finding out just what makes those marvelous things called locomotives tick. Please think about coming up to the museum. Your help would be a boost to the museum and the preservation of the history of the Western Pacific Railroad. Be part of the "Willing People" spirit of that tough little railroad that showed the big boys a thing or two.

See you in Portola.

2002-2003 Direct Mail Fundraiser

By Gail McClure

On behalf of the Board of Directors, we would like to recognize the following individuals and organizations for their support of the Feather River Rail Society evidenced by their generous contributions to our fundraising campaign from October 23, 2002 through February 16, 2003.

\$0-100

Tom Arms, C.F. Bach, Jefferey W. Baus, Jessie Becker, Robert Bell, Carl R. Bogardus, Jr., M.D., J. Allan Brown, Roy Cameron, Jack & Harriet Cogan, Steve Colley, Dan Dalke, Ronald Fernandez, Mark Freiberg, Erik Frodsham, Dennis C. Gilkey, Frank & Linda Girard, Pete Goodier, John Grasso, Philip Gruskin, W.E. Hall, Robert Hanft, Tom & Sue Harmon, Brian Hilaire, William & Barbara Holmes, Nick Perusina & Lisa Johnson, Ronald W. Kaiser, W.M. Kapitanoff, Patrick Kenady, Michel J. Knight, John & Paula Lenz, Gary Lower, Lester Madden, Ralph Mathes, Tom Mueller, Larry M. Over, Dan Parnell, Donald & Linda Peterson, Glenn Peterson, Ken Ritz, John Rodgers, Mark Rubin, Mrs. F.W. Sellman, Mr. & Mrs. John L. Stein, Noel D. Thomas, Richard & Lorraine Thomas, David Thompson, Bob Weekley, Bill Wells, Ron Whaley, P.L. & Rosamond Wyche, Anonymous Donor.

\$101-250

Barry & Joann Daniels, Christopher Jozwiak.

\$251-500

Vic & Arichan Chudoba – IPIC Model Trains Group, Josiah Jenkins, Neil Lyons.

\$501 and up

None

This on-going fundraising project will continue through 2003, so it is not too late to support the FRRS and the Portola Railroad Museum.

Your donation will help support operations, restoration and other projects, and reflect support for our efforts to granting agencies and foundations through which additional funding may be obtained.

Climb aboard!

‘I’ve been workin’ on the Railroad...’

By Gail McClure and Eugene Vicknair

There are some jobs that are so unglamorous you can't pay someone to do them. In the case of the PRM, such jobs typically fall on a small group of volunteers who spend their weekends painting floors, cleaning work bays, repairing electrical systems and other little seen but very important tasks that all contribute to keeping the museum open and running.

Last year we tried scheduled work weekends for achieving progress on track and facilities. Happily, these turned out to work rather well and have been expanded for the coming year. I would ask all members to find a weekend when they can join the crews and help make the museum a better place for all of us. Meals are provided to all crews and volunteers are invited to stay overnight at the museum. A sense of satisfaction and camaraderie are available free of charge.

March

29-30 Work Weekend

April

26-27 Work Weekend

May

17-18 Work Weekend

24 *Operating Season Begins*

August

9-10 Work Weekend

September

1 *Operating Season Ends*

27-28 Work Weekend

Tasks on these weekends will center on both track upgrading (and perhaps even laying new track!) and repairs and improvements to the general facility.

The days generally start around 9-10 AM and go until 5-6 PM. Work will be progressing on the Volunteer Area, including expanding and improving the deck and converting the infamous *Silver Debris* bunk car into a volunteer lounge.

WP Track Charts Reprint

The Feather River Rail Society is pleased to announce a limited run printing of the complete track charts of the Western Pacific Railroad including the Sacramento Northern and Tidewater Southern. Reproduced from an original booklet dated January 1, 1981 the complete system is represented including all branches. Spiral bound and printed on high quality paper with heavy color covers which are protected by a clear protective sheet this will be a great addition to your collection. Printed size is 8-1/2 x 11 in landscape format.

Retail price will be 45.95 with a member price of 41.35. Shipping and handling is 5.00 each. California residents please include 7.25% sales tax.

Send orders to;

WP Track Chart
c/o FRRS
P.O. Box 608
Portola, CA 96122-0608

ISSUE 117

Also, we are hoping to have the carpentry bay in the Diesel Shop revamped and made into a functional and fully equipped woodworking shop before the end of the season.

Over the weekends of February 22-23 and March 1-2, a great deal of work occurred to help get the museum ready for the Ops Season and Public Opening.

Thanks to David and Vicki Epling, Eric Stephens, Rod and Gail McClure, Steve Habeck, Doug Morgan, Hank Stiles, Alan Hirasawa, Frank Brehm and everyone else who came up and joined in.

Ever wonder what it takes to keep the train on the rails? A lot of hard work and sweat, that's what!

This year, Roadmaster Rod McClure invites members and non-members alike to dig out ties, swing a spike maul, and dump ballast as we continue on our much needed maintenance track (yes, the pun was intended).

The second of several Museum work weekends is scheduled for April 26th and 27th, 2003.

All volunteers will be provided lunch and a home cooked dinner, courtesy of Chief Cook and Bottleswasher, Gail McClure.

We need all the help we can get.

And if physical limitations keep you from participating on the "train gang", there are likely to be a couple of other projects that can use your assistance.

Hard work, good fun, and hot food – what more could you ask for? Look forward to seeing you there!

If you have any questions or need any information, please contact Eugene Vicknair at Facilities@wplives.org, or Rod McClure at Roadmaster@wplives.org and include the words WORK WEEK-ENDS in the subject line so that your message is not mistakenly overlooked.

2003 Railfan Photographers Day

By Gail McClure

Mark your calendar to attend the FRRS 17th Annual Railfan Photographer's Day, September 20, 2003. Plans include the return of railroadiansa/swap meets, mid-day motorcar rides, as well as evening slide show and night photography sessions hosted by Vic Neves of Winterail fame. Lunch and dinner B-B-Q will be available on site for a modest fee.

A new venue coming this year is our Featured Authors Table. To date, Adam Clegg and Norman Holmes will be available for book signing and to discuss current and future volumes. Bring copies of their work or purchase on site (subject to availability). We hope to continue to add names to this list so please watch for updates in forthcoming issues of The Train Sheet.

Tickets will be available for advance purchase May 1st, 2003 and the museum will be closed to the general public. Ticket prices are \$15 for adults, \$10 for ages 5-12, free under 5. Each ticket holder will also receive an entry into drawings for a variety of door prizes. Additional tickets will be available for \$2 each or 3/\$5. Please contact Gail McClure at rrwid-ow@alpine.net or Frank Brehm at wplives@attbi.com and include the words RAILFAN DAY in the subject line of your message.

Events subject to change

PAGE 5

World Wide Western Pacific

By Eugene Vicknair
Part 3

The rise of the internet and the growing ease with which websites can be created has led to an explosion of information available to the world. Of particular interest to members of the Feather River Rail Society are the many sites devoted to the Western Pacific and related topics such as the California Zephyr and WP subsidiaries. In fact, a quick look at several popular search engines shows the WP family to be one of the best represented and documented railroads on-line. The following are some brief descriptions of several of these websites. They are grouped by railroad according to their primary focus, but many have information on related lines.

WESTERN PACIFIC.. some additions to the list

WP Empire..
www.wp-empire.com

Created by WP modeler Mike Hinkle, My Western Pacific Empire chronicles his home layout and WP recreations in N scale.

To aid in this quest, Mr. Hinkle has gathered much information on the prototype and shares it on his site along with updates on his models and layout. Of particular interest are his photo illustrated guides to WP rolling stock and locomotives, lists of WP models available in N scale, photos of WP car sightings near in his home state of Texas and several link lists to other WP, SN and TS related sites. Recent projects currently chronicled on the site include some WP GP20s in Zephyr paint and a brace of Tidewater Southern Cornucopia boxcars.

Widow Creek..
www.widowcreek.com

Another modeling based website with much prototype information. While webmaster Chris Sgaraglino includes a great deal of information about his modeling, the main portions of the site are given over to data about the WP, including industries served, information on WP region shortlines and vital stats about the railroad. This site also features items for sale, including duplicate track charts for the WP, SN and TS and blueprints for WP structures.

CALIFORNIA ZEPHYR.. some additions to the list

Zephyr Project On-Line..
www.zephyrproject.com
Zephyr Project On-Line Store..
www.cafepress.com/zephyrproject

Two recent sites related to the FRRS' Zephyr Project.

The main site features historical information about the Silver Hostel dome-lounge car and WP FP7 locomotive 805-A, both being restored as part of the project. Updates and items about the restoration and fundraising campaign can also be found.

The store offers items of CZ interest with all proceeds going to support the project.

DEEP CREEK RAILROAD..
www.lnett.com/~deepcreek/page5.html

This single page section to a much larger site covering the history around Wendover, a city on the Nevada-Utah border, gives quite a nice overview of one of the most obscure sections of the WP system: the Deep Creek Railroad. Major dates of DC interest and traffic information are given, as well as instructions on how to reach Gold Hill, Utah, the terminus of what was basically the WP's loneliest branchline.

ALAMEDA BELT LINE..
www.trainweb.org/westernrails/ca/abl.html

One of the two terminal railroads in the Oakland area jointly owned by the WP and the Santa Fe, the ABL was once a thriving and very interesting operation on the island of Alameda. Now all but abandoned, its final spur is switched by the UP on rare occasions and most of its right of way has been obliterated by new development.

This subsection of Rob Jacox's Western Rails includes a complete roster of the ABL and photos of some of its motive power.

In the next issue...

Part 4 covers websites with general information about WP and WP related roads.

2003 WPRRHS Convention

By Thom Anderson

The 2003 WPRRHS Convention to be held on April 11-12 on is continuing to make progress. Flyers have been mailed to attendees of previous conventions. If you haven't received one, a registration form has been included in this issue of the Train Sheet.

The list of presenters is being finalized as this is written. More information will be available on the website <http://www.wprrhs.org> as it becomes available. Information on the site, the Oakland Airport Holiday Inn is available through a link at the WPRRHS website.

The Holiday Inn can also be contacted by phone at 510-562-5311. Mention the WPRRHS for the convention rate if you're planning to stay there.

One feature that has not been part of a WPRRHS convention before is an extra-fare excursion train. The Society, in participation with Trains Unlimited Tours, is running an excursion with two California Zephyr dome cars from Oakland to Bakersfield and return on April 13. More information is available at the TUT website

www.trainsunltdtours.com/zephyr/.

If you're interested in riding, don't delay - seats are selling fast!

The WPRRHS 2004 convention has been set for April 16-17 at the Holiday Inn in Reno. Mark your calendars. If you're interested in participating as a presenter or as convention staff, please contact Convention Host Frank Beavers through the Society P.O. Box or e-mail him at wp751@thegrid.net.

See you in Oakland!

**7th Annual Western Pacific Railroad Historical Society
Convention - "Oakland Railroading"
April 11-12, 2003, at the Holiday Inn, 500 Hegenberger Rd., Oakland, CA**

1:00-11:00 pm Friday **REGISTRATION FORM & INFORMATION** 9:00am-11:00 pm Saturday

Clinics, slide shows, swap area, WPRRHS/FRRS sales, vendor sales, model & photo displays, memorabilia displays, raffles, Photo Contest. Please limit your models and photos to WP and subsidiary topics.

Rooms: Holiday Inn is holding a block of rooms. Cost is \$85.00 per room, double occupancy. Reservations must be made before **March 28** by calling the hotel directly **510-562-5311**. Mention the WPRHS 2003 Convention. Please confirm the hotel's cancellation policy. There is a restaurant on site and many other places to eat nearby.

Alternate Motels – call for Rates, Information & Reservations:

Nearby: Motel Six - 510-638-1180; Days Inn - 510-568-1800
At Jack London Square: Waterfront Hotel 510-836-3800; Jack London Inn - 510-444-2032

Banquet: Saturday, April 12, 6:00pm, choice of dinner entrée. Banquet tickets are NON-REFUNDABLE. **ALL banquets MUST be PRE-PAID.**

Swap Meet: We will provide an area to swap/sell your WP related items. You are responsible for your items and no selling will take place during presentations. Tables are \$20.00 each. Contact Barbara Holmes at 510-614-0846 for more information and to reserve your table.

EXCURSION: Please visit our website at <http://www.wprrhs.org> for excursion and convention information.

REGISTRATION FORM – COMPLETE & RETURN WITH YOUR CHECK (please print)

Name(s): _____ **Address:** _____

Phone: _____ **E-Mail:** _____

N o t e :

There is no charge for non-rail spouses to attend, except for the Banquet. No paper confirmation will be sent. Your check is your receipt. **We must have your banquet choices before April 4.**

_____ **Regular** Fare ticket **\$30.00**, (\$35.00 at the door)

_____ **Banquet only \$32.00** _____ **Deluxe** Fare Ticket includes Banquet **\$56.00**

_____ **Chicken** _____ **Beef** _____ **Vegetarian**

Please make checks to: **Western Pacific Convention 2003** and send to:

Vic Neves

PO Box 23721

Oakland, CA 94623-0721

For more information call Vic Neves 510-352-4373 winterail@attbi.com or winterail@comcast.com

Portola Railroad Museum Master Facilities Plan

By Eugene Vicknair, Site Committee Chairman

Part 3.. Edward T. Jeffery Display Building

In 2000, the Feather River Rail Society Board of Directors adopted a concept master facilities plan for the Portola Railroad Museum developed by the FRRS Site Committee and shaped by meetings with members, discussions with public space professionals and years of observation and experience with the PRM site.

In an ongoing series of articles, the details of the concept plan adopted are going to be presented and the thinking and reasons behind them explored. This will serve to inform the membership as to the improvements being planned for the site and give them a chance to comment.

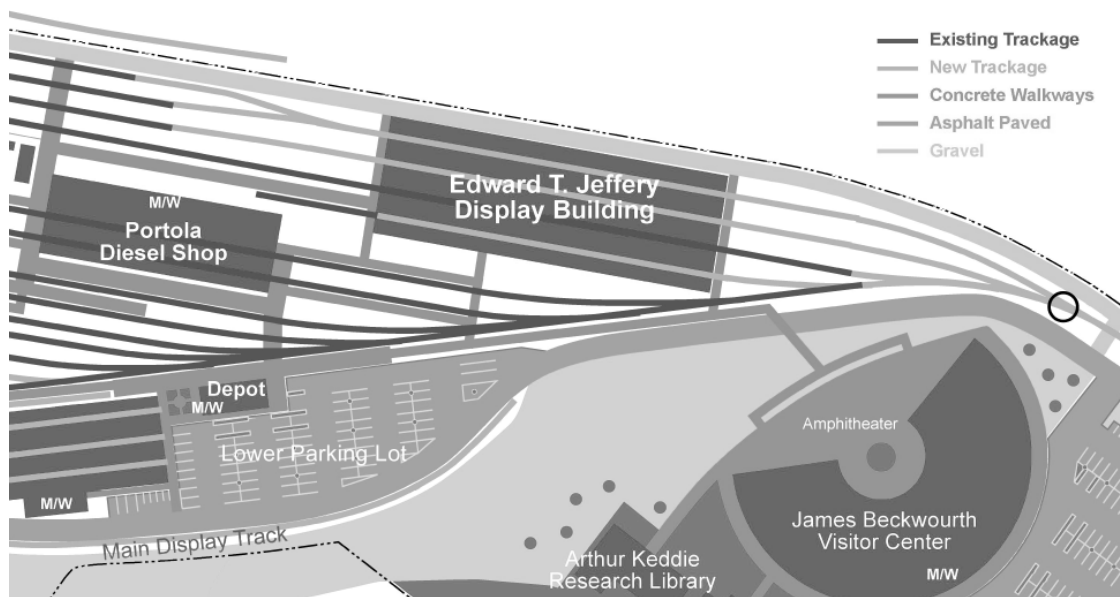
In a previous article, the critical need for covered space and the difficulty of finding room for such was discussed. While the Parking Lot Display Building will provide an excellent venue for several items, there was still need for more weather-protected storage for our historic equipment.

Another goal came to light during interviews with members and visitors, who wished to see cars and locomotives displayed in context with each other. It was crystallized in a conversation with member Ed Powell during a Railfan Photographer's Day several years ago. Upon surveying the arranged demonstration trains waiting to run around the balloon, Mr. Powell pointed them out and said "Why can't we do that all the time?" This input led to the concept of a building large enough to house sample trains, with each track able to display a train from different eras of the railroad. Track 1, for example, would host a steam engine pulling cars and a caboose all dating from and restored to the 1930's. Track 3 would have our SN 146 towing 1950's equipment. To accomplish this feat, it was determined that the building would need to be at least 300 feet long and hold 3 or 4 tracks. Very little space is available on the property for such a structure, which would be even larger than the Diesel Shop.

The initial version of the Master Plan included a small "pole barn" directly north of the Diesel Shop. Over time, the Site Committee reevaluated the property and realized that, with major rearrangement of the east end of the RIP (Repair In Place) tracks near the museum's entrance, the larger building could be built to the east of the Diesel Shop. After reviewing the needed track changes with Roadmaster Rod McClure and gaining his opinion that it would be possible, the pole barn, which would block viewing of the UP yard, was deleted and the new building recommended to the Board. This change was approved and the new building officially added to the concept plan.

The space over the RIP tracks will allow for a 4 track building 315 feet long with the tracks inside on 24 foot centers. This will allow visitors to walk between the equipment down 14 foot wide aisles. The length of the structure will allow 1-2 locomotives (depending on size), 3-4 freight cars (depending on car length) and a caboose to rest on each track. Holding 20-22 cars and locomotives, the capacity would rival the large barns of the Western Railway Museum in Rio Vista. While the internal layout of the building has not been finalized, current thinking is that it would include raised platforms between tracks 1-2 and 3-4, allowing visitors to walk right into open freight cars or cabooses. These would be filled with displays showing how they cars were used and, in the case of the freight equipment, what products they may have carried. Visitor amenities would include complete restrooms and perhaps open walkways above the equipment where one could sit and look down at the roll stock history parade. One concept even includes a balcony off these upper walkways overlooking the Union Pacific Yard.

It was quickly realized that the design of the building itself could enhance the story of the WP. To this end, the Site Committee recommended that the exterior be modeled after the Western Pacific's Jeffery Car Shops that once stood in Sacramento. And, like its predecessor, the working name for this new display building also honors an early WP president: Edward T. Jeffery, WP's second top executive.



WP EMD F7's 913-924

By Frank Brehm

Beginning on January 31 and continuing until February 7, 1950 EMD delivered F7 locomotive sets 913 through 921. These were delivered at a cost to the railroad of \$653,408 per set. Ordered and delivered in A-B-B-A sets, B-suffix units came equipped with steam generators and were the only unit in the set so equipped. 'A' suffix units had a 700 gallon water tank, 'B' suffix units had a 1200 gallon water tank and 'C' suffix units had two tanks of 500 and 1200 gallons each. 'D' suffix units carried no extra water capacity. The water from the 'A' and 'C' suffix units was trainlined to the 'B' suffix unit. Numbers 922 through 924 were ordered in November 1950 with delivery taking place in June 1951. By this time the price had risen to \$675,533.00 for an A-B-B-A set. EMD had also changed the design somewhat with

all doors now having rounded corners. Gearing on all units was the same as the FT's at 62:15. Unfortunately the F7's were not electrically compatible with the earlier FT's so never ran in multiple with them. Electrical connections and dimmer controls, as requested, were supplied on the rear of all units for backup

lights to be installed by the railroad. Only the B units ever received them with the lights coming from retired steam locomotives.

Rated at 1,375 tons per unit in the canyon and 2,275 tons on the first subdivision all of WP's F7s were Phase 1 early, that is, with the extended roof overhang at the rear and a regular 36" dynamic brake fan. EMD constructed F7 Phase 1 units from November 1948 through November 1951. All were delivered with a single headlight, which remained unchanged throughout their life on the WP. When delivered they all wore a variant of the famous "Zephyr" paint scheme. The orange (side) stripes "wrapped" around the ends (approximately) 6 inches. The cutoff point was the edge of the side wrap – the joining of the side sheet to the end sheet. The ends were painted silver and the entire roof black including the front of the cab around the front windows and window posts. The pilots received multiple black strips and the lettering was small "Zephyr Gothic".

Always looking for ways to increase locomotive reliability

and availability shop forces were kept busy installing upgrades, as they became available. Beginning in November 1951 and continuing through April 1953 retrofit fuel tanks from EMD were installed increasing fuel capacity from 1200 to 1500 gallons. February 1963 saw A units receiving MU connectors on the left side of the nose next to the headlight. This allowed the units to be MUed without regard to location within the consist. Not all of the A units received this modification as they were traded before the upgrade could be installed. One modification was limited to one unit only when the 921A received a surplus SP type plow pilot in 1968. When retired in 1971 the plow pilot was transferred to the 920A, which would later be, renumbered the 913.

More visible changes took place starting in 1955 when large 15" Claredon lettering began replacing the as delivered small lettering. 1965 progressed with some units being repainted

into the solid orange "Pumpkin II" scheme to eliminate the silver paint, which was prone to oxidation.

916A and 924D where the first to vacate the roster after being involved in an accident at Beowawe, Nevada on September 21, 1963.

916A was traded to EMD against GP35 3021 while the 924D was credited against the 3022. It was not until July 1967 that another Covered Wagon would leave the WP when the 922D found itself on



Last of the first order, our very own 921-D graces the rails of our museum. Scheduled for restoration next year this is the last season this locomotive will be in the Run-A-Locomotive program. - Frank Brehm

traded in for the 755. 917A and 923A followed in September when sold to Mt. Newman Mining in Australia through Bechtel Engineering. This was followed closely by the 913C being traded to GE as credit for U30B 754 in November. Early 1969 found many units being vacated and traded to GE as credit towards more new U30Bs. The early to mid 1970's found the purging of the F units from the roster in full swing with most going to EMD for new GP40's. Late 1972 found all B units off the roster with the 914C and 918C the last of their type to go as trade in to GE on September 13th.

By 1979 only five units remained of a once proud stable of F unit locomotives. In April that number was reduced with the scrapping of the 915 by Associated Metals in Sacramento, CA. The railfan community would come to know what was left as the "Fabulous Four" receiving nationwide press coverage as well as a loyal following. With the Union Pacific takeover in 1983 all four were vacated from the roster and donated to various museums where they reside today.

Zephyr Project Update

By Eugene Vicknair, Zephyr Project Manager

After several recent donations and a look at the fund's numbers, we have revised our target for purchasing the windows and doing the dome and exterior work for the Silver Hostel.

Raising an additional \$22,000 will allow us to order ALL the windows and window frames the car needs. It is estimated that the dome will require \$6-8,000 to acquire and refurbish parts and the interior.

And it is estimated that the exterior will need \$5-7,000 to perform the needed cosmetic work to return it to an in service appearance.

So, the revised restoration target is now \$22,000 for the windows and \$35,000 for all work we would like to do before the end of the year.

These are minimum numbers and we hope to get more to allow more work to occur.

The FRRS has several major events occurring toward the late summer and early fall of 2003. It is the hope of the Zephyr Project team to have the exterior, with windows, and the dome complete in time for these events, beginning with Portola Railroad Days and ending with Railfan Photographer's Day, or at least be working on completing them.

The window maker's quote is still firm, but with prices, etc. being so uncertain lately, this cost could rise if we do not act soon.

The window maker has made a great offer for doing the car, including sending their chief engineer out to personally measure and evaluate the car and assist in fitting trial windows and frames to ensure proper installation.

On the parts front, some of the ZP team will be on the road in the next few months evaluating two collections of CZ lounge car parts that have been offered to us. Also, welding work is slated to occur on the 805-A soon to strengthen some old frame members.

Acquiring these parts and getting the windows will only happen with your help.

We have been asked by many people when the Silver Hostel will be ready for various events planned in the next few years.

With the windows in place and a refurbished dome, we could look forward to actually seeing the Hostel out on the road, going to events such as Truckee Railroad Days.

Information on making donations and donation gifts are available on the ZP website (www.zephyrproject.com), and there is a link to make secure, on-line donations.

The website is also the place to look for info on upcoming work parties.

Thank you to recent donors Tony Burzio and Wayne and Linda Monger, as well as to all those who have purchased items from the Zephyr Project store (www.cafeshops.com/zephyrproject).

As always, if anyone has any questions or suggestions, please feel free to contact me at eugene@zephyrproject.com.



Summary of Recent Board Meetings

Any member in good standing may request a complete copy of the transcript of board meetings from the Society. There is a nominal charge for each copy which covers postage and administrative costs. Full minutes are posted on the FRRSlist hosted by Yahoo Groups.

January 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 03-01-02

Minutes – Approval of the minutes of the regular meeting held November 2, 2002.

Financial Reports – Moved to Budget section of meeting under motion 03-01-01

Motion 03-01-03.. SN Boxcar/SP Beet Gon Trade

Motion to proceed with trade of one SP Beet Gon for SN Boxcar pending inspection and acceptance by the SMVRRM. Motion made by Director Vicknair, seconded by Director Anderson. All Directors present voted in favor – Motion carried.

Motion 03-01-04.. Calendar Conflicts

Motion to accept amended calendar and authorizing printing of same. Motion made by Director Anderson, seconded by Director Vicknair.

All Directors present voted in favor – Motion carried.

Motion 03-01-05.. Purchase of Forklift

Motion to authorize purchase of the 1977 Liftall gas engine forklift with funding under budget line item 13680—Tools & Equipment. Motion made by Director Stiles, seconded by Director Vicknair.

All Directors present voted in favor – Motion carried.

Motion 03-01-06.. Financial Reports

Motion to accept financial reports as presented. Motion forwarded by Director Anderson, seconded by Director Stiles.

All Directors present voted in favor, with the exception of Director Vicknair who was not present for the vote – motion carried.

Closed Session

Legal Counsel Turner reported there was discussion regarding personnel issues and was consensus direction regarding legal and business issues, however, no formal action was taken.

Items Postponed, Held Over or Continued

Quincy 3 Lease

Strategic Planning

Special Events Planning

Budget Approval

February 2003 Board Meeting

Summary of Recent Board Meetings

Motions and Actions Summary

The Board began the meeting by observing a Moment of Silence for the Shuttle Columbia Crew.

Motions Passed

Consent Motions – Motion 03-02-02

Minutes – Approval of the minutes of the regular meeting held January 4, 2003

Financial Reports – Removed from Consent Agenda under motion 03-02-01

Motion 03-02-03.. Quincy 3 Lease to Virginia and Truckee

Direction from the Board allowing President McClure to continue negotiations on behalf of the FRRS with the V&TRR in his best judgment for the mutual benefit of both organizations. Motion forwarded by Director Cochran, seconded by Director McClure.

All Directors present voted in favor of the motion with the exception of Director Stiles who voted against – Motion carried.

Motion 03-02-04.. 2003 Budget

Acceptance of budget option #1 as recommended by the FRRS Treasurer. Motion forwarded by Director Vicknair, seconded by Director Stiles.

All Directors present voted in favor – Motion carried.

Motion 03-02-05.. Visitor and Volunteer Lounge Areas

Removal of VIA/FRRX Lounge Car from previous motion commitment and adoption of the Volunteer and Visitor Lounge Report. Motion forwarded by Director Brehm, seconded by Director Breitwieser.

All Directors present voted in favor with the exception of Directors Cochran and McClure who abstained – Motion carried.

Motion 03-02-06.. Visitor and Volunteer Lounge Areas

PRESERVING “THE FEATHER RIVER ROUTE”

WP Lives, in Portola!

Mission Statement

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and interchange railroads within the territories it served.

Mission Goals

To preserve and interpret the history of the WP, the “Willing People” as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP’s influence in the passenger tourism industry, the impact of freight competition between neighboring railroads. WP’s influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah

Previous and original motions made in regard to this issue be held in abeyance and referred to the site committee for follow up. Motion forwarded by Director Brehm – motion died for lack of second.

Motion 03-02-07.. 2003 Convention Excursion

Authorize President McClure to negotiate a contract, with 30 day escape clause and addressing both advertising and injury/damage liability, and with legal review to then be brought before the Board for discussion and possible action. Motion forwarded by Director Vicknair, seconded by Director Holmes.

All Directors present voted in favor with the exception of Directors Brehm and McClure who voted against – Motion carried.

Appointments and Notices

2003 General Election

President McClure appointed the following Election Committee: Wayne Monger (chair), Jay Sarno, and Ed Wagner. Director Brietwieser will assist the committee as directed.

Closed Session

Meeting adjourned to closed session to consider a personnel matter continued from previous meeting. President McClure reported that no action was taken with respect to the personnel matter discussed.

Items Postponed, Held Over or Continued

Quincy 3 Lease

Site Committee Recommendations

Alcohol and Drug Policy

Magnolia Tower

Next Board Meeting

March 1, 2003 1 PM

PRM Crew Lounge – Portola Railroad Museum — Portola, California

respectfully submitted by Eugene Vicknair, secretary.

Upcoming Events

April

5 Locomotive Maintenance Clinic, Board Meeting, 1 p.m.

11, 12 WPRRHS Convention, Oakland, CA

26-27 Work Weekend

May

3 Locomotive Maintenance Clinic, Board Meeting, 1 p.m.

3, 4 Crew Training, Rules Exam

17-18 Work Weekend

24 Operating Season Begins

June (Caboose Trains)

7 Locomotive Maintenance Clinic, Board Meeting, 1 p.m., Bar-B-Que

5:30 p.m., Annual Membership Meeting 7:30 p.m.

28-29 Amateur Radio Field Day



The Train Sheet
Feather River Rail Society
P.O. Box 608
Portola, CA 96122-0608

NonProfit
U.S. Postage Paid
North Highlands, CA
95660
Permit No. 278