



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 120

July/August 2003

Coming Home!



- 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.

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- 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 opera-
tions begin the last Saturday of May and con-
tinue 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 appreci-
ated.

*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.

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Cover Photo: Resplendant in fresh paint, F7 ABBA set 917 awaits delivery to WP.
- EMD Photo, Rob Sarberenyi collection

Back Cover: Freshly painted two weeks previously UP caboose 25283 has just had
the lettering applied while in Truckee for Truckee Railroad Days.
- Photo 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/frs
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

I extend my apologies to all of you because this column and edition of *The Train Sheet* is late getting out. The simple fact is we have all been extremely busy with our end of the season events. Our editor reminded us that we were going to be busy and to get our submissions in early — I figured that I would have time, but was I mistaken! Anyway, the second round of our annual elections were held and a record number of ballots were returned. Steve Habeck, Gail McClure, and Eugene Vicknair were all re-elected to the Board. The exact numbers are elsewhere in this issue along with some of the interesting comments attached to some of the ballots. The ballots were counted and announced at the August Board meeting by our Election Chairman, Wayne Monger and his helpers – thanks to you all!

The Board addressed election of officers at this meeting as well. I was asked to serve as your president for another year and extend my thanks to the Board for their confidence in my leadership. Frank Brehm was re-elected as Vice-President, Eugene Vicknair as Secretary, Dan Brady as our Treasurer and we approved all of the existing department heads for the new term. I have great hopes for the coming year and encourage you all to work together to further the FRRS and keep the Western Pacific alive forever!!!

Since the last issue of *The Train Sheet*, one of our most exciting items to report is the announcement of an equipment trade between the FRRS and the Bay Area Electric Railway

Association – Western Railway Museum in Rio Vista, CA. This trade is being hailed in the railroad museum community as a shining example of how organizations such as ours can work together to better focus their collections and work toward preservation of equipment within their stated mission. The complete list of equipment being traded is elsewhere in this issue but the highlights for us are the addition to our collection of F7 WP917 and the GP7 SN712. BAERA will gain the SN 1642 caboose, SN146 44 tonner along with the SL&GW 44 tonner. It has been a great pleasure to work with BAERA on this trade and I look forward to building a much stronger working relationship with them in the future. We hope to have begun moving some of the smaller items by the time you read this, with the big equipment being moved by spring of next year. This is going to be a large project for both of our organizations, but is one we hope will go smoothly and quickly. Watch this column for progress reports.

Portola Railroad Days was a great success for us this year with one of the biggest turnouts we have seen in years. We hosted a few new events in conjunction with Railroad Days which received very positive reviews. Our “Vineyard Express” Wine Tasting event was a great hit with all who attended and our Hobo Dinner fed a number of guests and crew with down-home fare. Our thanks to Linda Knudson for her fantastic work in setting these up. We also sponsored a beer booth, which generated an extra bit of revenue for the Society. Thanks go to Jack Hathaway and Gail McClure for manning the booth.

The Union Pacific Railroad, always a good friend to the

FRRS, provided us with a new and shiny SD70M locomotive for display. This was a popular attraction with our many visitors who were allowed to see the modern 4000 horsepower locomotive alongside many of our first generation diesels. Our Thanks go out once again to the UP for their continued support of Railroad Days and the FRRS.

We also unveiled our latest restoration project at Railroad Days this year. The former UP CA-5 cupola caboose known to most of us as the "Silver Palace" has been repainted into it's last UP yellow scheme before being placed into MofW service and painted silver. It looks fantastic inside and out, and fulfills a wish expressed by the UP Western Regional Vice President of Operations during a visit to our facility. Special Thanks go to Wayne and Linda Monger for their donation towards this project as well as to all who worked so hard in making it happen. Next time you are in Portola, make sure you check it out.

The model railroads were once again a big hit displayed in the shop along with the "G" scale live steam operation outside. The Society extends its Thanks to these groups and their hard working volunteers who participated in our success that day!

Once again, our Operating Department worked hard to provide constant train service for the event and provided safe and reliable operations for the entire event. They graciously allowed themselves to be the "victims" of regular train robberies this year by the Truckee Railroad Regulators. If you have never seen their show, you are missing a great reenactment of history. Thanks to all who volunteered!!!

Details on this year's Truckee Railroad Days trip as well as this Railfan Photographer's Day will appear in the next issue.

In other news, the WP705 has been purchased by a group of our members for donation to the FRRS and is on its way to Portola. It is in Cheyenne today and should be in Portola very shortly. I am sure we will have some pictures of it in the next Train Sheet and an update on getting it fired up. At this point with our pending trade and the purchase of the 705, we will have all of the existing WP GP7s except the 711 which is safe and sound in the hands of PLA and the 706 which is reported to be somewhere in the deep south. It is exciting to think that the FRRS will soon have one of the most complete collections of one railroad's equipment in the country. This is something we can be very proud of. Hopefully by next issue, I will be able to report that the WP 504 will be on property from Quincy along with some other exciting news.

Winter is just about here and it is time to start draining water and removing batteries from our locomotives along with winterizing the shop and shower car. We can always use help with these required, critical year end chores so if you are able to help let us know!!! And don't forget our Annual Santa Trains are quickly approaching — we will need plenty of help again this year to decorate the train and our facilities, as well as provide for operations and refreshments for the public. If you can help in any way, please let us know!!!!

I want to thank all of you who came up this summer to help out and look forward to seeing all of you again soon.

Remember, if you have any concerns or questions, please call or e-mail your officers or Directors any time — contact information appears in the front of *The Train Sheet*.

Equipment Trade Announced

In an announcement made public on July 24, 2003 the Feather River Rail Society and the Western Railway Museum acknowledged a trade of equipment that will enhance both museums equipment rosters and allow both organizations to more closely follow their respective Mission Statements.

Equipment going to the Western Railway Museum from the Feather River Rail Society includes; Sacramento Northern 44 tonner 146, Sacramento Northern wood cupola caboose 1632, Salt Lake, Garfield and Western 44 tonner DS-2, Western Pacific maintenance of way flat car 8522, Fairmont Speeder Crane, Wood push car, Ballast car for later delivery.

Also included will be extra parts for the 44 tonners and one 85 lb. spring frog.

General Electric built Sacramento Northern 146 in November 1946. After being retired by the Sacramento Northern it was sold to Chrome Crankshaft who sold it to the NW Oklahoma Railroad as their number 1 in April 1974. The Feather River Rail Society purchased the locomotive with the intent to restore it.

Sacramento Northern caboose 1632 was built by Western Pacific in the company shops at Sacramento in 1938. It was removed from train service in the 1970's and was assigned to maintenance of way service with wreck train 37 based in Oroville, CA.

Equipment coming to the Feather River Rail Society from the Western Railway Museum includes; Western Pacific F7a 917, Sacramento Northern GP7 712, TTX trailer flat 475127 with two hitches, Amtrak steam generator 662 converted from an F3b, UP steel caboose 25732, WP steel caboose 483, USN MRS-1's 612 and 614 Maintenance building from the New Melones Dam project.

This trade will bring F7A 917D together again with sister 921D at Portola, CA. This gives the FRRS the distinction of having two of the remaining "Fabulous Four" F7's.

Released by EMD on January 26, 1950 F7A 917D, serial number 8971, was received by the Western Pacific on February 4, 1950. She was renumbered to 917 on July 1, 1975. The 917 was repainted back to WP's original orange and silver scheme by the Union Pacific at North Platte, Nebraska in July 1983 and donated to the Bay Area Electric Railway Association. It had been displayed at the Western Railway Museum at Rio Vista Junction, California being delivered to them on October 15, 1983 after track repairs were completed to allow movement over the unused branch that connects to the museum's own trackage.

Once on the property the 917 will receive an initial inspection and any repairs necessary to place the unit in service. The 921D will then be removed from service for needed maintenance, restoration and painting. The 712 will also receive an initial inspection and repairs necessary to put that unit into service. Meanwhile the search is on for two twenty-foot trailers to place on the TTX flat car for a display of early TOFC loadings. Long-range plans are being formulated for the cosmetic restoration of Amtrak 662 back to its F3b appearance. With the addition of WP caboose 483 we now have the sister to 484 and a fairly complete representation of the WP's caboose fleet.

Bill Kløver, speaking on behalf of BAERA, said, "We're really pleased to have joined with FRRS in this historic trade agreement that allows both ourselves and our colleagues in Portola to better fulfill our respective mission statements. The agreement also reflects our mutual commitment to ARM's "Recommended Practices for Railway Museums."

Rod McClure, speaking on behalf of FRRS, said, "This historic trade agreement allows both of our organizations to refine our core collections respective to each organizations goals. This follows our memberships directives to hone our collection and refocus on preserving the Western Pacific's empire."

Driver's Ed for Trains?

By Kerry Cochran

This was the Headline from the Portola Reporter (Newspaper) on Wednesday, December 6, 1989.

The below article described the Rent-A-Locomotive Program at the Portola Railroad Museum. In past years the RAL program has had sufficient engineers to make this dream come true for many of our museum visitors. However today, we are struggling with low turn out rate for qualified engineers to support the RAL program.

Yes it does take some investment in your time to become a qualified RAL engineer, but think of the rewards it brings, not only to the FRRS, but to self improvement and learning. This investment you make in learning to be an engineer benefits the museum greatly.

With more qualified engineers to handle the RAL program, the less each person has to commit to coming to the museum to handle each RAL.

The RAL program needs more engineers to help us out. We need the membership's help, Please think about becoming a member of the Operating Department and training for a RAL position. You do not need to come to the museum to work RAL every day or week, just now and then. If we had everyone who was qualified work just one day a week or even one day, every other week we should be able to keep the RAL program up and running, and funds coming into the museum for all of our projects.

Should you have an interest in the RAL program, Please contact Kerry Cochran, Superintendent of Operations, (home) (650) 952-7127, email KC6KNT@Compuserve.com or call the museum at (530) 832-4131 and let John Walker know, and he will pass the information on to me.

Driver's Ed for Trains

by Sandra Gubel
Portola Editor

Have you always dreamed of being a railroad engineer? At the Portola Railroad Museum, your chance at the throttle lever can actually come true.

They call it "Rent-a-Locomotive." For \$60 an adult or an entire family can receive an hour's worth of instruction and actual practice in the art of locomotive engineering.

Qualified operating personnel from the Feather River

Rail Society supervise your inaugural runs around the museum's scenic 2mile balloon track.

"To my knowledge, this is the only place you'll ever do this. This is the only museum around that can have something like this," said Rail Society Director Bruce Cooper. Cooper came sun with the idea which has provee itself not only a moneymaker for museum restoration efforts, but a service to the rail fan.

The unique promotional activity is starting as "a phenomenal success," said Cooper. In Rent-A-Locomotive's first five weeks, about 25 hour long sessions revere offered. People flocked to Portola from the Bay Area and even Southern California to take advantage of the gimmick.

Bay Area residents caught wind of the idea on the recently broadcasted 15 minute segment of "Bay Area Backroads," filmed at the museum this fall.

Novice engineers come from all walks of life and they're of all ages, said Cooper. "We've had kids as young as 6 years old driving on their mothers' laps," he said. As many as four people fire allowed in the cab at a time.

Engineers for the hour are not responsible for switching tracks or any other complicated procedures. A supervisor is on hand, as is the instructor, who can perform emergency measures, if needed, to stop the train.

The one hour run does not qualify people as operating, personnel of the Feather River Rail Society, who, after extensive training, have been credentialed to drive the excursion passenger trains at the museum during the summer.

Engineers of the day usually end up venturing about four times around the balloon track during the hour's time, said Rail Society President Norman Holmes. Each receives a certificate of completion at the end of the run.

Hours for the unique opportunity are scheduled in advance, according to visitor and operating personnel availability. Weather permitting and as long as snow doesn't cover the tracks. "we can do it just about any time," said Holmes.

All proceeds go toward continued volunteer efforts of the rail society to restore used and donated railroad equipment.

For more information or reservations for Rent-A-Locomotive, call the Portola Railroad Museum at 832-4131.

(Editors Note: The program has since been renamed Run-A-Locomotive.)

Comments from the Election

Below are some of the comments received with the second return of election ballots and answers to some of them.

How about providing an easy way (i.e., email) for hapless members to communicate to the board? (These will be listed along with the directors names on Page 2)

How about providing a "Letter to the editor" section in the newsletter? You guys are to insulated from the membership. (Look for this to begin in the next few issues)

More history (people) and less big toys for little boys and stick to the WP.

Am I missing something? 3 appear to be qualified candidates for 3 positions. Who ever demanded this re-run (of the election) for nothing should be asked nicely to pay for the paper, printing and postage. Terrible waste of money and resources. Think trains, not nit pick.

Twenty Years Ago

By Norman W. Holmes

The twenty-first Feather River Railroad Days is now history. It doesn't seem like it was 20 years ago that the Feather River Rail Society was formed and the Union Pacific donated Western Pacific F7A No.921 for preservation in Portola.

The circumstances leading up to this event was the purchase of the Western Pacific by the Union Pacific which was approved on December 22, 1982. With the loss of "our" railroad some of the Portola employees who thought more of the railroad than just a job got together in February 1983, to form an organization to preserve the history of the WP in Portola.

When UP took control they immediately deadlined all of the older WP diesel locomotives and brought in their own newer power. Included in the deadline were two EMD F7A units, the last remaining units of this type on the roster. We thought what better item to remember the WP than to have one of these classic units to preserve and display in Portola.

Mr. R.G. (Mike) Flannery had been President of the WP and after the merger he became President of the UP. Soon after taking office Mr. Flannery came through Portola on a private train inspection tour. While the train was stopped here I approached Mr. Flannery's private car, knocked on the door and was invited in. I asked him if we could have one of the covered wagons (slang for F units) for a display in Portola. He said to write him a letter and he would see what he could do.

It was not long before I received a letter to meet with Walter Treanor, WP Vice President-Law, asking for a meeting in San Francisco. I invited Skip Englert, who was President of the Portola Chamber of Commerce and a railroad enthusiast to accompany me to San Francisco.

At that meeting we received the news that the UP would donate one of the F7 units to Portola, the other one would go to the Bay Area Electric Railroad Association. Since the Feather River Rail Society was just forming and did not have non-profit status it was decided that the railroad would donate the unit to the Portola Chamber of Commerce.

The two units were sent to North Platte, Nebraska for repainting back into WP's classic orange and silver. During late August WP 921 arrived in Portola resplendent in its new paint. The unit was formally donated to the Greater Portola Chamber of Commerce at the Railroad Days kick-off dinner August 26, 1983. The unit was placed on display at the Portola depot along with a UP SD40-2, a flag car and a caboose. Steps were constructed to allow public access to the equipment and a second presentation was made for the public. Sunday afternoon a railroad crew was called to move the exhibit cars to the yard and to place the 921 in the diesel house as a temporary storage area.

On September 13, 1983, the Feather River Rail Society was incorporated as a California non-profit corporation and later we received the coveted IRS 501C(3) status for tax deductible donations.

In October the City of Portola, at the request of our Society, sent a formal request to Mr. Flannery for a lease of the unused diesel shop building and adjacent trackage for a muse-

um site. In December Mr. Flannery and the Union Pacific agreed to lease the site. This property was then sub-leased to the Society for use as a railroad museum. The reason for the City's involvement was that the City was established and we were new and the City had the capability of obtaining grant money to improve the property.

(Later, after we proved ourselves as a reliable, trustworthy, organization the Union Pacific transferred the lease to FRRS and the City transferred the equipment that had been donated to them. The Portola Chamber of Commerce transferred the 921 to our care.)

Subsequent requests for WP equipment were made to Mr. Flannery's office and received favorable responses. This has resulted in the Portola Railroad Museum having the largest collection of railroad equipment from any one railroad. No other railroad museum has anyway near this quantity and variety of equipment from one railroad.

I am sure that without Mike Flannery's love for the Western Pacific and his faith in our organization to follow through with the commitment to establish and maintain the railroad museum here in Portola, we would not be the great railroad museum we are today.

Mike Flannery passed away on May 21, 2003.



Norman Holmes with Mike Flannery in front of the 921 after the donation ceremonies.

2003-2004 Facilities Projects

By Eugene Vicknair

This year and next are looking to be a busy ones concerning facilities and volunteer support work around the museum. Already, a team spent one weekend cleaning up, repairing and repainting the Women's Restroom in the Diesel Shop. While some work still needs to be completed to finish it, it is already drawing many positive comments. Big thank you's to Gail McClure, Mary Ann Vicknair, Eric Stephens, Charlie Walls, Aaron McClure and Doug Morgan for their work on that project. In addition, Frank Brehm, Charlie Walls and Gail McClure repainted and striped the electrical cabinet safety area in the Diesel Shop and Eric Stephens installed new lighting in the hallway to the Women's Restroom. Doug Morgan and Alan Hirasawa repaired several broken water lines left over from the winter freeze.

Some new projects are already in progress, including improving traffic signage for visitors, reorganizing the Electrical and Tool Rooms and the Wood Shop in the Diesel Shop, and continuing the general grounds clean-up begun last year.

The most visible projects this year are going to involve the newly designated Volunteer Lounge in the UP bunk car long ago nicknamed the "Silver Debris" and rebuilding and expansion of the deck between the Shower Car and the Sleeper Car. Other items are in the works and many need your help. If you are experienced in the work listed, or just want to lend a hand, please contact Eugene Vicknair, PRM Facilities Manager for more details on how you can help. E-mail: facilities@wplives.org.

The Volunteer Lounge in particular is going to require a LOT of work and funds. If you can't join in the work, please consider donating funds or materials needed. As work begins, we will need construction items. After the car is ready for furnishing, sofas, small dining tables, lights and chairs will be needed.

PRM Facilities Work Projects for 2003 Season:

Diesel Shop

Visitor's Lounge: repaint and spruce up former Gift Shop as lounge/meeting area

Men's Restroom: repaint and repair toilet and urinal

Volunteer Deck

Construct new access ramp and stairs and expand deck (carpentry work)

"Silver Debris" Volunteer Lounge

Strip current interior

Reinsulate and sheetrock walls and ceiling (requires furring out walls, new ceiling joists)

Carpet interior (will require carpet installation tools and carpeting experience)

Install new door and windows

General Museum Clean-up

Weekend clean-up crews are being organized (requires lifting and hauling).

ISSUE 120

WPRRHS News

By Thom Anderson

As this is being written (mid-August), the next issue of the Headlight (Issue #21) is proofread and will be going to the printer later this month. It contains an article authored by Virgil Staff covering the efforts to upgrade the railroad from the end of initial construction in 1910 to become a first-class operation in every sense of the word in 1930. I'm sure it will be fascinating reading for all of us.

Subjects for future issues include modeling articles on SW1500 locomotives and derrick tender for derrick #37 that was based at Oroville for many years and now part of the PRM collection. Other subjects include the final installment on the U23-B series, covering the locomotives conversions to "Super 7" units by General Electric, an article from Founding Editor John Ryczkowski on the "Final Four" F-units in the 1970s, and an article on Binney Junction, the crossing with the Espee in Marysville. On the Property, Portrait of a Feather, and Rolling Stock Gallery will also return. They were "bumped" from Issue #21 due to size limitations.

The FRRS Board of Directors, Headlight magazine staff and I have made commitments to ensure the magazine appears on a regular schedule and fulfill our obligations to the Society membership. We hope you've been pleased with both the content and frequency of the magazine.

Like any other volunteer organization, the Society relies on support from its members. In the last couple of years, several members have come forward and supplied articles and other materials for publication. Please consider adding your efforts to this continual process. As articles are printed in the magazine, more new material is needed to stage for future issues. This is no different than adding fuel to your car or food in your refrigerator. If replacement material is not added, eventually you run out and the process comes to a stop.

As an example, we'd like to run more Sacramento Northern features in the magazine. If you have materials or knowledge that could be put into article form, please contact Editor Dave Pires. His address and e-mail are listed in the Headlight. Someone on the magazine staff can assist you if needed.

We are also looking for the following;

-Photos of the ex-WP "Super 7" units in Monongahela Railway paint, or any subsequent owner's paint, including Conrail, NS, CSX, Providence & Worcester, and Newcastle Industrial Railroad.

-Photos of Binney Junction.

-action photos of WP SW1500 units, and photos of the units as UP 1315-1317 or UPY 1040-1042.

Frank Beavers is continuing to prepare for the WPRRHS 2004 Convention, scheduled for April 16-17 at the Reno Holiday Inn. If you're interested in helping out, or making a presentation at the convention, please contact Frank at P.O. Box 759, Westwood, CA 96137, 530-256-2141, e-mail wp751@thegrid.net

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FRRS Advocacy

By Eugene Vicknair

With the recent, high-profile announcements of the Western Railway Museum trade, the acquisition of WP GP7 705, the trade with the Santa Maria Valley RR Historical Society for SN 2126 and the big events of Portola and Truckee RR Days and Railfan Day, I have been seeing members growing more energized about events at the museum and asking more questions such as when will *X* be restored or are we considering acquiring *this thing*. The next comment often seems to be “I wish I lived closer so I can do something”.

I wish more people lived closer as well. I wish I did sometimes. I live in the South Bay, in Santa Clara to be precise, and make the drive (or flight via Reno) one sometimes two times a month. But, by the same token, living away from the museum does not mean that one cannot still help. It is possible to be an advocate for projects or programs and not even come to the museum.

Personal advocacy is one of the most important aspects of getting something done in a volunteer organization. And this advocacy can take many forms. More extreme examples can include taking on all aspects of overseeing fundraising and restoration of an item, as has been done with the Silver Hostel and the Zephyr Project in general. This is a MASSIVE project and would not have happened without a group of members pushing for it to happen and taking on the tasks of seeing it through.

Another notable example was the acquisition of the WP FP7 805-A, which was only possible because members Steve Habeck, John Ryczkowski and Larry Hanlon stepped forward with the needed funds to save this historic engine.

Recently, we have seen a marked increase in members taking on the advocacy of projects, seeking to move them forward by becoming closely involved in their acquisition and/or restoration.

Member Jack Grasso, although residing on the East Coast, has taken up the challenge of finding a Budd Rail Diesel Car to replicate the WP's Zephyrette cars. Mr. Grasso has been tirelessly chasing leads and pursuing existing cars in the hope of finding a suitable candidate for acquisition and restoration. More information on this goal can be found at www.ZephyrProject.com/Zephyrette/zephyrette.html.

President Rod McClure learned that WP GP7 705 was soon to be scrapped in Colorado. He quickly had the locomotive surveyed with the help of our mechanical department and then approached several members to donate the money to purchase the engine, which was found to be operational, for scrap price. The 705 was acquired through their efforts and should be on the property soon.

Ed Wagner, former director and long a proponent of facilities improvements, made a \$15,000 donation to access and ADA improvements at the museum. Plans have recently been approved by the Board and with Mr. Wagner's consent to put this generous donation to work by constructing the first new walkways in 15 years and acquiring a wheelchair lift.

Vice President Frank Brehm found two WP freight cars in the yard of a scrapper in Roseville in 2002. He quickly organ-

ized an e-mail based fundraising drive that netted the \$2000 needed to acquire these cars, the first post 1960 WP freight cars in our collection.

Gail McClure has taken on the mantle of grantwriter and head of fundraising. Her efforts have recently resulted in a grant of \$1800 toward the restoration of our WWII Pullman Troop Sleeper and fundraising programs that have brought thousands in new donations to the FRRS.

Operations Department member Paul Finnegan has taken the lead in creating a locker room for volunteers who are staying at the museum. The goal is to give them a permanent space to store their gear without having to lug it back and forth from home.

Linda and Wayne Monger recently donated \$5000 toward the restoration of our two Union Pacific cabooses in memory of Wayne's mother, and Linda's father. As both were teachers, the donation was made with a focus on the educational role of our mission.

John Walker, our new museum manager, has taken on several projects. The longest running being the cataloging of our archives. A more recent project is the planned revamping of the signal and track display at the southeast corner of the Diesel Shop.

San Herschbein, residing in the Pacific Northwest, is our FRRS webmaster and is currently engaged in a complete redesign of the WPLives.org website.

Each other these members has found a different way to advocate a project that is important to them. It can take the form of researching for information, creating a fundraiser, making a donation or planning and running a restoration. It can involve running a table at a local railfan event, helping publicize FRRS happenings or searching for surviving equipment relevant to the FRRS mission and bringing it to the Board for consideration. There are ways to help improve the Society that maybe you will be the first one to think of.

If enough people step forward and take on the advocacy of such projects, then there is no limit to what we can do.

If you are interested in advocating or participating in a project for the FRRS, please contact President Rod McClure, Vice-President Frank Brehm or Museum Manager John Walker. Their information is found in the front of this issue, or call the museum at 530.832.4131.

PRM Facilities Report

By Eugene Vicknair, Facilities Manager

Well, the improvement and upgrading of the PRM facility is continuing and is steadily gathering steam. The biggest news recently is the incredible donation by long-time member and former director Ed Wagner of \$15,000 toward access and ADA improvements. This donation was made in memory of Ed' brother Joe Wagner. Complete details on this donation are found in this issue.

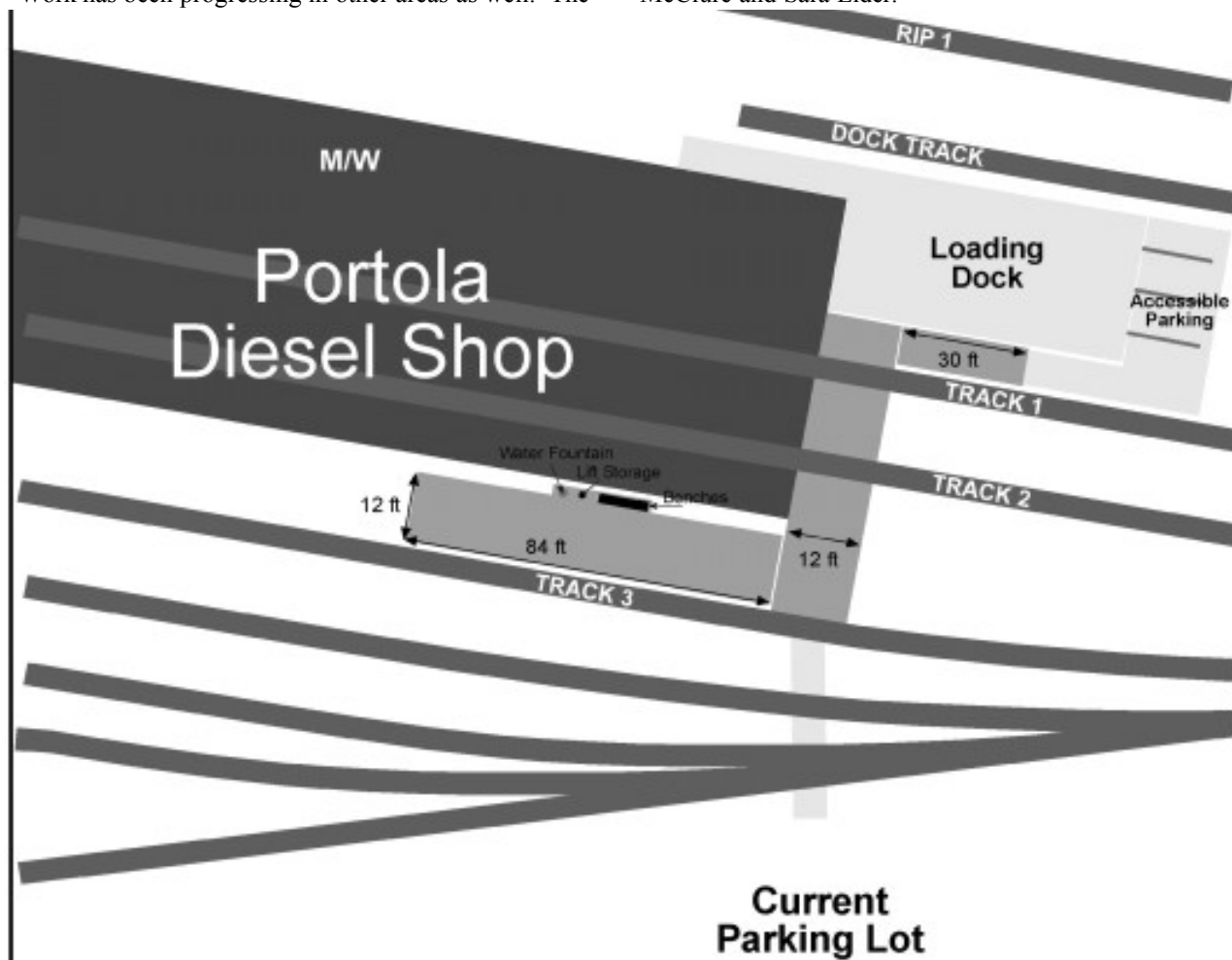
Combined with monies previously donated for facilities and wheelchair access work, this will allow us to finally begin laying the first walkways outlined in the Master Plan. This will

also lead to the purchase of the long-planned wheelchair lift and general improvements to the main entry to the Diesel Shop. As approved by the Board, this first phase will see the completion of a new concrete apron along the east end of the Diesel Shop, improvements to the walkway leading to the new accessible parking area at the end of the loading dock and the first part of the Caboose Loading Gallery, which will eventually include benches, storage for the wheelchair lift, a drinking fountain and lighting. Also, the signal and track display at the southeast corner of the shop will be rebuilt and improved under the leadership of Museum Manager John Walker. We hope to have this completed in time for season opening 2004.

Work has been progressing in other areas as well. The

unteers. The Shower Car will also be receiving more attention following the rebuilding of its drain system by member Dave Bergman, including new windows and other improvements. Thanks to Dave Bergman, Rod McClure, Gail McClure, Doug Morgan, Eric Stephens and everyone else who has been helping with the recent Shower Car and Deck work.

The repainting and improvements to the Women's Restroom in the Diesel Shop continues to receive positive comments. The final repairs were made in July and now we are focusing on redoing the Men's Restroom over the winter. Thanks again to everyone who helped, including Gail McClure, Mary Ann Vicknair, Eric Stephens, Aaron McClure, Eric McClure and Sara Eider.



East Plumas Volunteer Fire Department took down much of the hillside at the west end of the parking lot that lay in the path of the Parking Lot Display Track. Once the power feed into the museum has been reconfigured, this will clear the way for the track to be laid and the road to be rerouted around the outer perimeter of the parking lot.

The "Silver Debris" outfit car will soon begin its transformation into the new Volunteer Lounge. Plans for rebuilding and extending the deck in the volunteer area are currently being reviewed by the Portola Building Department for permit approval. When we have the permits, work will kick into high gear toward completing the new access ramp and extension of the deck to reach the Silver Debris. When finished, the car will feature a kitchenette, dining seating and are lounge area for vol-

unteers. With assistance from John Walker, a glass installer from Portola has replaced all the missing and cracked glass panes in the Diesel Shop. This has greatly improved the look of the building.

Finally, as many have heard, we have received the framework for a very large building as part of our trade with the Western Railway Museum. With some reworking, this framework will form the basis for the Jeffrey Display Building discussed in a previous issue. While there are a great many details to still be worked out, this is a massive first step in bringing more covered display space to the museum.

September 27-28 is a work weekend. Be sure to mark your calendars and come on up!

Portola Railroad Days 2003

By David Epling

Anyone who didn't make it missed out on a great weekend. We had so many people on Saturday alone that it was load and go with the caboose train from 10am until 5pm, plus we stopped every trip so the Truckee Railroad Regulators could "Rob" the train.

We used 707 and 2001 mu'd with 707 as the lead unit. The Silver Palace (ex UPMW 903005) is now wearing it's Armour yellow paint, the lettering will be in shortly and it will get it's original UP 25283 number. It looks real good.

UP loaned us SD70M Flag and Flared #4811 for display to the public, very nice locomotive to say the least. We are very appreciative of their generosity.

Saturday was topped off with an Excellent BBQ dinner that the train crew and other volunteers were

allowed to have for free. Thanks to those that set that one up. (We even got the leftovers for lunch on Sunday. Don't let anyone tell you otherwise but Hank Stiles wields a mean Microwave).

Sunday was a little slower crowd wise, but there were a lot more people than I can remember at past Railroad Days. Also on display were two model railroads, one in "N" scale the other "HO" that were a big attraction for all of the visitors. We also had a live steam "G" gauge train running out back. Throughout the day bands performed on the loading dock with many people stopping to enjoy the music.

If you haven't been to the museum in some time make it a point to try and come up to see it, it looks great.



Above: The Railroad Days operating crew pose next to UP SD70M 4811.



Left: The Truckee Regulators robbed the caboose trains through-out the day.

Below: Museum Manager John Walker after the days activities.

photos by Frank Brehm



Zephyr Project Update

By Eugene Vicknair

I've had a few questions filter back to me about progress on the Silver Hostel. While some work has been occurring, there has been less change to the car for people to see. However, work behind the scenes has been accelerating, primarily on trying to solve the window situation.

A trip in early summer brought us into contact with several new sources, including a gentleman rebuilding the CZ dome-obs car "Silver Lookout", Mr. Dirk Lenthe. The workmanship and design features on this charter rebuild are spectacular and he and his team have graciously offered to assist us in solving any issues with the Hostel. We spoke at length about the window situation and Mr. Lenthe has expanded on the knowledge we have gained from other car owners. I know feel we have the right specifications for windows that will best serve the functional and historical needs of the car. We have been in contact with several vendors, including the shop that will be fabricating the new dome frames and gaskets for us and we are finalizing the over manufacturing spec for the windows. At that point, the only issue remaining will be money as we are still some \$20-25,000 short on the capital needed.

Many people has played an major part in figuring out the best approach to the window issue. My thanks to Dirk Lenthe, Burt Hermey, Roy Wullich, Forest Keaton and the staff at Colorado Railroad Museum, Richard Freeman of Freetech Plastics and everyone else.

With assistance from some of these same sources, we should be able to replace the long-missing nameboards on the car soon. We have a source for correct lettering and are securing

quotes on the proper size stainless steel plate. Once these are in hand, the replacement boards will be ordered.

We are hoping to have one more work weekend before the snows come in. Eric McClure has been invaluable for his continuing work stripping the old material out of the dome, stairs and bar area. We are nearly ready to begin laying the new subfloor in the dome and reinsulating the dome walls after the conduits and other interior items are inspected. Once the flooring and insulation are in, we can begin priming and reinstalling the dome interior walls. After we have discovered the proper wall color and carpet design, we can finish painting and carpeting the dome.

Thank you, Eric!!

Thanks to the assistance of Burt Hermey and Roy Wullich, several issues are moving forward on the Silver Hostel. Freetech Plastics in Fremont, CA is currently evaluating some original dome glass loaned by Mr. Hermey. They are exploring the possibility of making molds for hot forming polycarbonate panes for the Budd cars. Hot forming would reduce many of the issues that currently plague polycarbonate (lexan) dome windows and make them more durable and attractive to use. If they can be made to an acceptable specification, the plan is to use the polycarbonate as the outer pane and tempered glass on the inside. They would allow the Hostel to have double pane windows as it originally did while still meeting FRA glass standards.

Also, we have ordered the proper sized replacement train and car name boards for the Hostel. Thanks to Mr. Hermey for dimensions and Mr. Wullich for the lettering diagram. John Walker also helped with some crucial information. Tom Carter has arranged for high quality vinyl lettering to me made based on diagrams made by myself and Frank Brehm. It is hoped that the new name boards will be ready in a relatively short time.

Feather River Rail Society Statement of Activities Year Ended December 31, 2002

	Unrestricted	Temporarily Restricted	Permanently Restricted	Total
REVENUE, GAINS AND OTHER SUPPORT				
Contributions	\$ 84,361	\$ 5,466	\$ -	89,827
Membership dues	20,978	-	3,450	24,428
Gift shop sales	46,721	-	-	46,721
Train operations	63,930	-	-	63,930
Investment return	1,116	-	3,352	10,775
Sale of Investments	157	-	-	157
Other	5,645	-	-	5,645
Net assets released from restrictions				
Projects Completed	12,056	(7,081)	(4,975)	-
TOTAL REVENUES, GAINS, AND OTHER SUPPORT	234,964	1,737	4,782	241,483
EXPENSES				
Program Services	95,941	-	-	95,941
Supporting Services				
Management and general	91,551	-	-	91,551
Fund-raising	16,730	-	-	16,730
TOTAL EXPENSES	204,222	-	-	204,222
CHANGE IN NET ASSETS	30,742	1,737	4,782	37,261
NET ASSETS AT BEGINNING	2,235,302	88,703	159,193	2,483,198
NET ASSETS AT END OF YEAR	\$ 2,266,044	\$ 90,440	\$ 163,975	\$ 2,520,459



WPRRHS 2004 Convention

By Frank Beavers

Next years convention will be held in Reno, Nevada on April 16th & 17th 2004. Presentations will be on The Fifth Subdivision and the Reno Branch. To be held at the Holiday Inn Hotel located at 6th and Sutro, just off I80 in Reno. We have a \$69.00 room rate double occupancy. Reservations (1-775-786-5151) should be made 30 days in advance and confirmed by March 1, 2004 for this rate.

Now is the time to plan your vacation or set aside time to attend. Costs will be \$35.00 plus \$28.00 for the banquet buffet per person.

For information contact Frank Beavers P.O. Box 759, Westwood, Ca., 96137, 530-256-2141, wp751@thegrid.net


 WESTERN PACIFIC RAILROAD
HISTORICAL SOCIETY
EIGHTH ANNUAL CONVENTION 
AT RENO NEVADA APRIL 16th & 17th 2004

PRESENTS

**THE FIFTH SUBDIVISION AND THE RENO
BRANCH**
PRESENTATIONS
WILL BE ON HISTORICAL FACTS
and
MODELING INFORMATION

PHOTO & MODEL CONTESTS

VENDERS & DISPLAYS



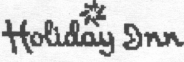
THREE CALIFORNIA ZEPHYR CARS WILL BE ON DISPLAY
AT THE UP SPARKS YARD SATURDAY THE 17th

SILVER RAPIDS • SILVER LARIAT • SILVER SOLARIUM

FOR INFORMATION CONTACT **FRANK BEAVERS, CHAIRMAN**
P.O. BOX 759 WESTWOOD, CA. 96137
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EMAIL wp751@thegrid.net

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ROOM RATE IS \$69.00
DOUBLE OCCUPANCY


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HOTEL RESERVATION SHOULD BE DONE
AS EARLY AS POSSIBLE AND
CONFIRMED BY MARCH 1ST 2004
CALL 1-800-648-4877

SCHEDULE OF EXCURSIONS

APRIL 15, 2004

THE CALIFORNIA ZEPHYR RETURNS*TRAIN 18*****

Our private charter train will run eastbound from Oakland, California to Sparks, Nevada over Donner Pass on the old Southern Pacific "Overland Route". You ask, Why over Donner Pass? There are several reasons, but the best answer we can give you is the fact that this is the only route available for this charter at this time. Passengers may board at any station where Amtrak makes stops.

APRIL 18, 2004

THE CALIFORNIA ZEPHYR RETURNS*TRAIN 17*****

Our sleek California Zephyr runs westbound Sparks back to Oakland, again over Donner Pass.

PRICES

	OW	RT		OW	RT
COACH SEAT.....	\$249	\$459	LOUNGE CAR SEAT.....	\$259	\$499
PULLMAN ROOM.....	\$269	\$519	DOME SEAT.....	\$289	\$559

*Ticket includes lunch-drinks-snacks

APRIL 16, 2004

CZ WESTERN PACIFIC CONVENTIONEERS SPECIAL

This will be a morning charter run from Sparks to Truckee and return reserved for the WP Conventioneers only.

PRICES

COACH SEAT.....	\$189	PULLMAN ROOM.....	\$239
DOME SEAT.....	\$289		

*Ticket includes a full gourmet Breakfast and drinks.

APRIL 17, 2004

CZ DONNER PASS EXCURSION

This excursion is open to everyone and will travel from Sparks to Imigrant Gap on Donner Pass and return. This will be a all day-light trip and perfect for the entire family.

PRICES

COACH SEAT.....	\$139	LOUNGE SEAT.....	\$179
PULLMAN ROOM.....	\$189	DOME SEAT.....	\$259
CHILDREN AGES 4-12.....	\$-39		

*Ticket includes no limit open bar for all drinks & snacks

APRIL 17, 2004

CZ GOURMET DINNER TRAIN EXCURSION

This excursion is open to everyone and will travel from Sparks to Truckee and return in the evening.

PRICES

DOWNSTARS.....	\$129	DOME SEATING.....	\$169
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*Ticket includes no limit open bar and all drinks & snacks plus full five course gourmet dinner

DEPOSITS AND PAYMENTS

DUE WITHIN 14 DAYS OF BOOKING.....\$100 p/p **EARLY BIRD DISCOUNT UNTIL DEC 1, 2003.....\$-25**
FINAL PAYMENT DUE JANUARY 7, 2004

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.

July 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 03-07-02

Minutes – Approval of the corrected minutes of the regular meeting held June 7, 2003. Director McClure reported a correction to the minutes: Ed Wagner's brother's name was Joe, not Gerald.

Financial Reports – Removed from Consent Agenda under motion 03-07-01

Motions

No regular business motions were presented.

Actions and Notices

Director Cochran advised that over the last several months, several safety issues have been identified and everyone needs to be more conscious to mitigating.

President Rod McClure was pleased to announce that we have already begun to see some big changes around the facility due to the efforts of our new Museum Manager, John Walker.

President Rod McClure advised that all donor checks have been accounted for with respect to the purchase of the WP 705.

Director Gail McClure reported that the Society was awarded \$1,800 from the National Railway Historical Society toward the Troop Sleeper restoration project and was one of 18 from a total of 59 applications that was funded.

Director Brehm announced that once again, he has found himself without enough information to properly fill The Train Sheet with information and updates about what is going on with the Society and at the facility. Rather than delay publication again, he will be sending it out with blank columns. President McClure requested once again that everyone make a concerted effort to get information to Frank by established deadlines so that we can keep the membership informed.

Thom Anderson reported to the Board regarding the WPRHS 2003 Convention. There were 112 attendees at the Convention and 87 individuals at the banquet. The WPRRHS website has been down since last year, but will be back up by the end of the month. The next issue of The Headlight should be at the printer next month.

Closed Session

President McClure advised a report was given regarding ongoing legal issues, no action was taken. Board approved in concept the sale of a certain piece of deaccessioned equipment and provided consensus direction to the President to pursue a contract for same to be brought before the Board. A report was given regarding a proposed trade of equipment and that trade was given consensus approval pending acceptance of the other party to same. The Board will provide additional detail at the next Board Meeting.

August 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Announcement of Election Results – Accepted under Motion 03-08-01 Nominees on ballots

Steve Habeck: 526

Gail McClure: 522

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Eugene Vicknair: 515

Write ins

Bill Adamson: 1

Pat Brimmer: 1

Ken Iverson: 1

Jim Murphy: 3

Ken Roller: 1

Andy Anderson: 1

Don Britebarth: 1

John McCormick: 1

Vic Neves: 1

Election of Officers

Rod McClure was nominated for and elected to the position of President. All Directors present voted in favor with the exception of Director Stiles who abstained.

Frank Brehm was nominated for and elected to the position of Vice President. All Directors present voted in favor.

Eugene Vicknair was nominated for and elected to the position of Secretary. All Directors present voted in favor.

Dan Brady was nominated for and elected to the position of Treasurer. All Directors present voted in favor.

Motion 03-08-03.. Appointment of Department Heads

Appointment of existing Department Heads subject to review and/or reappointment. Motion made by Director Anderson, seconded by Director Vicknair. Motion carried

Consent Motions – Motion 03-08-02

Minutes – Approval of the corrected minutes of the regular meeting held July 12, 2003.

Motions

Motion 03-08-03.. Ratification of FRRS/BAERA Equipment Trade

Ratification of equipment trade as described. Motion made by Director Brehm, seconded by Director Stiles. Motion carried – Motion carried.

Roster of traded equipment to Western Railway Museum from Portola Railroad Museum:

SN 146 44-tonner, Saltair 44-tonner, extra parts for 44-tonners, SN Caboose 1632, WP flatcar 8522, one switch frog, one speeder crane ("crab car"), one wooden push car, one ballast car yet to be identified.

to Portola Railroad Museum from Western Railway Museum:

WP 917D F7A, SN 712 GP7, UP Caboose 25732, WP Caboose 483, MRS-1's 612 and 614, TTX flatcar, Amtrak F3B Power Car 662, steel building frame - 310' x 110'

Motion 03-08-04.. Portola Railroad Days/Railroad Museum Fundraising

Acceptance of contract with Longboards as amended and authorize the President to sign on behalf of the Society. Motion made by Director Stiles, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

Motion 03-08-05.. 2004 WPRRHS Convention Equipment Repair

Motion to table. Motion made by Director Cochran, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 03-08-06.. Troop Sleeper Restoration

Approval of project subject to grant funding and funding to be provided from budget line item 56000 – Restoration. Motion made by Director Anderson, seconded by Director Stiles. All Directors present voted in favor of the motion with the exception of Director Cochran who

THE TRAIN SHEET

abstained – Motion carried.

Motion 03-08-07.. Review of New Marketing Brochure

Acceptance of new brochure style. Motion made by Director Anderson, seconded by Director Stiles. All Directors present voted in favor, with the exception of Director Brehm who abstained – Motion carried.

Motion 03-08-08.. Urgency Additions

Add item as urgency item which came up after the agenda was published and must be acted upon prior to the next meeting. Motion made by Director Stiles, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

Motion 03-08-09.. Acceptance of Building Frame and Transportation

Acceptance of gift of the New Melones Dam Building from the Western Railway Museum and immediately contact Scott Franklin for transportation from Rio Vista Junction, CA to Portola, CA with a maximum of \$2,000 and funding provided from budget line item 70000 – Facilities. Motion made by Director Brehm, seconded by Director Vicknair. All Directors present voted in favor– Motion carried.

Actions and Notices

Treasurer Brady presented our 2002 Year End Financial Reports. He reviewed the report with the Board area by area. Overall, we continue to grow at a reasonable pace and our liabilities remain remarkably low for an organization of our size. He then presented our current financial information including a comparison to budget. He advised they appear to be on track with where he would expect them to be at this time of year.

President McClure advised Pat Brimmer notified him he no longer wishes to coordinate Santa Trains and recommended Loren Ross or Jim Halliwell. He has not spoken with either one to see if they are willing to head up the project. He will work on it and asked for input between now and the next meeting.

Wayne Monger and his wife Linda were pleased to announce a personal donation in the amount of \$5,000 to finish the restoration of the two Union Pacific cabooses in the FRRS collection. He asked that a plaque be placed inside of both cabooses stating restoration of these cabooses were partly funded by them in loving memory of their parents and educators Kathryn Lavonne Valentine and Ivor “Jack” Monger with over 60 years combined dedication to California children. The Board accepted the donation with their thanks to Mr. and Mrs. Monger for their support of the project.

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

Closed Session

Adjourned to closed session at 8:50 pm, reconvened to open session 9:54 pm

Property Issue – Consensus direction was given to President McClure to pursue equipment trade matters, no action was taken.

Items Postponed, Held Over or Continued

- Revised ADA Walkway Plan
- Magnolia Tower
- Santa Train
- Beanery Kitchen Issues

respectfully submitted by Eugene Vicknair, secretary

2004 Glad Hand Award



This years Glad Hand Award recipient Sam Hershbein proudly shows off his plaque. Presented after the days activities for Portola Railroad Days Sam was taken totally by surprise with the announcement.

-Photo by Frank Brehm

Upcoming Events

- December (Santa Trains)
- 6 Board Meeting, 1 p.m., Santa Train 5 p.m.
- 13 Santa Train 5 p.m.



The Train Sheet
Feather River Rail Society
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