



Preserving "THE FEATHER RIVER ROUTE"

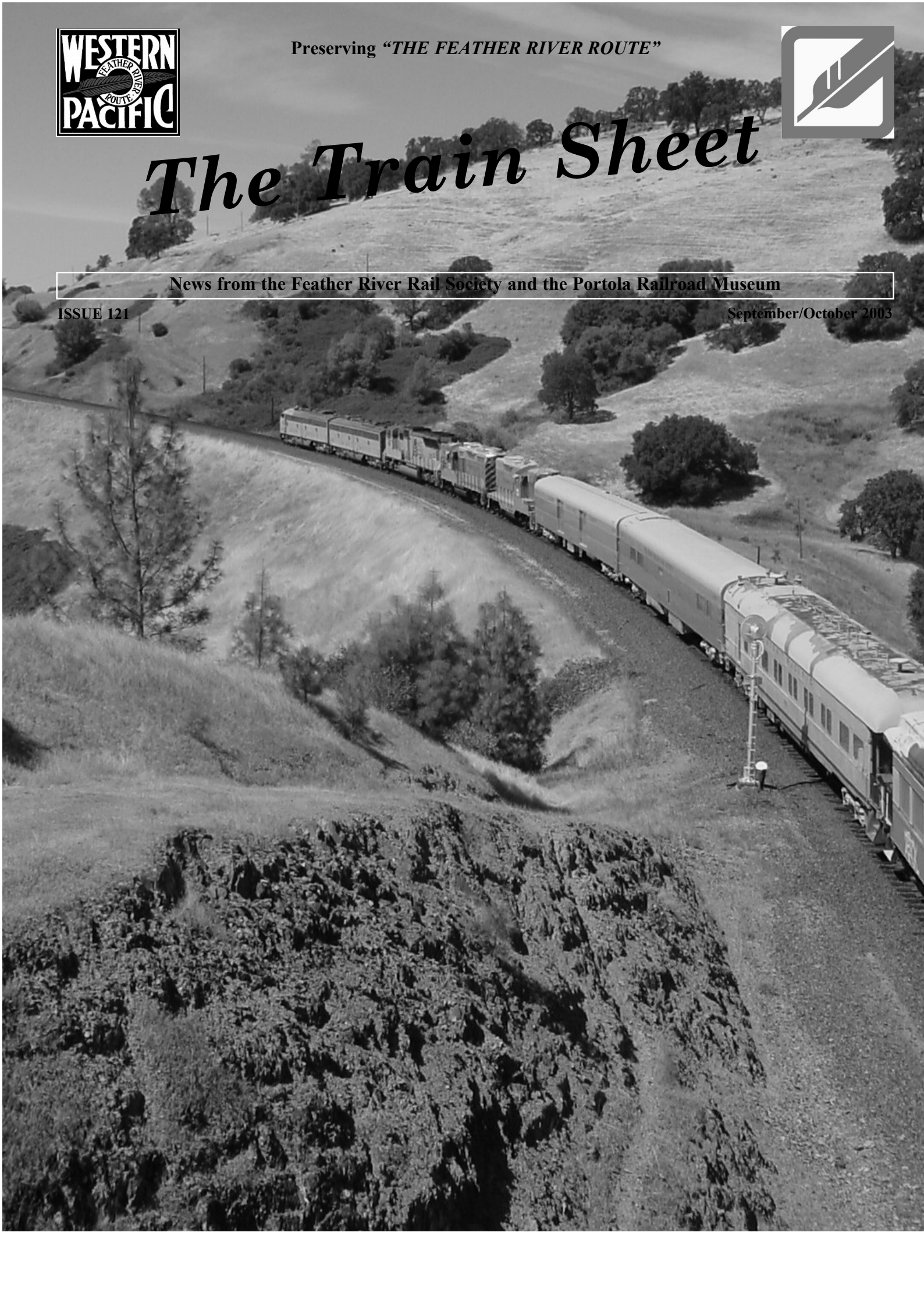


The Train Sheet

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

ISSUE 121

September/October 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.

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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 7:00 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	lolunar@charter.net
Dan Brady	Treasurer	
Andy Anderson	Director	gandy1@jps.net
Frank Brehm	Vice-President - Director	frrsvp@comcast.net
Kerry Cochran	Director	kc6knt@compuserve.com
Steve Habeck	Director	chooch@psln.com
Norman Holmes	Director	mywpr@aol.net
Gail McClure	Director	1badfrog@charter.net
Hank Stiles	Director	flatiron@calweb.com
Eugene Vicknair	Secretary - Director	tsry@aol.com

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Cover Photo: Just east of Oroville our “TGMTT” special makes track speed on the way back to Portola.
- Gail McClure

Back Cover: Not all jobs around the museum are glorious. One of the more mundane tasks is sorting the mail. “Mail Boy” Habeck demonstrates the proper technique in the ops office.
- 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

The dark cold days of winter are here at the Museum. John Walker has done a fantastic job in preparing the property and getting things buttoned up. The property is closed for the winter but we are far from going into hibernation. We have a lot of projects that are going to require us to work through the winter. Before we get to that list, I want everyone to know that one of the two Army M-60 tanks is GONE! A few weeks back I was notified that a specialized truck would arrive to load the west tank and take it to its new home. We figured that we could use our Truck-crane to tow the tank up on to the trailer and be done with it. I spent two days with Sara Eidman and John Walker preparing the tank for movement and loading. On moving day Sara and I along with John were met with a 60 wheel truck and two escort cars. Things went sour from the start when we were informed that we could not tow the tank onto the trailer account of it's design. It was decided to tow the tank from the parking lot over to where the WPMW-37 derrick is set up on the East end of one rail. This adventure took over 3 hours with all the pushing and pulling that had to be done account the tank would not steer on it's own so we had to drag it back and forth. We got it spotted next to the 37 and the rigging began. After about an hour or so we had it rigged and ready for the lift. We had to use the smaller head line of the 37 which has a max rating of 60 tons, and the tank weighed in at 58 tons. We got it in the air about 15 feet so the trailer could be driven under it. We got it set with only one small problem when the drag-brake hung up and it dropped about 8 inches on to the trail-

er. After we all changed our underwear it was tied down and on its way 9 hours after we started. John has some neat pictures of the tank up in the air that we might be able to get into one of the upcoming Trainsheets. Thanks goes to Sara, John, and Doug Morgan for their help in loading the monster. The other tank will be leaving soon. We should be able to drive it on the trailer and make the job much easier.....

Back to our winter list of projects, we have a couple of big ones right off the bat. As I write this we are in the process of building a ramp at Quincy with the help of the Sierra Pacific people to load the Quincy 4 (exWP504) onto the red flat car for movement home. Once it is loaded and back at Portola, we will unload it and get our other flat car loaded with one of the SP Beet Gondolas. It has been traded to the Santa Maria Valley Museum for a very nice and complete Sacramento Northern wood box car. Once that is done, we will begin the process of loading the 44 tonners for their trip to Rio Vista. We are still working out the details on the movement of the SN caboos and flat car. The new volunteer lounge a.k.a. Silver Debris has been gutted and funds and plans have been approved to begin its rebuilding. It will be a fantastic place for us all to gather and socialize year round, and we hope to have it in service by opening weekend.

As you can see, we have a busy winter ahead of us and before we know it spring will be here and everyone's help will be needed to put the Museum in shape for another season. I wish you all a safe and happy holidays and hope to see all of you next year!

PS, I think you will all like what Santa has put under the tree for us. I will tell you all about it next issue....

Calendar of Events 2004

January

- 1 New Year's Day
- 1-31 Director Nominations open for 2004 elections, nominations go to Nomination and Election Committee
- 3 Board Meeting - 1 PM Portola
- 19 Martin Luther King Jr. Day

February.. Grounds Clean-up

- 7 Board Meeting - 1 PM - Sacramento
- 16 President's Day
- 29 Train Sheet Deadline

March.. Museum Opening Hours: 10 AM – 5 PM

- 1 Election Withdrawal Deadline
- 6 Museum Open to Public,
Board Meeting - 1 PM - Portola
- 13 Winterail Stockton
- 20-21 Facilities Work Weekend
- 27-28 Track Work Weekend

April.. Prepare for Operating Season Hours: 10 AM – 5 PM

- 3 Board Meeting - 1 PM - Portola
- 3-4 Locomotive Maintenance Clinic,
Facilities Work Weekend
- 16-17 WPRRHS Convention Reno, NV
- 20 Election Ballots mailed to membership
- 24-25 Track Work Weekend
- 30 Train Sheet Deadline

May.. Prepare for Operating Season Hours: 10 AM – 5 PM

- 1 Board Meeting - 1 PM - Portola, Appoint Election Tellers
- 1-2 Crew Training/Rules Exam, Locomotive Maintenance Clinic
- 15-16 Track Work Weekend
- 22-23 Facilities Work Weekend
- 28 Ballot Return Deadline – 5 PM
- 29 Operating Season Opens
- 31 Memorial Day

June.. Caboose Trains Hours: 10 AM – 5 PM

- 5 Board Meeting - 1 PM - Portola,
Members Bar-B-Que - 5:30 PM,
Annual Membership Meeting - 7:30 PM,
Election Results
- 5-6 Locomotive Maintenance Clinic
- 19-20 Facilities Work Weekend
- 30 Train Sheet Deadline

July.. Caboose Trains Hours: 10 AM – 5 PM

- 4 Independence Day
- 5 Independence Day Train Rides
- 10 Board Meeting - 6 PM - Portola,
Installation of New Board
- 10-11 Locomotive Maintenance Clinic,
Facilities Work Weekend

August.. Caboose Trains Hours: 10 AM – 5 PM

- 7 Board Meeting - 6 PM - Portola,
Appointment of Committees & Officers
- 7-8 Locomotive Maintenance Clinic,
Facilities Work Weekend – prep for Portola Railroad Days
- 21-22 Portola Railroad Days
- 31 Train Sheet Deadline

September Hours: 10 AM – 5 PM

- 4-5 Locomotive Maintenance Clinic
- 5 Operating Season Ends
- 6 Labor Day
- 11 Board Meeting - 6 PM - Truckee,
Calendar Review
- 11-12 Truckee Railroad Days - Truckee

October.. Winter Prep Hours: 10 AM – 5 PM

- 2 Board Meeting - 1 PM - Portola,
Budget Deadline
- 2-3 Locomotive Maintenance Clinic, Facilities Work Weekend
- 16-17 Track Work Weekend
- 31 Train Sheet Deadline

November.. Winter Prep Hours: 10 AM – 5 PM until 1st Monday

- 6 Board Meeting - 1 PM - Sacramento,
Museum Closes to Public
- 11 Veterans Day
- 25 Thanksgiving
- 27-28 Work Weekend – Santa Train decorations and winterization of facility

December.. Santa Trains

- 4 Board Meeting - 1 PM - Portola,
Santa Train - 5 PM
- 11 Santa Train - 5 PM
- 12 Santa Train clean-up Work Party and Facility Closedown
- 25 Christmas
- 31 Train Sheet Deadline

Excellent Work Weekends

By Eugene Vicknair

The October 4th work weekend and Locomotive maintenance clinic was a great success. Paul Jarmusz, Mick Housel and Jim Oroh helped clean out one of the bays in the shop and installed several sets of metal shelving. Other parts storage racks, which had previously been located in an unrelated area, were also moved into this bay to provide a one spot materials storage area. This area will be the home of all our nuts and bolts, screws, fittings and other parts used for a variety of projects. All of our hand tools have also been sorted out, gathered together and common use tools will be stored in this area as well. Specialized tools, like track tools and locomotive maintenance tools will be stored in a more appropriate area. These guys also helped put all of the tables and chairs left over from Railfan's Day away in the Party car.

Hank Stiles, Jay Sarno, Rick Edwards and Doug Morgan did a 92-day maintenance on the SP 2873. This included cleaning a lot of carbon out of the engine, truly a messy job. Ed Powell worked on fixing a cabooses door lock and some electrical problems in the gift shop. Eric McClure worked on the Dodge pickup truck, getting this vehicle back in service. Linda Knudson worked in the gift shop and prepared hot dogs and chili for the hungry workers.

Previously, on the weekend of the 27th and 28th of September, Keith Smith visited from Utah and worked with Alan Hirasawa on the UP 849. The UP 849 has been throwing oil this summer and has seen limited use. While they were not able to solve the oil problem at this time, they have a good theory on what needs to be done. Meanwhile, they fixed a broken fuel gauge on the locomotive and helped with other chores around the museum.

It was a real pleasure having Keith at the museum again. Earlier in August, Keith almost single handedly straightened out our paint storage area. Keith checked all of the paint, threw out the stuff that had gone bad, organized everything according to application and cleaned and organized the preparation areas, paintbrushes and supplies. In addition, Keith and his co-worker Craig Welk from Morton-Thiokol in Utah brought out a pickup truck load of two part epoxies, other paints, sealants, heat resistive and oil resistive adhesives, grease, lock tight, super glues, chemical wipes and other supplies that had been made surplus by their company. Craig also installed a water pump on the Dodge pickup and did some other maintenance on our vehicles.

Eugene Vicknair and Eric Stephens also have been working on the ramp to the shower car.

Alan Hirasawa and Rick Edwards were back up on the weekend of the 11th. Alan charged up the batteries on the WP 707, UP 849, WP 512 and 608, washed the golf carts and tug. Alan also enclosed the cab of the tug by remounting the other door to the cab. This will be come in handy as the weather is dropping down into the twenties at night. Rick Edwards finished cleaning the engine block of the SP 2873 with the Hotsy pressure washer. Rod and Eric McClure and Sara Eidman switched out the yard with Doug Morgan as Engineer.

Thanks to everyone for their help.

Publications Update

By Frank Brehm

When the FRRS first published the reprint of Track Charts of the Western Pacific Railroad Company in November 2002, we really did not know what to expect as far as sales. While not overwhelming, the book has been well received. Accordingly, we are currently planning other reprints and publications for the future.

In my search for reference material covering the Western Pacific, I had heard of a book titled "Western Pacific Timetables and Operations, A History and Compendium" by Jeff Asay, published in 1983. I searched years for this book only to find it prohibitively expensive. I finally saw one come up on eBay only to get out bid and see the book go for over \$90.00. Finally, a few months ago, another one came up and I was the high bidder with a price more affordable. The book offered insights into the early timetables and operations of the WP plus had photos of many of the early stations, information that WP fans would probably find interesting and informative. I was lucky to get it. Then, I realized that it should be more widely available and wondered if the FRRS could reprint the book. With some assistance, I was able to contact the author, who had a copyright on the original, and he agreed with the idea and also offered to update the text and add additional photos.

As I write this, the text is being revised and the search is on for additional photos of early stations and other relevant information. To further this goal and make this reprint an even more valuable resource, we are seeking anyone with early photos of flag stops and stations they would be willing to share. If you have such photos and information, please let me know.

Other projects under way include a reprint of the Track Identification Program that Western Pacific instituted in 1967. This program assigned an alphanumeric number to every track, switch, siding, and spur on the system and also identified online industries. Approximately 65% of the material needed is on hand, but again the search is on for missing manuals and volumes in this series. Equipment diagram books are being scanned for reprint including freight, passenger, M of W, and locomotives. Track diagram books from 1966, 1969 and other years are available as is a 1938 track profile book. Reprinting the WP Training Manual is also being considered.

The Society's regular publications are also gearing up for some major events. Coming soon are some multi-issue runs of The Headlight focusing on the Tidewater Southern and the Central California Traction Company. And, the next Train Sheet will be a special issue recapping the dramatic changes in the Society and the museum collection in the past year and showcasing the plans for the future.

There is also a much larger book project being worked on that will be announced at a later date. A hint - it involves the WP, subsidiaries and possibly the UP and assorted other roads.

Your continued support will make these projects happen. Watch The Train Sheet for upcoming announcements on when these special publications will be available.

WPRRHS News

By Thom Anderson

You should have received Issue #21 of the Headlight, which was mailed in October. Issue #22 will be mailed in early December. It will include an article on the "final four" F-units, and a gondola modeling article.

The Headlight staff continues to work on material for future issues. If you have an article, idea, information, photos, etc., for use in the magazine, please contact us. Future articles include; U23-B unit rebuilt as GE "Super 7" locomotives, Binney Junction, SW-1500 locomotives, and Transco boxcars.

Progress continues on preparations for the 2004 WPRRHS convention at the Holiday Inn in Reno, Nevada on April 16-17. Watch for additional information in the Train Sheet.

A couple of new HO scale models useful for WP modelers have been announced recently.

Atlas announced a new release of roadnames for their HO scale U23-B locomotive, including the Western Pacific "new image" scheme. Numbers 2251 and 2263 are being done, however no unnumbered models are being offered in this run. They are due in April 2004.

Kadee announced a Pullman-Standard PS-2 two-compartment covered hopper in two different body styles. These cars are correct for WP 20101-20110 and WP 30101-30130. No decorated model in WP paint has been announced thus far, but I would not be surprised to see WP cars offered in the future.

Train Sheet Update

I am happy to announce that starting with the January/February issue of the Train Sheet we will be printing comments from our members. If you have comments concerning the organization, would like to write about your visit to the museum, helping on projects during work weekends, your attendance at special events in which the FRRS was involved, or have general comments concerning the organization please send them to frsvp@comcast.net for inclusion. Be sure to include trainsheet in the subject line. Not all comments/articles may be printed due to space constraints but I will attempt to get them all in. Derogatory comments or those that may be considered slanderous towards the Feather River Rail Society, any member(s) or director(s) will not be printed. Constructive criticism will be allowed but publication may be delayed as it will be forwarded to the board of directors first for a response prior to publication.

Zephyr Project

By Eugene Vicknair

Thanks to the assistance of private CZ car owners 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 attrac-

tive to use. In recent meetings, the Freetech team has shared new types of polycarbonate that are very scratch resistant and meet the FRA collision standards. Using dome frames loaned by Mr. Wullich and the Golden Gate Railroad Museum, we are now experimenting with ways of forming the material. The original tinting is being matched and the polycarbonate, with a scratch resistant coating added, actually feels very much like the original glass. When we have this issue resolved, we will have all the pieces in place to replicate the windows as accurately as possible within the framework of the Federal Railway Administration collision specifications.

In October, we 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 was hoped that the new name boards would be ready in time for the next Hostel work weekend held on Oct. 17-19, however it was not to be. The stainless steel did not arrive until the 17th and the project to install the name boards was postponed.

During that work weekend, however, much progress was made in the dome. With help from Mr. Carter and David Epling, we completely cleaned out the dome and then began the process of installing the new subflooring. Doug Morgan brought several sheets of high quality plywood to the museum from Longfellow's Lumber, which Mr. Carter and I then cut down to the proper sizes. More items were added to the collection of unusual things found in the car during the dome cleaning. The subfloor pieces are supported by smaller pieces of wood. In the original construction these were pieces of clear pine. Many years of contacting stainless steel heated by the nearby steam heat radiators had resulted in the pine pieces charring as if burned! One piece in particular was saved for future exhibit. In the restoration, the decision has been made to use plywood instead of soft wood. The plywood under pieces were recently milled to fit into the dome floor and will be installed soon.

The next step will be completing the subfloor in the dome's center aisle then replacing the insulation in the dome after a complete inspection of the conduit in the walls. Following this, the ceiling ducting will be cleaned and inspected and then we will be ready to prime and reinstall the wall and ceiling panels.

Hopefully, by the beginning of next operating season, the Hostel will have a completed dome floor, primed walls and windows on the way. After that, only determining the proper color and patterns for paint, carpet and fabrics will remain before complete restoration of the dome can be finished.

In closing, Eric Stephens and I would like to extend a huge thank you to FRRS member Mike Anderson and the San Francisco Cable Car Museum. Mr. Anderson made a presentation to the Cable Car Museum concerning the work on the Silver Hostel and the plan to restore the Cable Car Lounge within the car. The Museum's Board voted to make a \$1200 donation to the restoration of the Lounge and have offered their assistance in this endeavour. Our heartfelt thanks to them for this generous donation. When completed, a plaque will be placed in the Cable Car Lounge recognizing the contribution of this fine organization.

For anyone who would like more information on the

Cable Car Museum you can visit their website at www.cablecar-museum.com.

SPECIAL REQUEST: In the past two years, several members have sent me their e-mail addresses in order to receive information and updates on the Silver Hostel and to be informed of the times of work weekends. Unfortunately, my e-mail got corrupted and I have lost all these contacts. If you would like to be on the e-mail list for work weekends, etc. relating to the Silver Hostel, please send me you e-mail address again. My home e-mail is tsry@aol.com. I apologize for the inconvenience.

FEATHER RIVER RAIL SOCIETY ANNUAL ELECTION PROCESS 2004

Dear Members -

For 2004, there are three (3) Director Positions to be elected to three year terms. These Director positions are currently held by Kerry Cochran, Norman Holmes and Wayne Monger (appointed to complete the term of Jan Breitwiser).

If you or some other member in good standing would be a good candidate for one of the Director positions, please contact the Nomination & Election Chairman with the recommendation. All candidates must follow the requirements of the FRRS election policy and calendar for 2004.

The address for the in-term Nomination & Election Committee Chairman is: Ed Wagner, 36000 Fremont Blvd. #145, Fremont, CA 94536 phone 6 PM to 9 PM 510-790-2321.

Following FRRS policy adopted January 5, 2002:

1. The Committee shall be responsible for the preparation, mailing, and receipt of all ballots.
2. Elections shall be by secret written ballot.
3. Each ballot shall only contain the full name of each Candidate together with the designation "Inc", if the nominee is an incumbent, together with voting instructions. Ballot position of candidate(s) shall be determined by lot drawing.
4. Spaces will be provided for write-in Candidate(s).
5. Each candidate at his or her option may provide to the Committee, no later than February 15 any information statement. These statements shall be separate from the ballot but mailed with the ballot to each eligible voter. (with the ballot mailing). These statements shall include membership number, date of becoming a member, previous offices and positions held in the corporation for each candidate.
6. Such statements shall only pertain to the candidate and his service and qualifications; statements in opposition to other candidates shall not be permitted. Statements and names of Members endorsing candidates shall be allowed with said statement; statements in opposition to other candidates shall not be permitted.

Such statements shall not exceed one sheet of eight and one-half by eleven inch paper; however, candidates or others may utilize both sides of the paper. The corporation shall pay for the cost of mailing these statements.

Each candidate or members submitting a statement will be responsible for the cost of the printing of said statement. Likewise, in the event it becomes necessary to use a mailing service, the fees from any mailing service shall be similarly prorated. The Committee may require an advance deposit of the prorated

share of the costs prior to the printing and assembly of the ballot mailing.

Members and or candidates can send additional material at their own expense. The addresses of all eligible voters will be provided at the appropriate cost to the individual, and the organization shall not incur any cost for any additional cost for printing and/or mailing

7. The Board in its rules and regulations shall provide for the balloting procedure. This procedure shall provide for a secret mail ballot as described below. The ballot shall be folded, inserted, sealed by the voting member in an inner envelope provided by the corporation. The inner envelope shall contain no markings other than that necessary to identify it as the inner envelope. The inner return envelope containing the ballot shall be returned in a special self-addressed outer envelope which shall provide for the voter's signature and membership number. The Nomination and Election Committee shall compare the membership number and name against the list of qualified voters prior to the counting of ballots.
8. All directorships to be filled at any election shall be voted for together, each voting member being permitted to vote for as many candidates as there are vacancies to be filled.

The three candidates receiving the highest number of votes shall be elected to the full three year terms to be filled at that election. If any un-expired portion(s) of Director(s) terms are to be filled at that election, then the candidate respectively receiving the next highest number of votes shall be elected to fill the longest un-expired term of office, and so on until all vacant positions have been filled.

Should more candidates than the number required to fill vacancies having the same term of office receive the same number of votes, the tie will be resolved by drawing from among those persons. Names will be drawn until the vacancies of equal term have been filled, then until vacancies of the next shorter term have been filled, and so on until the tie has been broken.

9. Any vote cast for a person not eligible to hold office as a director or illegible or otherwise ineffective shall be null and void; such void vote shall not have any effect on the validity of any other vote on the ballot. Any outer envelope containing more than one inner envelope or inner envelope containing more than one ballot shall be void and not counted.

10. No cumulative voting for members of the Board of Directors shall be permitted.

Timeline for 2004 Election Process

January 1, 2004 - First day nominations for the election of directors shall be submitted by voting members of the corporation in writing, by mail addressed to the Nomination and Election Committee at it's address, or personally delivered to the Committee.

January 31, 2004 - Last day nominations for the election of directors shall be submitted by voting members of the corporation in writing, by mail addressed to the Nomination and Election Committee at it's address, or personally delivered to the Committee.

February 15, 2004 - Last day each candidate may, at their option, provide to the Committee any information statement.

March 1, 2004 - Last day Nominees may withdraw their names

from nomination by written notice to the Committee.
April 20, 2004 - Ballots shall be mailed by the committee on or before this date to paid members in good standing, as of the 28th of February 2004.

May 1, 2004 - The Board shall select members of the corporation to serve as tellers to count the ballots. These tellers shall be neither Directors, Candidates, or Relatives, by marriage or birth, of either a Director(s) or a Candidate(s). The committee will announce the time and place of the ballot counting. The Board at this time may select two (2) members to witness the counting of the ballots. Each candidate may send a witness to be present at the ballot counting. This provision is provided that any witness, shall not interfere with the tellers and the vote counting process. (Any

witness can be one in the same as sent by the Board of Directors and/or a candidate)

May 28, 2004 - Ballots must be returned to the ballot return address no later than 5.00 P.M.

June 5, 2004 - The tellers shall report and certify the accuracy and proper procedure of the vote at the annual meeting of members of the corporation as provided for in the by-laws.

Upon completion of their report the tellers shall render custody of the ballots and tally sheets to the Secretary of the corporation. The Secretary will retain the outer envelopes, ballots and tally sheets for not less than three (3) years. During this retention they will be treated as part of the records of the annual meeting of members that they were reported at.

FRRS Commemorative Wine Set



Feather River Rail Society Commemorative Wine

For a LIMITED TIME only in appreciation of your \$40.00 donation you will receive one bottle of commemorative FRRS Wine (2000 Mendocino County Petite Sirah) and two FRRS 20th Anniversary Wine Glasses, shipping and handling included.

Name: _____

Billing Address: _____

City: _____ State _____ Zip _____

Phone: _____

Ship to: _____

Street Address: _____

City : _____ State _____ Zip _____

Visa/MC _____

Expiration Date: _____

Signature: _____

_____ -Gift Shop use only _____

Processed: _____ Date: _____ Shipped: _____

Truckee RR Days 2003



All photos by Gail McClure

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.

September 2003 Board Meeting Motions and Actions Summary

Motions Passed

Election of Director for Vacant Seat – Motion 03-09-01

Election of Wayne Monger to fill vacant director seat.

Consent Motions

Minutes and financial reports were unavailable. Board consensus to remove consent agenda.

Motion 03-09-02 - WP Convention Excursion 2003 - Acceptance of proposal as presented with Mr. Skow and President McClure to work out contractual arrangements. Motion made by Director Anderson, seconded by Director Stiles. All Directors present voted in favor with the exception of Director Monger who voted against. Motion carried – Motion carried.

Motion 03-09-03 - Expenditure for New Marketing Brochure - Approval of Expenditure for Printing of New Brochure, with cost to be split equally between budget line item 67184 – Administrative Support/Membership Expense, budget line item 67010 – Administrative Support/Advertising, and budget line item 54000 – RAL Expenses, and not to exceed \$2,000. Motion made by Director McClure, seconded by Director Anderson. All Directors present voted in favor – Motion carried.

Motion 03-09-04 - Electric Car Purchase/Donation - Authorize purchase of one vehicle in the amount of \$3,200 plus tax pending confirmation of available funds from the Treasurer and funded by budget line item 67020 – Administrative Support/Automobile Expense, and with the understanding that President McClure will also discuss donation of the second. Motion made by Director McClure, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Actions and Notices

President McClure advised he has not had the opportunity to speak with Jim Halliwell regarding his leadership of the Santa Trains this year in conjunction with Director Habeck, Director Cochran and John Walker. He would like to know if the board would have any objection to Mr. Halliwell in this position pending his acceptance. No objection was expressed.

President McClure received the final court papers from the Estate of member Carl Motycka. We should be receiving a check in the next month. Decision regarding disbursement of the funds will be dis-

cussed upon settlement. President McClure advised the Board he would insist that a plaque be placed on the property in honor of Mr. Motycka. The Board was in complete agreement.

Closed Session

Adjourned to closed session at 7:05 p.m., reconvened to open session 7:40 p.m.

Equipment Trade Issue - President McClure reported that no action was taken. Special closed session conference call scheduled for 09/17/03 at 8 p.m. regarding this issues

Items Postponed, Held Over or Continued

Revised ADA Walkway Plan

Magnolia Tower

Santa Train

Beanery Kitchen Issues

October 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Motion 03-10-01 - Consent Agenda - Approval of consent agenda reports as presented. Motion made by Director McClure, seconded by Director Holmes. All Directors present voted in favor with the exception of Director Monger and Director Stiles. Motion carried.

Motion 03-10-02 - Approval of ADA and Walkway Plan - Acceptance of report and allocation of funds as requested, with \$7,500 allocated from ADA improvements restricted funds and \$1,500 from the settlement of the Motycka estate allowing work to begin on same. Motion made by Director Vicknair, seconded by Director Monger. All Directors present voted in favor. Motion carried.

Motion 03-10-03 - Movement of Building Frame from Rio Vista Junction - Allocation of additional \$4,000 from budget line item 70000-Facilities for transportation of the New Melones Dam Building frame from the Western Railway Museum in Rio Vista, CA to Portola, CA. Motion made by Director Brehm, seconded by Director Stiles. All Directors present voted in favor. Motion carried.

Motion 03-10-04 - Volunteer Lounge Layout - Authorization to proceed with demolition of Volunteer Lounge interior and obtaining required permits if necessary with a budget of \$1,000 from budget line item 70000-Facilities with acceptance of a remodeling plan to be held in abeyance until after the interior demolition is complete. Motion made by Director Brehm, seconded by Director McClure. All Directors present voted in favor. Motion carried.

Motion 03-10-05 - Loan of SP 2873 to SPI - Acceptance of proposed loan of SP 2873 to Sierra Pacific Industries (SPI) in Quincy, CA for a period not to exceed 30 days, at a cost of \$1, with a cost of \$100 per day thereafter with conditions as previously recommended and authorization for President McClure to negotiate the contract terms with

MEETING ANNOUNCEMENT

The February Board Meeting for the FRRS will be held in Sacramento, CA. All interested members are invited to attend.

When: February 7, 2004. 1:00 PM - 4:00 PM.

Where: The Stanford Gallery of the California State Railroad Museum, located in the Big 4 Building at 111 "I" St., right next to the Railroad Museum Building building.

Map:

Saturday, Feb. 7, 2004

1:00 PM * Board Meeting

Questions Call
(530) 832-4131

CSRM Turntable

Discovery Museum



CSRM Main
Entrance

Sacramento River

Stanford Gallery

I-5 and Amtrack Station

the best interests of the organization foremost and sign same without Board review. Motion made by Director Stiles, seconded by Director Cochran. All Directors present voted in favor. Motion carried.

Closed Session

Moved ahead on the agenda due to conflicting schedules of some attending Directors. Meeting adjourned to closed session at 1:50 pm and reopened to regular session at 2:20 pm

President McClure reported out from the closed session: Equipment purchase issues were discussed, no action was taken. Possible policy changes were also discussed, no action was taken. Legal litigation report was provided, no action was taken.

Actions and Notices

President McClure advised that Scott Franklin has brought the first load of the frame for the New Melones Dam building to Portola. The Board originally approved an anticipated budget of \$2,500 for transportation expenses. The revised transportation amount is anticipated to be \$5,000-\$6,000. Review of the minutes revealed that \$2,000 was approved by the Board.

President McClure reported that he would like to see the volunteer lounge, AKA the "Silver Debris", gutted, rebuilt and in service by opening season. Director Vicknair presented proposed layouts for the remodeling of the car. Discussion ensued regarding the status of the car as a "building" as defined by the City of Portola and the need for the car to be a safe, clean, comfortable place for volunteers to spend time when the work day is done.

President McClure advised that overall, Truckee Railroad Days went well. There was some confusion over several issues, but they were all worked through and will be addressed in advance should we participate again next year. A complete report was not available at the time of the meeting. Gift shop sales were strong and the debut of the newly repainted UP caboose was a big hit. The E-9s were also very popular and it has been made clear that not many other organizations would be allowed to "borrow" these historic pieces of equipment for events such as we were.

President McClure also reported that the Board has accepted the trade of the UP 737 and the Santa Fe 414 caboose for the WP 165 and Oroville Fire Equipment. He is working on the contract and terms. He also has written approval from the Nevada State Railroad Museum releasing their first right of refusal on the UP 737 and continues to work on a storage contract for the WP 165 with the Pacific Locomotive Association where the locomotive currently sits. President McClure did report that there appears to be no ownership paperwork for the SF 414 caboose, however, Director Holmes did indicate that the previous owner

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

was paid by check and that documentation should be available.

President McClure took two pieces of traded equipment to WRM/Rio Vista so that they can complete the needed track work they have to do to allow us to transport traded equipment via rail connections. There will be some cost involved with transportation, however, Director Habeck and President McClure will both provide volunteer services in their capacity as UP employees as the crew for transportation both ways. He also advised that our renewed relationship with the Western Railway Museum may result in exchanges of information and assistance regarding maintenance of way and other issues.

President McClure reported that our flatcar is currently at the SPI mill in Quincy, CA to allow for loading of Quincy 4 for return to Portola, CA. Once the flat car has returned, the SP Beet Gon will be loaded for transport to the Santa Maria Valley Transportation Museum.

He also asked that the job description issue be revisited as the project remains uncompleted. He asked that Department Heads review what they have. President McClure asked that Directors Cochran and McClure work as an Ad Hoc Committee to gather this information together.

President McClure stressed the importance of continued equipment restorations. We have the second UP caboose restoration authorized and Director Habeck will likely slate work to be done on it over the winter. He asked that Director Stiles review having a new locomotive ready to go for opening season.

Lastly, President McClure reported that the estate of Carl Motycka has been settled. The museum was a benefactor and received a check in the amount of \$17,341.23. He advised he insisted that a plaque be placed on the property acknowledging this generous posthumous donation and asked that Director Brehm include an article regarding same in the next issue of The Train Sheet.

Railfan Day 2003 – Director McClure reported that a written report was not available for the meeting however. She stated that in her opinion, the event was both a success and a failure. The participants, railroaders vendors and authors had a great time. The attendance was poor in relation to the amount of work that went into the event. It has been suggested that either the event has run its course as an annual event or needs to be held at a different time of year. She advised that the Board will be asked to reconsider this at the next meeting.

Items Postponed, Held Over or Continued

- Magnolia Tower
- Santa Train
- Beanery Kitchen Issues
- 2004 Calendar

Upcoming Events

December (Santa Trains)

- 6 Board Meeting, 1 p.m., Santa Train 5 p.m.
- 13 Santa Train 5 p.m.

January 2004

- 1 New Year's Day
- 1-31 Director Nominations open for 2004 elections, nominations go to Nomination and Election Committee
- 3 Board Meeting - 1 PM Portola
- 19 Martin Luther King Jr. Day

February.. Grounds Clean-up

- 7 Board Meeting - 1 PM - Sacramento
- 16 President's Day
- 29 Train Sheet Deadline



The Train Sheet
Feather River Rail Society
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