

THE

TRAIN SHEET

News from the Feather River Rail Society

WESTERN PACIFIC



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Issue 150

- THE TRAIN SHEET -

News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola

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

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**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

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 AM until 5:00 PM daily from the first Saturday in April through the first Monday in November. The Diesel Shop is open from 10:00 AM until 5:00 PM daily during these dates.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September.

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum 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 Western Pacific 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 - A Western Pacific work truck at a lonely Nevada outpost.
- Wayne Monger photo*

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Preserving "THE FEATHER RIVER ROUTE"



- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm
Central Calif Traction	www.trainweb.org/tractionco/

RAILFAN PHOTOGRAPHER DAY

- David Epling

Railroad Photographer Day began as usual with a week's worth of yard switching to prepare for it. Under the guidance of Vice-President and Yardmaster Steve Habeck, an ops crew consisting of Craig Simmons, Charlie Spikes, David Epling, Tom Andrews, Rick Gruninger, Russ Johnson, Bobby Johnson, George Sousa, Seth Adams, and Bil Jackson. On Friday the 25th, Ethan Doty and Tim Carter arrived. (There are others whose names slip my mind that were also there.)

The crew began to put the trains together beginning Monday September 21. One of the significant accomplishments was on 24th when we had three separate switch crews operating simultaneously. To my knowledge, this is the first time that has happened and is another excellent indicator of the WPRM's training program and capabilities of our operating department.

On Saturday September 26th, crew call saw two full crews assigned to work the day's trains. Crew A was Charlie Spikes, Ed Powell, Tim Carter, and Ethan Doty. Crew B was David Epling, Rick Gruninger, Russ Johnson, Craig Simmons & George Sousa. As we did the previous RP day, Wayne Monger came in dressed the part of a WP Dispatcher and issued track warrants for the day's operations.

Crew A boarded the first scheduled train of the day, WP FP7 805-A, "WP" F9B 925-C, WP F7A 917-D and our passenger cars, Crew B went to their train, SP TR6A 1100 and the Caboose train that is normally used during our Operating Season. As we waited for Dispatcher Monger to issue track warrants to the WP 805-A, the booming sound of a dynamited train echoed across the yard, the passenger train decided to get cranky for the A crew. After almost 30 minutes of trying to recover the air, Dispatcher Monger pulled the warrant and issued our warrant for movement. We then got underway and the day began.

The result was we wound up being down about 45 minutes on the daily schedule, the next train out was the 805-A who had finally got train to keep it's air. The 805-A was running but the

925-C was the power and controlled by Charlie in the 805-A. The B crew in the WP GP7 707, WP GP20 2001 and a modern boxcar train followed out the 805-A. Next was the A crew in WP NW2u 608 and a local freight. The B crew followed that after a small power swap by Ops Supervisor Bill Parker in the USArmy H-12-44 1857. He along with yardmaster Habeck, took the 925-C and married it to the SN GP7 712.



The crew provides protection for the back-up move from the platform of WP caboose 428.

- David Epling photo

When that was done, the B crew boarded SN 712 and another local freight. As the engineer of the B crew, this was a new experience for me. I was running the 925-C from the cab of the dead SN 712. Normally you can feel your engine and react to it, but when running from a dead locomotive there is a delay in movement, needless to say, and not being used to that, it led to a rocky ride. It didn't help that our caboose for the train was WP 484, the Yardmaster's rolling office. Steve likes to set a fan up and challenge the WPRM Engineers to move the 484 without knocking over the fan. Let's just say that fan went for a ride and we'll leave it at that.

The rest of the day went as planned, only trains moved in an opposite direction to take advantage of the afternoon sun. I should also note our Switch tenders did a great job, Bobby Johnson at Milward and Bil Jackson at Malfunction Jct. They were both excellent at making sure everything was lined for their proper movement.

As with past Railfan Photographer Days, dinner was included. This year, the event was also in conjunction with the FRRS' Member Appreciation Day. After dinner, Vic Neves set up

his multimedia operation and we were treated to slide shows, notably was the FRRS move of the GGRM a couple of years ago and narrated by Steve Habeck. Vic also held his nighttime photography session.

I would be remiss to not include the takedown on Sunday and Monday: a crew of Charlie Spikes, Russ Johnson, Bobby Johnson and Bil Jackson spent 2 full 12 hour days under the guidance of Steve Habeck putting everything away. Also, the crews were treated to a great, home-cooked breakfast prepared in the kitchen of the "Silver Plate" on Saturday morning. As mentioned in the last issue, the breakfast was prepared and served by Vicki and Deborah Epling, Cheri Johnson and Mary Ann Vicknair, with Zephyr Project Manager Eugene Vicknair leading the crew in cooking up waffles, bacon, beignets (a French-Cajun pastry) and various other goodies.

Despite the mechanical issues, the WPRM Ops Dept did a first class performance. Make sure you mark your calendars for next year for September 25, 2010 when we do Railfan Photographer Day once more.



Vic Neves and Craig Simmons enjoy Saturday night's spaghetti dinner in the Diesel Shop.

- David Epling photo

WP 165 - FALL WORK REPORT

- Chris Allan, Steam CMO

Wednesday, October 21 - I again successfully escape my fetters and hastily drive back north, over the Grapevine. Happily, another uneventful trip would clear my head. Since the truck bed was to be relatively empty, I took a load of lockers for the shower car, provided by our good friend and member John Hachey of Ontario, California. A stop for lunch in Sacramento was in order with Paul Zaborsky, old pal and currently a director at Bay Area Electric Railway Association. Paul looks and feels much better now after his recent transplant surgery. For the first time in his life he is no longer diabetic, and we wish him the best with the replacement parts. Another leg of the drive over Donner Pass, with the fall colors in their full glory, and a mid afternoon arrival back in Portola, again. Peace and quiet at last. I enjoyed at least ten hours of sleep in the Pullman, after vacuuming up the cat hair. Cat hair and I don't get along. A generous application of Febreze® didn't hurt either.

Thursday, October 22 - Nathan "Maverick" Osborn and James "insert nickname here" Cowdery

arrived Thursday and immediately started taking readings on the wrapper side sheets. As of this writing they have completed the first one thousand or so readings, with quite a few left to go. Suffice to say they have the process down. Mike Mucklin checked in and began photographing the goings on. (Many of Mike's photos from the week can be viewed here: http://www.wprrhs.org/extras/wp_165_oct09/) He also made a nifty plywood template to match the curve of the roof sheet, the top of the wrapper sheet, at the location of a needed patch under the rear sand dome, to be utilized when the new piece of steel is rolled.

Mike got dirty later in the week, and took a bit of a "love kiss" while needlescoping on the frame; just a bit of a scrape really. Matt Parker joined the party later in the day. He was able to tape up Maverick's full scale tube sheet replacement drawing in place to verify that the new boilerplate misses all the parts we want it to, and that the tube locations are correct. A few minor modifications were noted, but all in all, nice work by Mav. Matt was given a quick lesson by me on cutting torch operation (sorry, Rod!) after which he began removing the cotter pins on the

pedestal binder nuts. He then took the opportunity to burn off the grease from the nuts, etc and apply some Kroil® to ease removal of them sometime next year. An excellent first day was had by all. I enjoyed dinner at the Mexican place with Nathan and James, some quiet reading time in the Edenwold, and back into my rack.

Friday October 23 - Matt Parker was back for more abuse, so I put him on freeing the cab from its floor, a process Charlie Spikes already had a pretty good start on by this point. The ever-dependable Charlie torched out the portion of the front tube sheet that will be replaced. We now have a spacious entranceway to the interior of the boiler shell with no more snaking ourselves through the dome and past the throttle drypipe for a while. The cab floor was freed from the cab itself, and the whole assembly was levered up a couple inches so we could see any potential trouble spots. There were a few, but the cutting torch took care of them in short order. Rod McClure and Mr. Noodle brought the mighty "Little Giant" truck crane into the shop. We rigged for the "pick" and the cab came up with little resistance. This event drew quite a number of onlookers, a veritable "peanut gallery". The spectator / members viewing from the floor donned their shiny hardhats. The multicolored spectacle looked from above, where I was directing the crane, like a deranged Easter egg hunt.

After a few turns jockeying the crane, boom, Rod and Mr. Noodle around, the cab was finally off and down on the ground. Eugene Vicknair and I helped guide it to its final resting place outside of the shop. The woodwork can now be removed and cataloged, and the cab sandblasted and primed prior to starting the body work. Roger Stabler arrived just as we were wrapping up. He spent the day down in Woodland fixing our invaluable porta-power ram, which no longer squirts hydraulic oil at you when under load. Another case of what you may perceive as a small job taking the whole day. My old friend Jim Blake returned for another visit. Jim is active with the Reading Company Technical and Historical Society in Pennsylvania, and now thanks to cheap airfares, with us. The Wallace family also turned up Friday night to work on their Santa Fe caboos. Everyone ended up going their separate ways, and I had dinner at the former Log Cabin, (which

is now a "Roadhouse") with Roger and Jim. I enjoyed a pretty decent piece of prime rib roast and good conversation. Later a bit of time coalescing with David Wallace in his waycar rounded out the evening.

Saturday October 24 - With the cab removed access to areas of the boiler shell was made easier in spots. Charlie and Duane became men possessed; parts of the cab floor and cab support came flying off at a frightening speed. They made some great progress and got to areas of the engine that are in desperate need of cleaning, scraping and chipping. Jim Blake tried to keep up by sweeping the floors of any detritus and tripping hazards, and did a good job of it. There was a lot of rust, grease and etc. that came down. The cab floor plates will need to be replaced. Roger managed to get the blowdown valve off, which has been a thorn in our side for some time. He also was able to run down the driving box wedges in preparation for freeing up the driving boxes at some point.

After wrapping things up we made our regular trek into town for pizza, and as luck would have it, the local kiddie football team showed up just as we did, so it was a slow, noisy dinner, but we persevered. That evening I parted ways with most of the crew. Sunday morning I said goodbye to Roger and Jim and was back on the road headed home. The fall colors going through Sierraville were brilliant.

P.S.: Everyone please consider the purchase of a 2010 WPRM Steam Dept. Fundraising Calendar; your generosity will go a long way toward bringing steam back to Portola! It's also the only Western Pacific calendar available for 2010.

WPRM Steam work dates for 2010:

April 5th -10th
July 29th - 31st
October 21st - 23rd

As always please contact David Epling, our Museum Manager at 530.832.4131 if you would like to take advantage of the accommodations in the "Edenwold" Pullman Car. Additional dates will be added for the DRGW boxcar move and as we ramp up the momentum on the locomotive restoration.

Let's make 2010 our most productive year yet!



Steam CMO Chris Allan contemplates the proceedings. And wonders what he's gotten himself into!



Matt Parker gleefully shows off his new "Weapon of Mass Destruction". Beware a smiling volunteer with a cutting torch!

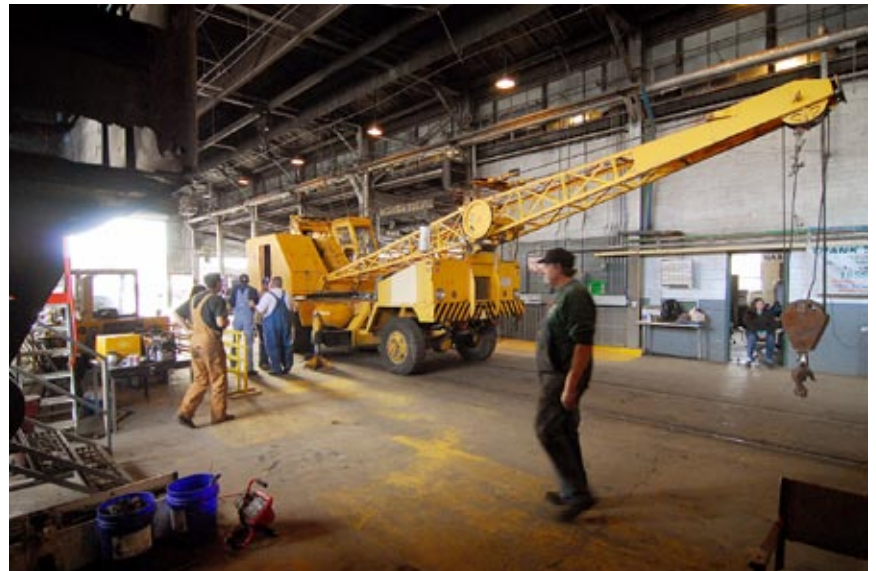
WP 165 FALL WORK WEEK PICTORAL

-all photos by Mike Mucklin

WP 0-6-0 165 just before removal of her cab. After 50 plus years of inactivity, she shall soon steam again!



The crew confers on where to position the Little Giant for the removal of the 165's cab.



UP 844 – A PERSONAL VIEW

- Tom Carter

I was feeling pretty homesick after three weeks of working in Jamaica last February and still had just over a week to go. I was bored, sitting in my room at Corporate Lodging and about ready to just go to bed early as my finance Alicia was visiting her daughter and not online to talk to. My allergies were killing me, I had an upset stomach, and I just wanted to be home. I had always wanted to visit Jamaica, just not for 32 days! Although I was having a great time teaching my client's train crew (who were a fun bunch), I was exhausted and just wanted to be back in familiar surroundings.

Just as I was about to log off, close the laptop and hit the sack, I got an interesting e-mail... I was invited to be one of a small group of car hosts for three legs of the Union Pacific 4-8-4 844's Western Heritage Tour trips over the old WP! This famous engine was coming out with her train for several special events and, since it was the Centennial year of the WP, the Feather River Rail Society was graciously allowed to invite guests aboard the UP's flagship steam train in thanks for their monetary donations to the Society. The chance to thank our donors and supporters in such a high profile way was exciting enough, but I was ecstatic and honored to be a part of the trip.

I arrived home from Jamaica on February 18th, but, call it what you want, it was work. Fun, but hard work. I had already considered taking a vacation, so I planned it around the two week stretch that 844 was going to be out and eagerly anticipated the arrival of this grand steamer.

On April 21st, I went to Oakland, California to meet the train. We had a job briefing with Conductor Reed Jackson of the UP Steam Crew and an orientation for the 12 car train that Tuesday afternoon in preparation for an early morning departure on Wednesday. My nephew Dustin, brother Timmy and Alicia were paying passengers, so Dustin and Timmy rode Amtrak to Oakland and met Alicia and I at the hotel prior to going to the yard for the briefing.

On Wednesday morning, Bill Parker and I went to the yard to get the train and have the vestibule traps open and ready to receive passengers at the Jack London Square Depot. The looks on the faces of waiting Amtrak passengers and employees was priceless as we glided into the depot with that big Northern. They didn't know what to think, but we all felt a little twinge

of pride knowing they wouldn't be traveling in the class and style we would be!

After whistling off, we headed south to Newark, where we made our way over to Niles Junction and onto the route of the Western Pacific over Altamont pass. Before tackling the pass though, we paused for a few minutes at Hearst siding where the Pacific Locomotive Association and Golden Gate Railroad Museum had Southern Pacific 4-6-2 2472 and Robert Dollar Lumber 2-6-2T 3 parked on their interchange track and siding waiting for us, along with a couple hundred railfans. The sight of these three engines all steaming together was an epic one, and a big thanks goes out to the UP, PLA and GGRM.

After leaving Hearst, we headed for Stockton and over Altamont Pass, making great time. A huge highlight of the trip happened near Pleasanton, where an entire elementary school was waiting along their back fence to wave us by. Those kids all had huge grins on their faces and had probably never seen anything like the mighty 844 in their lives. Our guests enthusiastically waved back from the dome car and the open dutch doors on the car vestibules.



FRRS President and UP Engineer Rod McClure works the Fireman's position on UP 844 in Oakland.

- Mike Coen photo

Upon arriving at Stockton yard, the passengers boarded a waiting bus to take them back to Oakland while we uncoupled the 844, diesel (we had a Gen-Set tag along, after all, this was Earth Day and UP celebrated by running a steam engine in the Bay Area!), and the tool cars and concession car for movement to the Stockton Altamont Commuter Express station.



Rod McClure confers with UP Conductor Reed Jackson during the stop at Hearst. Sadly, this 844 tour was Reed's last trip as he unexpectedly passed away in August. (see Issue 149)

- Mike Coen photo

After a brief welcome ceremony with the City of Stockton, the engine was backed back down to the yard, coupled to its train and the crew tied up for some well deserved rest. For those of you that think the Steam Crew is a glamorous job, you should have seen our President, Rod McClure after the train arrived. He had fired the big engine most of the day and was the most tired I had ever seen anyone. Yes, it IS hard work.

The train spent a few days in Stockton and Roseville doing PR work for UP (as that is its primary purpose) and then deadheaded to Oroville, California. On Friday, May 1st, we met the 844 and her train, which now included WP Heritage SD70 1983, and prepared for an early morning departure up the Feather River Canyon, the highlight of our trips. We awoke to a light rain that drizzled all the way up the canyon, making for amazing steam shots. Not enough rain to cause problems and ruin photos, but just enough to amplify the steam cloud emanating from the 844. Railfans were everywhere and the Highway Patrol was out in force, thanks to a heads up from FRRS Vice President Steve Habeck. The CHP kept things smooth and orderly and many beautiful photos and videos can be found all over the internet of UP 844 on her way to celebrate the Centennial of the Feather River Route at Keddie.

Upon our arrival at the bridge, Conductor Jackson and

his crew of FRRS car attendants helped the passengers detrain for a ceremony celebrating 100 years of the Western Pacific. FRRS President McClure, Vice-President Habeck, UP Steam Boss Steve Lee, Fireman Ed Dickens and Conductor Jackson performed the honors, using the same ceremonial Spike Maul that was used during the Ruby Jubilee Celebration, held at the same spot some 60 years earlier. A Gold Spike was driven to mark the occasion, but not without a typical "WP" moment. Like Leland Stanford 140 years prior, McClure took a mighty swing at the spike... and missed. Fireman Dickens then took over swinging the maul like a machine, rapidly driving it into history to kick off the next 100 years of the Feather River Route. After a photo run-by for the crowd, 844 took off for Portola, her next stop.

The hard working Men & Women of the Western Pacific Railroad Museum were proud to host the legendary steam engine and met us at the interchange in the yard with the WP GP7 707 and a special banner welcoming the steam crew. The museum shined like a new penny and Manager David Epling reported later that we did a very nice amount of business in the gift shop. Foot traffic at the museum was pretty heavy and everyone had a great time despite the rain.



Members of the UP Steam Crew and the top FRRS Officers pose with the 844 at the site of the WP Gold Spike on Keddie Wye. L to R: UP Steam Boss Steve Lee, FRRS President Rod McClure, FRRS Vice-President Steve Habeck, UP Fireman Ed Dickens and UP Conductor Reed Jackson.

- Alex Ramos photo

While in Portola, the UP Steam Crew toured the museum and enjoyed a couple of days with us. They were genuinely impressed with the facilities, the collection and the "Willing Spirit" of the volunteers of the FRRS. Randy Quinlan, manager of the UP's passenger car fleet, toured the California Zephyr "Silver Plate" and UP Business Car 105 with Eugene Vicknair

and I, giving us many useful tips and a lot of information about restoring and caring for the passenger cars in our fleet. Several of the steam team mechanics inspected the boiler of the 165, helping the restoration of our steamer tremendously. UP Steam Boss Steve Lee and his lovely Boss, Lynn, held court in the Board room for hours visiting with FRRS members, answering questions and telling stories of his experiences with the UP Steam team. A great time was had by all.

On Tuesday, May 5th, we left Portola with the 844, running solo, headed for Winnemucca, Nevada with yet another trainload of gracious donors on a stretch of trackage that most folks never get to see. After some

long, slow running due to a signal issue, the 844 really stretched her legs, reaching speeds of 70 miles per hour in some stretches. After a brief stop in Elko, we set out for the last leg of our trip, Winnemucca, where our journey with the 844 came to a close.

The Feather River Rail Society would like to extend a big thank you to the Union Pacific Railroad Steam Department for their hospitality and generosity. This was a huge shot in the arm for the FRRS and we had a great time on a trip none of us will likely forget. Also, a huge thank you to all our volunteers who took the time to work the train, clean the museum and perform all the other tasks that were needed to make our end of these fantastic trips possible.

OCTOBER TRACKWORK

- Wayne Monger, Assistant Roadmaster

The FRRS volunteer track crew (Bill, Bill, Dwayne, Rick, Slim, Seth, Matt, others and myself - I left the crew list at the museum the other day) gathered at Portola on Sat Oct 3 and Sun Oct 4 for 2 days of track repair work on the Balloon Loop track between Milward Switch and Malfunction Jct.

After 1 PM on Sunday, we were working with intermittent snow flurries falling. Starting at Milward Switch and working from there, we only made it approx. 1/4 around the track to where the "yard limit" sign is located. Any rapid inspection and repair work is seriously hampered by the track structure itself being sunk down into and stuck in the (currently dry) mud and clay plus covered with a heavy thick layer of the fine ballast that we dumped out on that track within the past 10 years but never tamped under the ties - all cemented together by that 1/3 car of gypsum that was dumped around the balloon loop a few years before we took over the Portola site. We were having to hand shovel the fine ballast off of the top of the ties to reduce the weight when jacking the rails/ties up out of the (currently dry) mud.

Without shoveling off the overbearing ballast, rails were coming off of the ties or the ties were breaking when the track was in the process of being very slowly jacked upward. I was placing all of the ballast we were shoveling off of the track in a pile in the wide area at the apex of the balloon loop curve as we will need to use this to reballast and tamp the track when we are finished. As I feared, around 1 of every 3 ties we found as we jacked the track up high enough to inspect and work on (including tamping ballast underneath ties)

have failed/rotted under the center or on the outer end under the high stress outside rail of the balloon loop track. We replaced 8 ties at strategic locations under rail joints, as this seems to be the primary locations where ties have failed under high stress. Many others that were still somewhat strong enough to support the outer rail, we pulled the old spikes, plugged the holes and respiked with new spikes. There are sections I found as long as 20 feet where there are no whole spikes remaining against the outer rail, as they have either been sheared off by the rail or worked out of the ties and only gravity and 1 or 2 gauge bars are holding the track together.

It should be noted that I showed all members of the track work party the existing surveyed centerline (steel rebar) markers (from the 1987-88 track survey by original FRRS Roadmaster/Chief Engineer Roger Hepkema and myself) that are placed about every 75 to 100 feet around the Balloon Loop track. At one location where the track had straightened out over the years, the marker showed the track has moved sideways about 5 inches, so we used the back-hoe to pull 3 inches out of that and bring the track back into a smooth curve (but still not exactly centered).

Another track work party weekend has been scheduled for Sat Oct 24 and Sun Oct 25. We will continue from where we stopped on Sunday. The next section we work on from the yard limit sign to the end of the fence at the apex of the curve will be the worst, as this is where the most clay/soil from the sidehill plus the access road has washed down and infiltrated into the track structure, causing wood rot and tie failure. Once we get past the end of the fence out onto the fill over to Malfunction Jct, we should not be finding as many rotted ties sunk down and stuck in dried clay/mud, and thus it should be easier to jack the track

up through the overbearing layer of ballast so we can inspect/replace ties/gauge/repair/retamp it. We will also continue to put back in the 2 inch superelevation into the Balloon Loop track to help reduce the outward stresses on the outer rail.

If you have any questions, let me know. Until Later!



Some views from the Oct 24 - 25 track session. Our hardworking crews jack, align and reballast the balloon loop, aided by some of our locos and heavy machinery.

-Wayne Monger photos



THE MINI ZEPHYR

- Eugene Vicknair, Zephyr Project Manager

For the 100th anniversary of the completion of the Western Pacific mainline, a very special train was operated with assistance from the FRRS. Dubbed the "Mini Zephyr", three authentic *California Zephyr* cars now used in charter service ran a special routing tracing the path of the original CZ from Oakland, California to the museum at Portola via the Feather River Canyon.

On October 30, an Amtrak engine pulled into Jack London Square Depot in Oakland, just blocks from the now abandoned WP route on Third Street and the still standing WP Oakland Depot. The train consisted of Chicago, Burlington and Quincy dome-coach "Silver Lariat", Pennsylvania Railroad CZ sleeper "Silver Rapids" and CBQ dome-observation "Silver Solarium". From the looks, even non-train riders walking by sensed this small consist was something unusual. As we rolled down the short stretch of SP line to reach "home" rails at Niles Junction, scores of people stood at crossings and Amtrak platforms waving to our 21st century salute to the "Silver Lady".

From the time we crossed over at Niles, we rode WP rails all the way to Portola except for a brief detour around the now abandoned section through Stockton. The ride through the Feather River Canyon was absolutely amazing, with beautiful sunlight dancing off the canyon walls and a small cadre of fans enthusiastically following us the whole way. I had been asked to ride as the on-board representative of the FRRS, answering questions about the Society, the WPRM and WPRRHS, and the CZ and WP in general. It turned out to be a very pleasurable job as the passengers were all very engaging and interested riders, asking many detailed questions about our current operations and the historical aspects of this train and our route.

Reaching Portola during an excellent dinner (actually, all the food was top notch), we found the volunteers had pulled out all the stops. Waiting for us in the yard was an A-B-A set of Western Pacific F-units, led by the queen of the fleet herself, WP 805-A. As detailed later in this article, two teams of volunteers had spent two weekends making sure she was in her finest look and the engine positively glowed. Just

behind the power set was WP NW2u 608 waiting to act as terminal switcher. With a coupling so soft no one eating even saw a ripple in their wine glasses, FRRS President Rod McClure tied the 608 on to the "Silver Solarium" and pulled the cars onto the museum grounds.



WP Zephyr engine 805-A awaits the Mini-Zephyr.
- Mike Mucklin photo

On Saturday, October 31, the show got even better. With the exception of the "Silver Hostel", every CZ car on the property, plus guest car "Magnolia Grove" (SP sleeper of a type often seen on the Zephyr), were tied behind the F-units and given a run around the balloon track. WP 805-A led the dome-coaches "Silver Rifle", "Silver Lodge" and "Silver Lariat", diner "Silver Plate", sleepers "Silver Rapids" and "Magnolia Grove" with the dome-obs "Silver Solarium" rightfully bringing up the rear. It was an extremely proud moment for all our volunteers and members. This was likely the largest congregation of CZ cars in over 30 years.



The Zephyr train on the balloon track.
- Mike Mucklin photo

November 1, Gold Spike Day for the WP, was another beautiful day in the Canyon. In honor of

the 100th Anniversary, the Mini-Zephyr paused on the Keddie Wye for a toast to all the men and women of the Western Pacific, past, present and future. Norm Holmes was on hand with a mini spike maul and gold spike for a honorary recreation while back at the museum the volunteers held their own Gold Spike Centennial at Malfunction Jct. As the final miles rolled away heading back to Oakland, everyone on board was thrilled and amazed to have been part of this wonderful trip.



The train pauses on Keddie Wye.
- Mike Mucklin photo

Of course, making it happen was no small undertaking. I'd like to thank the people who spent many many hectic hours making this Centennial Excursion possible.

First off, none of this would have been possible without the work of Chris Skow of Trains and Travel International and Bert Hermey of California Zephyr Railcar Charters, as well as Roy Wullich, owner of the "Silver Solarium" and the on-board and back office staff for both companies. The on-board staff in particular did the heritage of "Silver Lady" proud with their skill and attention to detail.

At the museum, there were dozens of people who worked tirelessly to make sure the grounds and equipment were ready. Ops crews put in extra time getting cars lined up for the special Saturday train and making room to clear space for our three guests. Other volunteers cleaned the grounds, prepped engines and worked on track to make sure nothing would be overlooked. I wish I had a complete list, but it was long and everyone worked double time. Thanks!

In particular, I need to acknowledge those who



Some of the ops crew working Centennial weekend
(from L to R): George Sousa, Bil Jackson and Jeff Glass.
- Ken Finnegan photo

worked on the 805-A. At some point, two panels on the fireman's side were subjected to a die grinder or some other nasty device that left deep circular scars in the stainless panels. This blemish has been on the engine since we acquired her and the Zephyr Project team decided to see what could be done. We came up with a combination of belt sanding, scotch-brite work and polishing to remove most of the scars and regrain the panels. It is not perfect, but it is far far better than the previous damage. Just to regrain those two panels alone ultimately took three days from October 23-25.

As part of that work, we also reapplied the classic Western Pacific lettering to the engine, using the original Zephyr Gothic lettering custom made for us by Tom Carter. In addition to Tom and myself, Cody Wilson, John Morehouse, Scott Walker, Tom (sorry, Tom! I am having a brainfreeze and forgetting your last

name!) and Larry Hanlon (who has also been working on the engine and electrical systems with Dave McClain) spent days grinding and regraining the panels and applying the new letter. At the same time, the 805-A's horn was retuned by Phil "Evil Dr. Cornbinder" Schmierer and reinstalled by a team of Rod McClure, Bill Parker, and Cody "da Noodle" Wilson.

The following week, a team consisting of Steve Habeck, Cody Wilson, David Epling, Matt Stentz, Mike Mucklin, and Kevin Arendt (L to R in the photo below) washed, scrubbed, polished, waxed and even repainted some parts of the 805-A to ensure that she was ready for the big show. Thank you, everyone! You did an amazing job on short notice.



The Wash 'n Wax crew.

-E. P. photo

Hopefully, this is just a prelude to future CZ trips down the Canyon. Our eventual goal is to have the 805-A and our own CZ cars mainline capable. Perhaps in the not too distant future, the FRRS can give our members a chance to ride our own "Silver Lady" on home rails.

September 2009 Board Meeting Motions and Actions Summary - continued

Director's Reports

Monger – Jim Atkins was at RR Days. He works for UP Signal Dept. and will oversee WP Dispatcher's Office at WPRM. Said Tommy Holt has offered use of his development people to design software to run our Dispatcher's panel.

Holmes – Yard sale at RR days, 3 tubs and 4 or 5 boxes of leftovers, took in \$99.70.

Brehm – Re-designing the WPRM brochures. Spikes

asked if we can change cover from current WPRM logo to image of WPRM Billboard.

Habeck – Quincy borrowed our jacks to fix a bearing on QRR #5. We should also get our jacks back in better condition than we sent them down. They will hire Seth Adams to help with the heavy repairs.

Department Reports

Mechanical - EMD Ring Compressor missing – Habeck will check with Quincy RR to see if they have one that may even be ours.

Advertising – Report on latest programs – Consensus to

continue with certified brochures. Matt is going to look into Advertising in the Carson City area to take advantage of the new V&T operation between Moundhouse and Virginia City.

Committee Reports

Member Appreciation Day – Monger asked about advertising, nothing has been done. Requested museum website to show info regarding MAD/RP Day. Webmaster Carter noted that website currently has Reed Jackson Memorial in place and he was instructed to leave it there by President McClure until further notice. Director Monger noted that the board should dictate that change as needed.

Safety Report

· Lady fell on RR Days. Report submitted by Manager Epling to Pres. McClure. Legal to follow up with Eastern Plumas to obtain medical record of the incident.

Closed Session

Meeting adjourned to closed session at 5:07 PM and reconvened to open session at 5:20 PM. Vice-President Habeck reported the following out of closed session:

“The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board heard a report on a possible special operation. Consensus direction, no action taken.”

October 2009 Board Meeting Motions and Actions Summary

Correspondence

- *Habeck* – Storage contract with Timber Heritage for ex-Southern Pacific suburban passenger cars is complete. Sent to Timber Heritage and to Virginia and Truckee. Storage agreement is in effect and September 1, 2009 is effective date.
- Lots of correspondence concerning Richard Strom bequeathment consisting of legal filings from relatives.

Motions Passed

1. Consent Motions - approved motion 09-10-01.
 - . Minutes - from the Aug and Sept 2009 BOD Meetings.
 - . Financial Reports - Profit/Loss and Balance Sheet through end of September 2009.

2. Business Motions

Motion 09-10-02

Off-Site Shows

Approve expenditure of \$1650 from line item Shows - 53035 for attendance at all four railroad shows. Costs are tied to specific shows (\$500 for Berkeley, Daly City and Sacramento, \$150 for Reno).

Vicknair / Holmes. Aye - 7, Nay - 0, Abstain - 0.
Motion carried.

Actions and Notices

Dunsmuir Railroad Days 2010 - Matt Shuman gave a report to the Board. Planning is moving full speed ahead. New Dunsmuir RR Days Committee is working well. They are looking for funding sources and starting their fundraising now. Dates are June 11-13, 2010.

Zephyr Car Run - A 3 car mini-CZ train will be coming up October 30 and leaving November 1. It will be on display at the museum. Plan is to get all of our CZ cars together and make it look like a CZ train. A stop at Keddie has been requested but not approved. Ticket sales are going well and trip is a go. McClure is talking with car owners about logistics.

Entrance Road - President McClure gave information on damage to entry road, partly by sewer trucks, and plans to review issue with city.

Tidewater Southern 743 Trade - Director Vicknair presented an offer by Dakota Southern Ry to trade TS 70 tonner 743 to the FRRS. Written report submitted. Board gave consensus direction to pursue negotiations.

President's Report

- We have received new wheels and traction motors for WP FP7 805-A, our California Zephyr locomotive. They will be installed in 2010.
- Checks will be coming soon from sale of DODX flat car and rent on second flat car.

Manager's Report

- Written report provided.
- August gross revenue \$15,297.37.
- Portola RR Days committee: Joanna Bean is pushing for city to work closer with the Museum on Portola RR Days events. July 30 – August 1 for next year. Would like another FRRS person to come to meetings with him. Committee would like some vendors at the museum.
- Received phone call from Merrill Thurman's daughter. Family has materials and models from Merrill that they want to discuss with an FRRS rep. Would like someone to come out and see what we can use.

Director's Reports

Vicknair – Property fencing. Recommended that we make that our next big priority.

Monger – Working on year-end fundraising letter. Will be out before November 1.

Carter – Has been working on roster for FRRS website.

Asked for info on freight cars in the museum roster.
Brehm – Asked everyone to assist Eugene with the Train Sheet.

Department Reports

Trackwork – Lots of work being done on balloon loop.

Committee Reports

Member Appreciation Day – Written report submitted. Report on items that worked (door prize raffle donations, lots of happy members) and some that did not. Discussion of moving Member's Day back to June and having more family events.

Legal Counsel Report

· Materials loan agreement form is being worked on.

Safety Report

· Crew radios are starting to fail. We need new batteries. Kerry Cochran and John Buberniak are working on a deal to replace batteries.

Public Comments

· Vicki Epling had some questions about food service equipment the museum had and might need to use for future events.
 · Bob Sims donated a CZ egg protector to the Silver Plate.
 · Matt Shuman shared some feedback from a visitor to Portola RR Days.

Closed Session

Meeting adjourned to closed session at 6:16 PM and reconvened to open session at 6:42 PM. Director Vicknair reported the following out of closed session:

"The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board heard a report on a proprietary business item concerning FRRS Excursions. Consensus direction given, no reportable action taken."

November 2009 Board Meeting Motions and Actions Summary

Western Pacific 100th Anniversary – November 1

Motions Passed

1. Consent Motions - removed by motion 09-11-01.
 . Financial Reports - Profit/Loss and Balance Sheet through end of August 2009.

2. Business Motions

none

Actions and Notices

Zephyr Car Run - Chris Skow spoke about the recent Mini-Zephyr run and future excursion possibilities. Zephyr train sold out. Bert Hermeley wanted to relay comments from passengers that events at museum were beyond anyone's expectations. Some passengers had tears in their eyes when they arrived in Portola and saw the engines lined up in greeting. Chris and Deborah Skow donated \$1000 to the FRRS in thanks.

Amtrak run by Central Coast Chapter is planned for 2010 Portola Railroad Days. Amtrak and Union Pacific have approved train for Aug 20-22. Amtrak may have equipment issues as the Del Mar race is going on that weekend. Discussion about logistics of RR Days train.

Report on events at museum and feedback from on board Zephyr train given by R. McClure, S. Habeck and E. Vicknair. Tom Carter thanked the FRRS on behalf of his sister Amanda, who was the conductor on the train, and the Carter family for how well everyone treated the Amtrak crew.

President's Report

· Will be leaving tomorrow for Cheyenne to take care of some items regarding Reed Jackson. Some materials will be donated to FRRS to benefit the Society.
 · Will also be meeting with UP steam manager about museum related issues.

Manager's Report

· Written report submitted
 · September gross revenue \$11,710.02.
 · Donations – An oak desk with an engraved plaque that reads "Feather River Canyon on line Western Pacific Railroad", suspected to be Telegraphers or like desk, has been donated to the Society. FRRS Member David Doty has volunteered to pick up the desk and store it for us until they come back up in the spring. We also received a stove that turned out to be a Passenger car heater. VP Habeck says will be right at home in one of the silver WP passenger cars we have on the inside balloon track.

Nov - Dec 2009 Minutes continue in next issue.

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.

- FRRS Membership -

Yearly Dues

Associate \$25.00
 Active \$50.00
 Family \$80.00
 Sustaining \$150.00

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

Institutional - \$60.00 (annual membership for 501c(3) groups)

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 two votes and include all members of ones immediate family.
Sustaining memberships receive both The Train Sheet and Headlight, have voting rights and are for one person only.
Life memberships receive both The Train Sheet and 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 membership@wplives.org

Mission Statement

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

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.



FROM THE PAST

Western Pacific GP7 705 waits for its next call to duty at the Rio Grande Yard in Salt Lake City, Utah. Some DRGW power keeps the 705 company on the next track over. The 705 survived to the UP merger and went on to work for the Arizona Central and OmniTrax. Today, it is saved at the WPRM. Plans are to restore the 705 to full operation for use in the Run A Locomotive program.

photo courtesy of the Garth Groff Collection

The Train Sheet

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

Change Service Requested

PRSR STD

U.S. Postage

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Permit No. 580

Manhattan, KS

66502



Operations Department members Bil Jackson and George Sousa watch as Josh Hansen brings Western Pacific 608 in for a coupling on caboose 428. The date is November 1, 2009, WP Centennial Day, and the crew is clearing up the yard after the Mini-Zephyr train visit.

- Ken Finnegan photo