



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 116

November/December 2002



- The Train Sheet -

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

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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
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Cover Photo: A smile from Yardmaster Steve Habeck? Yes but only during the Christmas season. During Santa Train decorating work Steve prepares to mount Santa Claus on one of the cabooses. Photo by Gail McClure

Back Cover: From left to right, Wayne Monger, Ted Benson, Derick Sturke and Doug Morgan share a laugh while taking down another crossbuck in Downtown

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/frfs
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

The Wheel Report, A Message From the FRRS President

By Rod McClure

Wintertime is here and things at the Museum are quiet. We have had lots of snow in the last month and have been busy plowing snow and keeping the shop from flooding. The Santa Trains were a big hit with the local community. Big thanks to all who helped out in the not so friendly weather.

In my last report to you, I mentioned the need for us to focus on moving forward and finishing up outstanding projects. Here is an update on some of those issues.

Magnolia Tower: Amtrak is working with us to make the move finally happen with little of no cost to us. We found a way around the red tape and are confident that Maggie will be in Portola soon. We have been in contact with the Contractor who will be doing the work and they are going to do everything possible to help us.

Membership Problems: The outstanding problems with membership cards, renewal notices, and address changes appear to have been resolved. Turnaround time for these are 30 days or less. Thanks to Susan Scarlett and Frank Brehm, and for making this happen.

Security: We purchased the necessary material to fence off the balance of the Museum grounds as well as the Hospital site. Thanks to Eugene Vicknair, we were able to obtain the materials at below cost and we are working on finding a fencing contractor to erect it for us in the spring. This will go a long way to limiting access to our property and our liability. New security lighting is being installed around the Shop and other areas as well.

Fundraising: The support we have received from the

Membership in the first two mailings has been fantastic. We will continue to move forward with expanding our fundraising efforts this year. Any financial donation you can make helps us to expand our preservation efforts of the Western Pacific, and of course, is tax deductible to the fullest extent of the law.

Advertising: We are in need of a volunteer to handle the advertising needs of the FRRS. We need to expand our visibility and refine where we spend our limited dollars. If you feel you have the time and enthusiasm to take on this project, please let me know. You can contact me at: ram794@alpine.net or 775-677-9617.

Plans for 2003 include a new and improved Railfan Photographer's Day, a Volunteer Appreciation Day, and a higher level of participation in Portola Railroad Days. Watch The Train Sheet for updates on these and other activities.

In my alternate capacity as Roadmaster, I have to say that your help will be needed again this year for track work. As we are just about finished with the Balloon Track repairs, it is time to begin building new track. Included in these plans are the completion of Dodgepole Siding, followed by the build out of the Parking Lot Display Track this year. We have the materials—all we need is the muscle. Hank Stiles, CMO, always needs help working on and servicing the fleet, let him know if you can help out. We hope to restore a couple pieces of equipment this year. Steve Habeck, Restoration Manager, has some plans we should see shortly. Lastly, I want to thank Kerry Cochran and the Ops department for a injury/accident free 2002.

Thanks to all of you for supporting YOUR Society!

Santa Train 2002

By Pat Brimmer

HO-HO-HO Well, Santa Train 2002, is over and I think everyone had a great time. As always, this project is a tremendous amount of work, and without many volunteers to fill the gaps, this project would never be successful. On all three Saturdays we had almost a full crew, but in the interest of safety, we had fewer car attendants so that we could have 2 crossing guards at all times. We did the normal pull/push routine, but with the crossing guards on duty, we were able to take the train down to the employee crossing on the east end. Once again, we used the 2873 for power and used the gyalight while we were moving forward and the red MARS light while we were backing up. The gyalight and the MARS light added a lot to the evening festivities and fascinated our visitors.

The first two Saturday nights were clear and cold. We did not have the expected turnout on the first Saturday as the Division of Forestry did not follow through with their commitments regarding advertising, etc. The second Saturday had a very large crowd and we ran until a little after 8:30 pm. The third Saturday was very stormy and the crowd was down to about half of normal. The wind had blown all day (gusts up to 60 mph) and was so strong at one point that our signal standard by the southeast corner of the diesel shop blew over. The base had about 18 inches of cement to hold it in the ground but that was not enough. About 3:00 it started to rain and rained so hard we were at the point of canceling the evening. However, it did let up a little about 5:00 and at 5:15 the first cars rolled through the gates and we decided to go. About 6:00 the rain turned to snow and it snowed at a rate of about 3 inches per hour for the next several hours. The big snowflakes were absolutely beautiful in the illumination of the gyalight.

With the gift shop being moved into the old beanery, it was obvious that we wouldn't have enough room to use the beanery for cookies and drinks as we have in the past. So, we brought in the baggage car and lounge car, hooked them together with the baggage car on the east end and put them on 1 rail inside the house. Then came the major chore of how to get hot water and power to these two cars to keep them warm for our visitors and volunteers. After several hours of studying circuits and several more hours of laying extension cords, installing a small laundry sink with the associated plumbing, and decorating inside both cars, they were finally ready to go. Our visitors entered the baggage car from the east end, picked up their refreshments and then either continued west into the lounge car to sit and relax (and get warm) or stayed in the baggage car. Mr. and Mrs. Santa joined us in the baggage car and talked with lots of little kiddies. There was an immense amount of work that went into the baggage car and lounge car part of the project, but it really came out nicely and as far as I can see, we will continue to use this setup in the future. Hopefully, we will be able to streamline the cabling in the future now that we have done it once. We used 14 out of the 15 available circuits in the shop to provide heat and power to these two cars.

Now comes the hard part: thanking everyone for the fantastic job that they did in every way. It's hard only because I'm afraid that I will miss someone. If I do miss your name, please accept my apologies and know that it wasn't intentional.

First of all in getting things ready, **MANY THANKS** to Edna Ede and several ladies from the local Rebekah lodge, Missy Iverson, Stephanie Sprague, Norm Holmes, Rod and Gail McClure for making sure that we had more than enough refreshments for everyone; to Rod and Gail McClure and their family for cutting down the three beautiful trees and then putting them up and decorating them in the baggage car; to Jim Halliwell for stringing the lights on the cabooses, the fences and coming up with his own design for decorating the UP 737 which was parked by our front gate; to Steve Habeck and Rod McClure for yard switching; to Steve Habeck who came up with a new design for lighting the 2873; to Jim Murphy for asking Mary from the Portola Reporter to come down and do a story on Santa Train; to Matt Parker for writing and distributing a press release in the Reno area about Santa Train; to Ed Powell for making sure that the stoves on the cabooses were in good working order; to Kerry Cochran and Loren Ross for making sure that radio batteries were fully charged each evening; to Loren Ross for watering and starting the locomotive each evening and then draining the locomotive at the end of each evening; and to Rich Lema for installing a music system so that we could listen to Christmas music all evening long.

I must devote a special paragraph to all who were involved in setting up the baggage and lounge cars. Steve Habeck headed up the detail for designing the power layout for both cars. This was not a small task considering we have limited power capability. He was assisted by Eric McClure who laid most of the cords and did the hookups. Eric was our trouble shooter for any electrical problems with these cars each Saturday night. Alan Hirasawa was responsible for running the water to the baggage car each night and then disconnecting the water at the end of the evening. Decorating the baggage car and lounge car also was a very time consuming project. Gail McClure and Stephanie Sprague headed up this part of the project and were assisted by Aaron McClure, Eric McClure, Sara Eidman, Bryan Sprague, Steven Sprague, and Jonathan Sprague, Charlie and Ellen Spikes, Mary Habeck, Kathy Habeck, and Caitlin DeMartile. As you can see, this was a major undertaking. Being in Salt Lake City while all of this was going on, I could only conjure up pictures in my head of what was happening and what it would all look like when it was finished. Well, I can say only one thing about the baggage car and lounge car setup - - It was beyond my wildest imagination. When I first stepped into the baggage car, I just stood there in disbelief. It was absolutely **AWESOME!!!** And, for the first time, our volunteer servers were warm all night long.

On the days of the Santa Train, **MANY THANKS** to Gail McClure, Stephanie and Bryan Sprague, Jan Zygnier and Linda Brimmer for helping serve goodies in the baggage car; to Alan Hirasawa for starting the caboose stoves each night that Ed Powell was not there, getting the generator secured on the outside deck of the MoP each evening, stowing the generator inside the MoP after each Santa Train finished, as well as general trouble shooting each night and doing a little bit of everything wherever he was needed; to Ken Roller for being the Chief Model Railroad engineer; to Rod McClure for having hot pizza arrive at just the right time for the cold and tired train crew and other volunteers and for being there each night of Santa Train to do whatever need-

Santa Train 2002

ed to be done; to Jan Breitwieser for bringing down a great Mexican dinner for the train crew on 12/7/02; to Norm Holmes for bringing down a huge pot of chili beans for the train crew on 12/14/02; to Jan Breitwieser for making sure the gift shop was ready for our visitors each evening; to Kay Giles (11/30 and 12/14) and Debra Reynolds (12/07) for working in the gift shop; and to the **GREAT** Operations crew that worked out in the cold for 3 – 4 hours each evening. And especially the crew on 12/14/02 who really had to put up with very nasty, wet and cold weather. The Operations crew consisted of Kerry Cochran (2), Don Borden (2), Jack Palmer (1), Charlie Spikes (1), Matt Parker (1), Tom Andrews (1), Jim Halliwell (1), Scott Franklin and his son Scotty (1), Dave Kantoff (3), Ed Wagner (1), Steve Habeck (1), Norm Holmes (1), David Whitney (2), Ed Powell (1), Chris Jozwiak (1), Loren Ross (3), Jack Zygnier (2), Eugene Vicknair (1), Bob Carr (1), Lew Barnard (2) and Pat Brimmer (2). The numbers in parentheses indicates the number of nights each person worked on the Santa Train.

A very special thanks to Charlie Walls who was on leave after completing Marine Boot Camp, for helping out wherever needed. He was especially helpful acting as our security agent each evening. And, we did have a few people that he escorted off the property.

Due to the heavy snow in Portola beginning on 12/14/02, none of the cleanup has taken place as of 12/29/02. Jim Halliwell has volunteered to manage a work crew to remove all lights from the Santa Train, the fence and the UP 737. He is going to be marking each string of cabooses lights with a starting point so that next year when we string the lights, we know exactly where to start the string on each caboose. He will be contacting people to help when the weather clears up. Rod and Gail McClure and Stephanie and Bryan Sprague will take care of cleaning up the baggage and lounge cars. Steve Habeck will take care of disconnecting all of the electrical connections to the baggage and lounge cars.

I just got an email from Steve Habeck, 01/01/03, indicating that the snow is still knee deep at the museum. However, the baggage car and lounge car are now cleaned out and ready to move. Many thanks to Rod McClure, Gail McClure, Aaron McClure, Eric McClure, Chuck Walls, Steve Habeck and Alan Hirasawa for their help in getting these cars ready to move. Total time to prepare the cars for movement was about 4 hours. As you can see, projects like this take a lot of time to set up and a lot of time to take down.

In closing, I want to say how much fun it was coordinating this project for the second year in a row. But, it was fun only because of all of the people who volunteered to do so many things and then did them in a very special way. Thank you, Thank you, Thank you.

I hope all of you have a wonderful Holiday Season and a Wonderful New Year.

IF EVERYONE DOES A LITTLE, THEN NO ONE HAS TO DO A LOT.

Zephyr Project Update

By Eugene Vicknair

WINDOWS!

The long and frustrating struggle to find a window maker willing to tackle the difficult teardrop windows in the Silver Hostel's dome is over. We now have engineering drawings and a quote in hand for every window and window frame in the car. The supplier has even offered to send one of their design engineers to Portola to survey the car and make drawings directly from it. All windows will be glass using the original CZ spec Solex Green tint and will meet FRA specifications for road service. We will be working very closely with the manufacturer to ensure top quality at every step. That is, when we actually clear the last hurdle to finally reglazing the car.

That hurdle is MONEY. In order to acquire the windows and complete the needed work in the dome before they can be installed, we need to raise at least another \$45,000. This will allow us to reinsulate and repaint the dome interior, reupholster and reinstall the seats, rewire the dome and rebuild the lighting and, finally, reinstall all the glass in the car, both dome and lower level. We also plan to have the replica nameboards and replacement side skirts completed at the same time and have much corrective work done to the carbody. When done, the Silver Hostel will be weather-tight for the first time in probably 15 years and will have a restored dome section and exterior. But it all hinges on the funding.

To help, we are starting a new fundraising push anchored by a new website for the project. At www.zephyrproject.com, you will be able to find news and information about the Zephyr Project, the Silver Hostel and the 805-A. Visitors will also be able to donate money, "buy" a dome window and visit the new Zephyr Project On-Line Store. The ZP store can also be reached directly at www.cafepress.com/zephyrproject. There you will find great items like T-shirts, sweatshirts, mugs, hats and other items featuring the CZ logo, the Zephyr Project logo, the Silver Hostel and the images of the three operators of the CZ.

Or we still accept donations by mail! Clip out the Zephyr Project donation slip in this issue and send it to the address indicated.

We have also acquired some other needed items lately, including several more lights for the hallway. And we believe we have located lights for the bedroom and many of the parts for the restrooms. We are investigating those currently and being assisted with parts donated by a California car rebuilder.

Special thanks to Wayne Yetter for his assistance in finding our window maker and for helping with some hard to find parts.

CMO Report

By Hank Stiles

Its been a while since my last report, and for that I apologize. I was lucky enough to have had some renters that did more damage than I could believe and that has kept me very busy this last summer. The good news is that it is almost done.

As it should be at this time of year things at the museum are in a state of slumber. This time of the year you can't do much,

CMO Report

just shovel snow and try to stay warm. In a few short months it will be time once again to start gearing up for the spring season, my favorite time of the year.

This year we hope to start working on the WP 921-D. This engine is one of the favorite locomotives in our locomotive rental fleet. We have used this engine in, I will bet hundreds of locomotive rentals with that and the three million or so miles that the Western Pacific put on it contributed to its present condition. It was painted before the Union Pacific donated it to the museum almost twenty years ago. Can you believe it has been almost twenty years since we started the museum? That is about the life expectancy of a paint job when it is exposed to the elements such as it is in Portola. The locomotive needs painting and body repair for the most part although some mechanical work is needed also.

Locomotive Maintenance Clinics (L M C) will start the first Saturday in April and the first Saturday and Sunday through the month of October. Please do the museum a favor and plan to come up for one or more of those weekends. We have a great time and we perform a service for the museum that helps preserve what was the Western Pacific. There is little cost involved as we have facilities to support our membership, sleeping car, shower car, lounge area and cooking facilities. Everything you would need or want. (Bring your latest videotapes to share) If only one percent of the membership came to the clinics we would have nine or ten people, think of all that would be accomplished.

See you in Portola!!!

Tidewater Southern Crossbucks Preserved by the FRRS

By Eugene Vicknair

On November 23, 2002, the ad-hoc FRRS Crossbuck Liberation Team occurred on the streets of Modesto. Reporting for duty were Wayne Monger, Derick Sturke, Ted Benson and Eugene Vicknair, joined by Doug Morgan who also drove the flatbed truck.

The team converged on the new Old Mill Café (the place ANY good day along the Tidewater Southern should begin) and made plans over hearty plates of hot breakfast. After many stories and much coffee, we embarked for our first target: the corner of 9th and B Street.

This crossbuck proved to be an early replacement, but was dutifully removed and tucked onto the waiting flatbed while scores of motorists rolled by giving quizzical glances. Onward to C Street and 10th where a lovely original buck awaited. With much grunting and groaning, she came free from the soil and was wrestled into the truck.

The next three were classic, original TS bucks that had stood guard since wire graced 9th Street. These were set in concrete and required cutting free from the ground. As the base of the crossbucks were cut through with a battery-powered Sawzall, the smell of cutting aged redwood provided a welcome break from the dust and exhaust fumes of central Modesto. At L Street, Ted Benson took time out to capture an image of the rest of us reenacting the flag raising at Iwo Jima in reverse with a no-armed buck. To the amusement of our team, the sight of 5 guys wielding powered cutting equipment and plucking big wooden posts

Tidewater Southern Crossbucks Preserved

from the pavement caused nary an eyebrow to raise among the passers-by.

The final acquisition was located at Princeton Avenue, site of the old TS siding of Aurora. Ted Benson even found a Road Closed sign the TS had made out of an old station sign and planted at their one-time access road. At this point, a concerned citizen appeared to quiz us on our business. He was informed we were preserving the Tidewater Southern and official documents were offered for his inspection. He kindly declined, stating that, with all the weirdness in the world, he wouldn't be surprised that grown men would go around rescuing old railroad signs!

With the Princeton buck removed and secured, the total for the day was 5 originals, 1 early replacement and 1 road closed sign. Doug Morgan made good time back to Portola and the bucks are now safely stored in a boxcar awaiting resurrection, restoration and display.

Thank you to everyone who helped out, to the Union Pacific for its generous donation and assistance and to Eric Stephens for the loan of his cordless Sawzall. Hopefully, before too long, these crossbucks will once again see the light of day and trains rolling past under their watchful protection.

Rare Western Pacific Construction Car Preserved by FRRS

By Eugene Vicknair

On November 13, 2002, an extremely rare artifact from the construction days of the Western Pacific Railway arrived at its new home. Acquired by the FRRS in 2000, the car had been stored in Oroville, California until its final movement to the museum.

Located by FRRS member David Dewey, the car had been used as a small cottage in Oroville. When Mr. Dewey noticed it bore Western Pacific markings, a hunt began to determine what the car was. Research of photographic evidence in the FRRS and other archives by Eugene Vicknair confirmed that it (or at least visually identical cars) was used during the construction of the WP from 1903 to 1909.

The car appears to have been what is known as a camp or outfit car, used to house the workers as they built the line. It is unknown how many were used by or who built them, but it is likely they were converted from older cars, probably from the Denver and Rio Grande, which financed the construction of the WP. In early 2000, the FRRS Board approved its acquisition and negotiations with the owner were successful.

No restoration plans are currently in place, however the car is being weather protected and more research is occurring to determine an appropriate plan for its conservation. Special thanks go to FRRS member Doug Morgan, who conducted the negotiations that led to its purchase and donated time to aid in loading and moving the car, and to Bob Hayes and John Martin of Martin Crane who provided storage of the car in Oroville and movement to the PRM.

In addition to acting as pilot for the move, Doug Morgan also negotiated the transport and loading of the car. Meg Evans also helped pilot the movement of the car up the Feather River Canyon to its new home. Thanks to all who helped.

EMC SW1

Western Pacific 501-503



By Frank Brehm

With a powerful two-cycle engine in the form of a 6-cylinder V-type configuration, the SW-1 was one of EMD's first mass produced locomotives. When purchased in 1939 Western Pacific specified a welded frame, hence the SW designation. Produced along with the SC type switchers with a cast frame the 44'-5" length would be the switcher standard until 1966. Producing 600 horsepower, the small V-6 did not fill the full length of the frame leaving room for a large sand box in front of the radiator. The exhaust stacks of these early switchers were not on the centerline of the locomotive but offset to the left. Operating at 800 RPM each engine cylinder had a bore and stroke of 8½x10" and a displacement of 567 cubic inches.

It was a habit of the builders to send new locomotives to the railroads for evaluation and testing in the hope of generating interest and purchases. When SW1 demonstrator 906 found its way to the Western Pacific for a month of trials company officials were impressed enough to order three including the 906. A lettering design was agreed on for the new switchers and two enameled medallions were sent to EMC for installation on the 502 for its official portrait by the builders' photographer. Shortly before delivery of the 502 and 503 the 906 was renumbered 501 and was lettered Western Pacific like its' two brethren. This basic black

and aluminum color scheme would last until the 1950s when the orange and silver became popular and soon adorned most of the motive power fleet.

With all gauges and controls on the left side of the cab shortly after delivery it was discovered that the fireman had relatively nothing to do except gaze out the window checking signals and switch alignment. One of the first modifications was therefore the branching of the pipe and installation of a bell ringer control on the right side of the cab for use by the fireman. Delivered with D-7A traction motors and D-4 main generators the 62:15 gearing was the standard for all freight equipment on the railroad. To assist with airflow through the radiator two cooling fans were placed behind the manually controlled shutters, which were behind the radiator. Speed of the fans was proportional to the speed of the engine. In 1954 EMD redesigned all of its switchers by incorporating the new 567C diesel engine and the V-6 600 horsepower SW600 replaced the SW1.

After finding Stockton too busy and the other yards too hilly the units settled down and spent most of their carrier in Sacramento and the Bay Area. In 1965, the diminutive units found themselves being transferred to the Sacramento Northern as numbers 401-403.

The 501 is now preserved at Portola.

THE ZEPHYR PROJECT

an ongoing program of the Feather River Rail Society

Your support can help us bring these historic items back to life. This special fundraising campaign has been created to return the California Zephyr to life. The current goal is the complete restoration of the "Silver Hostel" dome car and its famous Cable Car Lounge to the original splendor of the CZ, and to complete mechanical and cosmetic restoration of the 805A, allowing it to proudly return to its rightful place leading Zephyr cars.

As part of this campaign, special Zephyr Project items are being offered for various donation levels:

- \$25 donation... Zephyr Project window sticker
 - \$50 donation... Zephyr Project button
 - \$100 donation... Zephyr Project "100 Club" hat
 - \$200 donation... Zephyr Project "200 Club" shirt
 - \$500 donation... Framed Cable Car Lounge menu cover and ZP Certificate
 - \$2000 donation... Life Membership* and a special "CZ Millennium Member" membership card and certificate
* valued at up to \$1200.00
- Donations at the \$500 and \$2000 level also aid endowment funds for both the Zephyr Project and the Portola Railroad Museum.
- "Buy"-A-Window... Dinner Train Trip for 2 and recognition of their window in the "Silver Hostel"



The dream of bring the CZ home to Portola has been going strong since the day the museum opened its doors for the first time. Now, that time is here! Right now, we are working to purchase the windows needed for the "Silver Hostel" and complete the dome restoration. We are seeking regular donations and still have the "Buy"-A-Window program in effect.

Reports are published in the Train Sheet so members can track the progress to the goal of fully restoring these important items of WP history. Historical information on the "Silver Hostel" and the 805A can be found within upcoming issues of the Headlight and the Train Sheet. Information can also be found on the new Zephyr Project website: www.ZephyrProject.com.

Please fill out and the donation form on the back. All donations are tax deductible and receipts are available upon request. For any questions, comments, information, or assistance offers, please contact:

Eugene Vicknair phone: 408.248.4039 e-mail: eugene@zephyrproject.com
Eric Stephens phone: 408.420.6556 e-mail: eric@zephyrproject.com

THE CALIFORNIA ZEPHYR LIVES IN PORTOLA!

YES!

I want to support the **ZEPHYR PROJECT!**

\$25 donation

Some companies offer matching donations for charitable contributions!

\$50 donation

Ask your employer if they match donations.

\$100 donation

\$200 donation shirt: S M L XL XXL XXXL

\$500 donation \$100 goes to Zephyr Endowment Fund

\$2000 CZ Life Member donation

up to \$1200 goes to the Life Member Endowment Fund
\$300 goes to the Zephyr Endowment Fund

Buy-A-Window

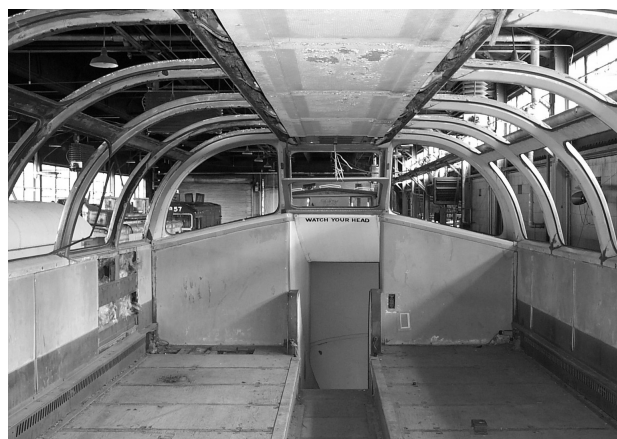
circle amount: \$1500-dome \$2500-2 domes \$3500-teardrop

Send me a receipt

Please send all CZ donations to:
The Zephyr Project
P.O. Box 608
Portola, CA 96122-0608



The 805A as it appears today in Portola.



An early view of the "Silver Hostel" dome area, restoration work is continuing and nearing completion.

NAME

ADDRESS

CITY

STATE

ZIP

E-MAIL

PHONE

Credit Card donations and pledges also accepted!

CARD NUMBER

EXP

I will pledge \$ _____ a month for _____ months or 1 time donation of \$ _____

SIGNATURE

Domes were the icons of the California Zephyr.



ISSUE

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Welcome New Members

A warm welcome to our newest members of the Feather River Rail Society.

Active:

Ron Perisho, Ed Hannan, Richard Whaley, John F. Zehner, Sr., Dale Darney, Marshall D. Hall, Sandy Coots, Alan Campbell, Lincoln Bingaman, Jeremy A. Levish, Mike Ingram, Randal A. Walther, Mike Anderson, B. J. Pearson, Bruce Kuebler, David Wiezer, Mike Backstrom, Michael Hand, Anne-Marie Weber, Stephen Perrando, Benjamin Brandon, Steven Trout, George Brancacio.

Associate:

James Randolph, Robert J. Miller, Kent Long.

Family:

Mike Barnes & family, Ken Meyer, Jim & Denny Hoelter, David & Vicki Epling, Mike Kramarenko, Vern Lund, Glenn & Karen Stephenson, Keith Smith, Bill Candlish, Doug & Norma Jane Clark, Andy & Sara Verdin, M. A. Skip Marquard, Chris Codding & John Ricca.

Family Life:

Jan & George Breitwieser.

Historical:

Robert Mcnamara, Bill Pyper, Richard Ray, Jerry Larsen, Thomas Sellars, John Allen, Walter Freedman, Bill Chapple, Robert Rizzie, Cliff Robnett, M. L. Flannagan, Jr.

Life:

Dan J. Smith.

Sustaining:

Lau Haaning & Kaleta Brown.

Summary of Recent Board Meetings

November 2002 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 02-11-01

Minutes – Approval of the minutes of the regular meeting held October 5, 2002.

Remove Financial Reports and Saltair 44-ton locomotives from the consent calendar, and accept the minutes as presented. Forwarded by Director Vicknair, seconded by Director Brehm. Motion carried.

Motions

Motion 02-11-02.. Camp Car Movement

Motion to authorize a budget and spending authority in the amount of \$2,000 from budget line item 51015 – Equipment Transportation, to provide for the movement of the WP Camp Car to Portola. Motion made by Director Vicknair, seconded by Director Stiles. Motion carried.

Motion 02-11-03.. Historical Membership Status

Motion that upon notice of renewal sent to Historical Members, notification will be given that acceptance of Historical memberships and renewals are closed, and those members will be given the opportunity to renew under the current terms of membership. Motion forwarded by Director Anderson, seconded by Director Vicknair. Motion carried.

Motion 02-11-04.. Revise Membership Dues Structure

Motion to accept recommended change to dues structure, to become effective March 1, 2003. Motion made by Director Stiles, seconded by Director Anderson. Motion carried.

Accepted dues structure:

Associate	\$ 20.00 per year (\$ 35.00 foreign)
Active	\$ 40.00 per year (\$ 55.00 foreign)
Family	\$ 60.00 per year (\$ 75.00 foreign)
Sustaining	\$100.00 per year (\$115.00 foreign)

Life memberships

Single life

Birth-17 years of age \$1,200.00 (5 payments of \$280.00)

Recent Donations

We would like to thank the following people for their generous donations to the Feather River Rail Society. Your generosity is greatly appreciated.

Josiah F. Jenkins has made a generous donation to the GP-9 and SD-9 funds. These will help with the planned restoration and painting of these locomotives.

Leonard Jane has donated a CZ conductors uniform which his father used while in service with the Western Pacific as well as some of his time books and other memorabilia related to

the California Zephyr.

We have received a donation from Jennifer Candliffe, aka Candy Kids. It seems a local merchant nominated the society to receive proceeds from a candy machine placed at the business location. Although we do not know the merchant who nominated us or the location we urge all members to support the local businesses while visiting Portola.

Summary of Recent Board Meetings

Age 18-39 \$ 900.00 (5 payments of \$220.00)
Age 40-61 \$ 600.00 (5 payments of \$160.00)
Age 62 and above \$ 300.00 (5 payments of \$100.00)

Family Life (Age of youngest child)
Birth-17 years of age \$1,800.00 (5 payments of \$420.00)
Age 18-39 \$1,350.00 (5 payments of \$330.00)
Age 40-61 \$ 900.00 (5 payments of \$240.00)
Age 62 and above \$ 450.00 (5 payments of \$150.00)

These changes will become effective on March 1, 2003.

Motion 02-11-05.. Federal/State Surplus Procurement Program
Motion to accept resolution in support of re-entry to the Federal/State Surplus Procurement Program as required as a condition of participation in the program. Motion made by Director Vicknair, seconded by Director Stiles. Motion carried.

Closed Session

President McClure reported that two personnel issues were addressed during this session, with one being tabled until the next meeting due to time limits on the meeting facility.

Items Postponed, Held Over or Continued

Hap Mani Equipment
Security Issues
Lease of Quincy 3

December 2002 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 02-12-01

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

Financial Reports – Approval of the Financial Reports

Motions

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

Motion 02-12-02.. Quincy 3 Lease
Motion to table issue until next meeting. Forwarded by Director Cochran, seconded by Director Anderson. Directors Anderson, Breitwieser, Cochran and Holmes voted in favor. Directors Brehm, McClure, Stiles and Vicknair voted against. Motion failed.

Motion 02-12-03.. Quincy 3 Lease
Motion to direct President McClure to continue to attempt to reach Bob Gray/V&T Railroad and determine his intentions regarding the 44-tonner and 80-tonner contracts and table all other issues associated with respect to previous discussion until next meeting. Forwarded by Director Vicknair, seconded by Director McClure. All Directors present voted in favor – Motion carried.

Closed Session

President McClure reported the following in regard to closed session held 1:13-1:55 p.m.:

A personnel issue was referred to committee, no action taken.

A legal status update was provided regarding on-going legal issues.

Items Postponed, Held Over or Continued

Hap Mani Materials
Security Issues
Point of Sale System

respectfully submitted by Eugene Vicknair, secretary

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.

Upcoming Events

February (Grounds Clean-up)

1 Board Meeting, 1 p.m. *Sacramento, CA*

March

1 Museum Open to Public, Board Meeting, 1 p.m.

8 Winterail, *Stockton, CA*

29-30 Work Weekend

April

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

11, 12 WPRRHS Convention, *Oakland, CA*

26-27 Work Weekend



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

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