



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 124

March/April 2004



- The Train Sheet -

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

Editor – Frank Brehm (916) 729-1545 or
email at trainsheet@wplives.com

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

*Contents Copyright © 2004 Feather River Rail
Society, All Rights Reserved.*

- Portola Railroad Museum -

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

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

The museum grounds are open to the public from 10:00 a.m. until 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	firsvp@comcast.net
Kerry Cochran	Director	kc6knt@covad.net
Steve Habeck	Director	chooch@psln.com
Norman Holmes	Director	mywpr@compuserve.com
Gail McClure	Director	1badfrog@charter.net
Hank Stiles	Director	flatiron@calweb.com
Eugene Vicknair	Secretary - Director	tsry@aol.com

Issue No. 124
Published May 2004

A Message from the President FRRS	3
Pedestrian Walkways	4
Museum Manager Report	5
Museum Daily Log	5
FRRS Altamont Jazz Train	7
WP Portola Hosital	12
Summary of Recent Board Meetings	14
Upcoming Events	15

Cover Photo: The first phase of the new caboose loading area has been poured and looks great.
- Frank Brehm

Back Cover: The front of the shop now has a new cement walkway which really makes a difference for our visitors.
- 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

There is lots of breaking news for you this issue starting with the sale of the SP 1215 0-6-0. The Board of Directors approved the sale of the SP 1215 to the California Trolley and Rail Corporation in Santa Clara, CA. The locomotive was purchased by the FRRS from Kings County in California and moved from the park it was in to Portola some years ago. The A&D Committee recommended to the Board that as this piece of equipment did not fit the FRRS mission and it was agreed that a new, more appropriate home be found for her. We began negotiations with CTCR and worked out a deal acceptable to both organizations. It was agreed that the SP 1215 would be going to a good home with plans to restore her to operation and that she would be back on "home" rails in the Santa Clara area (CTCR has photographs of her working in and around San Jose).

We have a SP 1215 restricted fund that consists of donations specifically for this locomotive. We have been in contact with most of the donors to this fund and they have approved to allow us to transfer their donations to a new restricted fund titled Steam Program. Some of the donors are not members and we have no address for them, but if you believe you donated to the SP 1215 fund and have not been contacted by us privately please send me an email or give me a call.

The next item pertains to several donations from our good friends at Sierra Pacific Industries (SPI). As you may or may not know, SPI has been a great supporter of the FRRS over the

years. They have donated two locomotives to us, the Quincy 3 (a GE 44 tonner purchased new by Quincy), and the Quincy 4 (ex-WP 504, an ALCO S-1). Along with the locomotives, they have donated lumber to us for many of our projects around the museum as well as spare parts for these locomotives. FRRS members Doug Morgan, Director Andy Anderson and the talented crew from SPI deserve special thanks for all their assistance in loading and preparing Quincy 4 for transport.

Sierra Pacific Industries has also donated the former SP 1100 to the FRRS. The 1100 has performed service for SPI at its Susanville, CA mill for many years and with the mill's closing, the 1100 has become surplus. This locomotive is one of the only remaining EMD TR-6 locomotive in its original condition and is the "cow" of a cow-calf set that the SP and other roads purchased for heavy transfer and switching duties. It is in fantastic shape and was recently overhauled. It is on friction bearing trucks and will have to be moved to Portola on our flat car once the Quincy 4 has been unloaded.

At this point the future of the SP 1100 remains undecided, however, it will probably be used in the RAL program allowing a much needed break to effect repairs to the WP 608 and the WP 512. Again, special thanks goes to Director Andy Anderson for his invaluable work regarding this donation and Doug Morgan for his assistance with contractual issues. Of course, none of this would have been possible without the generosity of Sierra Pacific Industries and Chuck Bishop, SPI's Manager of Railroad Operations.

Our next bit of big news is the completion of new ADA compliant walkways and a caboose-loading platform. A generous donation last year from member Ed Wagner in memory of his brother, Joe, provided the major funding required to replace walkways at the main public entrance of the Museum and allowed about half of the caboose train loading area on 3 Rail to be completed. Facilities Manager and Director Eugene Vicknair has spent a huge amount of time working on this project and his commitment to the FRRS shows when you take a look at the new walkways and loading platform. I will save the details for Eugene's article on this, but you won't be able to miss it the next time you are at the Museum. We are still in need of funding to complete this project but we have made a huge stride in making our Museum a better place for our visitors and members. Special recognition and thanks go to Ed Wagner for his donation and to Eugene Vicknair for his vision, project management and hard work!

So many things are happening around the Museum right now it is hard to keep up. Museum Manager John Walker has been keeping track of this work will be reporting to you, the members, on what is being done. We have lots of projects that we need your help in doing, both big and small, so if you are able to come up and volunteer some of your time, please let John know and he will be glad to direct you. Monetary donations are appreciated as well!

The annual WPRRHS convention was held in Reno, NV last month and was a great success!!! For those of you who could not attend, you missed a great show thanks to the efforts of convention chairman Frank Beavers. I don't have the final numbers yet, but I believe that this has been the best and biggest attended convention we have had. Everyone I had the chance to talk to enjoyed the clinics and shows. The highlight of the well attended dinner was a presentation by Kathy von Ibsch on the CZ Zephyrettes, of which she was one of the last. In concert with the convention, Trains Unlimited Tours ran its "Return of the California Zephyr" train from Oakland to Sparks and return with a couple of short half day trips. This was quite popular and the train looked full each time I saw it arrive and depart from Sparks yard. On behalf of the Board and I, a very big "Thank You" goes out to Frank Beavers for all his hard work on the convention, Steve Hayes for his help and for being a great emcee at the banquet, Thom Anderson for his work as the WPRRHS department head, Chris Skow for his fantastic "Return of the California Zephyr" excursion train and all the people who attended the convention making it a great success.

Along with the excursion train, the FRRS supplied four of our WP locomotives and two cabooses for display at the UP Sparks Yard during the duration of the convention. WP 707 and WP 2001 provided the power to bring the WP 925-C and the WP 805-A from Portola to Sparks via Winnemucca. Director Steve Habeck, member Cliff Cox and I (all UP employees) brought the equipment over and displayed it for many to view and take pictures of. As I have previously mentioned, Dave McClain and his crew have brought the 805-A back to operating status and was quietly rumbling away while on display and occasionally showing off it's newly operating Mars headlight. She still has a few problems but we should see them repaired and can look forward to being able to use her this year. I hope to have a detailed article

for the next Train Sheet documenting the adventure of bringing our equipment to Sparks (along with pictures), and I believe that we will have a complete report on the Convention along with an article on the Trains Unlimited excursion.

Lastly, I want to thank those of you who have contacted me with your comments, both good and bad, regarding what we have been doing at the Museum. Your feedback lets us know if we are properly guiding the direction of the organization and how the history of the WP is presented to future generations. If you have any questions or comments, positive or negative, please e-mail or write me. This is going to be a busy summer for all of us. If you can volunteer some time, contact us at the Museum and let us know when you can come up. We always need volunteers! We always need donations of money!

Until next issue, WP LIVES !

Pedestrian Walkways - Phase 1

By Eugene Vicknair

The contractors completed pouring the first phase of permanent walkway at the museum on Tuesday, April 27. This first section covers the east end of the Diesel Shop and 84 linear feet along the south side. This work was made possible by a donation from former director and longtime member Ed Wagner in memory of his brother. As part of this work, the FRRS will also be receiving a wheelchair lift. Thanks to Ed's generosity and those of previous donors to the wheelchair lift fund, the Diesel Shop will for the first time be accessible.

Those of you who remember the cracked and misaligned concrete that used to mark the museum entrance will be surprised. Brand new rail gaskets now buffer the tracks with concrete between the rails on the 1 and 2 rails heading out of the shop. Also, the south side section, where we load the caboose train, has now been raised 2-1/2" above the rail height, making for a much easier step into the railcars.

The completed section was opened for pedestrian traffic on Friday April 30 and will be fully open by the beginning of operating season.

However, we are not done! We need donations to allow completion of the walkways down to the west end and across its face and across the tracks to the parking lot, as well as allowing the installation of benches, fixed trash bins and drinking fountains in the Train Loading Gallery, as well as landscaping and new, railroad related displays of signals, switches and trackwork. Total cost for this work is estimated at around \$10,000 for the section to the parking lot, \$20,000 for the rest of the Loading Gallery and the west end apron and \$12,000 for the displays, benches, fountains and other amenities.

There was a lot more work required than anticipated. Through no fault of anyone, a lot of the prep work for the walkways went undone until after the WPRRHS convention. The available group was just too busy with prepping for the convention, running the museum and general pesky things like family life and work.

The work took some interesting twists, the most significant being the uncovering of part of the old Roundhouse floor and Turntable pit. These were documented before being covered

again.

With help from Frank Brehm I got all the underground utilities materials (we added future use conduit, water piping and drainage lines) and drove them to the museum. I spent Monday trenching with help from John Walker and some contributions from Doug Morgan and a UP employee on layover whose name escapes me. Ken Iverson was kind enough to shift some cabooses for me and Steve Habeck and Rod McClure reworked their switching list after they returned the equipment from Sparks to accommodate the concrete contractors.

The biggest issue was the need to change 8 ties and pinch up about 14 more along the east end of the Diesel Shop to allow installation of some custom walkway rail guides. With a lot of help from John Walker, Jason Krois, Doug Morgan, and non-member David Barr, (and some backhoe work from Jack Thompson) and with guidance and assistance from Rod and Steve we got the tracks dug out, ties changed and the flangeway guides installed.

Also thanks to the crew from Van Kol Concrete who did a lot of extra work to help me get this done and for doing a great job on the walkways, and to Mark Mattola and the crew at Omega Industries who came up with the custom flangeway guides and gave us a great deal.

And thanks, once again, to Ed Wagner who made it all possible.

Museum Manager Report

By John Walker

The 2004-operating season is well underway!

For those of you who have not yet made it up to Portola this year, there have been many changes here at the railroad museum.

1) Security: Thanks to your efforts, the FRRS has acquired over five million dollars worth of equipment, archives and tools over the last twenty years. The security of our property is paramount. We have worked very hard to get all of this stuff and we now have to be very vigilant in keeping it safe from theft, vandalism and harm.

The museum is open 10-5 daily. For those of you who have keys to doors and gates, it is very important that you secure these doors and gates before 10 am and after 5 pm. Do not assume that someone else will do it for you. Please do not assume that it is okay to just leave things open. The general public will enter into any area that is not physically blocked or is left open. For their safety and the safety of our property, please keep doors and gates closed and locked when not in active use. Please notify a supervisor, director or the museum manager if something needs to be locked up or if you need access. If your coming up to the museum at some odd hour, give the museum a call at 530-832-4131 to arrange for access.

2) The old Operating Department Office is now a private office. The people who work in these offices have important jobs here at the museum and are entrusted with a lot of responsibility. Important papers and records are kept in this office. We respectfully ask you to stay out of this office unless you have business

there.

A new volunteer lounge is being constructed in the old "Silver Debris" outfit car. The FRRS has spent a lot of money and time to provide volunteers with a relaxing place to kick back and relax. When completed, the car will have an entertainment center, computer and a kitchen area for your enjoyment. You are welcome to kick back and relax in this car during breaks and after hours.

In the meantime, the Conference Room (old gift shop) has been set up with a color TV, VCR and DVD player. The microwave, coffee pot and crew refrigerator have also been moved into this room. Please use this room for breaks, meetings and to relax in the evening until the new volunteer lounge is completed.

3) Parking: With the startup of the operating season, we will begin enforcing the NO PARKING RULE on the north side of the building. We are required by law to keep this area clear for use as a fire lane. Please do not park in this area unless you are actively in the process of loading or unloading. Volunteers are asked to park in the parking lot or on the east end of the building near the Reefer cars. The paved area at the end of the dock is reserved for handicapped parking.

4) Your suggestions for safety or productivity improvements are essential to improving the museum and ensuring the safety of our volunteers and visitors. Please feel free to contact the museum manager, department heads and directors with your suggestions and observations.

Thank you for your valuable contribution to the FRRS. We genuinely appreciate your service and your cooperation. I think we are primed for an excellent year here at the Portola Railroad Museum. We look forward to seeing you soon.

Museum Log March/April

3.01.04 Snowing. Eugene Vicknair, Eric Stephens, Dave Epling and John Walker worked on Volunteer Lounge Car.

3.02.04 John Walker Cleaned Meeting Room. Jim Eroh worked on computers.

3.03.04 COLD! Three visiting engineers from Switzerland. Doug Morgan worked on Op's Office. John Walker cleaned Meeting Room, Jim Eroh worked on computers.

3.04.04 John Walker worked on Supply Room and assembled new work cart. Dave McClain, Dwight Whetstone, John Ryczkowski worked on WP 805A. Jim Eroh worked on computers.

3.05.04 SP 2873 returned from duty on Quincy Railroad. Steve Habeck, Rod McClure and Doug Morgan moved it back into the museum along with donated UP tank car. Doug Morgan worked on Op's office, Rod McClure worked on ATSF 999414. Steve Habeck worked on putting away Christmas lights.

3.06.04 Museum Reopens with 3-6 inches of old snow on the ground. First day the temperature has reached 40 degrees in nearly 3 months. Sure felt good!. Eugene Vicknair, Tom and Tim Carter, Dave Epling worked on Volunteer Lounge Car. Hank Stiles and Rick Edwards worked on SP

Continued on Page 11

2873. Dave McClain, Dwight Whetstone, Ed Powell, and Larry Hanlon worked on WP 805A. Linda and Britney Knudson worked in gift shop. Jack Thomas worked in shop. John Walker cleaned up our entry way into the building. Andy Anderson delivered some locomotive parts donated by Quincy Railroad. Board meeting in meeting room. Alan Turner and Chris Skow attended.

3.07.04 Eugene Vicknair, Tom and Tim Carter, Dave Epling, Gail McClure worked on Volunteer Lounge car. Ken Roller emptied garbage. Hank Stiles, Rick Edwards, got WP 925C running and switched engines around for inspections. Ed Powell, Dave McClain, Larry Hanlon and Dwight Whetstone worked on WP 805A. Frank Brehm, Eric and Rod McClure worked on truck crane to help remove oil cooler from WP 805A and swap it with WP 708. Steve Habeck helped with crane worked and service batteries. Good work weekend for the opening of the museum!

3.08.04 Hank Stiles, Doug Morgan, Rick Edwards worked on WP 608 and WP 805A. R. McClure worked on AT&SF caboose 999414. Steve Habeck worked on batteries. John Walker worked on general cleanup of shop area. Dave Anderson cleaned up and hauled away debris from volunteer Lounge Car.

3.09.04 Rick Edwards and Hank Stiles continued working on WP 608. Steve Habeck worked on batteries. Norman Holmes worked on volunteer Lounge Car. Howard Hanson welded on AT&SF Caboose 999414. Doug Morgan and John Walker worked on broken Fire hydrant at the hospital.

3.10.04 Doug Morgan and Jack Thompson worked on broken fire hydrant. John Walker packed up gift shop for Winterail. Steve Habeck and Jason Krois switched locomotives around to test and service batteries.

03.11.04 Dave McClain, Larry Hanlon, Dwight Whetstone worked on WP 805A. Doug Morgan and Jack Thompson finished repairs to broken fire hydrant with help from city water department. Special thanks to these guys for taking care of this emergency.

3.12-14.04 Linda and Brittany Knudson and Julie Anderson worked in the gift shop. Jack Thompson worked in the shop.

3.15.04 John Walker and Norman Holmes cleaned up construction debris from around volunteer Lounge Car. Steve Habeck serviced batteries on WP 512. Larry Hanlon and John Ryczkowski dropped by to deliver supplies and take measurements for electrical work on WP 805A. Steve Habeck and John Walker retrieved SP 4607 bay window caboose from the UP yard and brought it inside the museum.

3.16.04 Doug Morgan and Jack Thompson finished repairs to leaking fire hydrant at hospital. Howard Hanson worked on volunteer Lounge Car. Norman Holmes continued cleaning up around Lounge Car.

3.17.04 D. Morgan, John Walker, Loren Ross loaded SP 4607 caboose on flatbed truck for shipment to Loyalton. Jack

Thompson worked in shop area. Loren Ross ran RAL's. John Walker worked in gift shop and engine house. Ken Iverson and Steve Habeck worked on batteries.

3.18.04 Norman Holmes and John Walker picked up antique desk donated by Portola hospital. John also filled up all the fuel cans. Steve Habeck and Ken Iverson worked on batteries on WP 512. D. Morgan, Ken Iverson and John Walker moved metal locker out of a box car to a place where it can be prepared for use in tool room.

03.19.04 Rick Edwards finished repairs to WP 608. Ken Iverson and Steve Habeck finished batteries on WP 512.

3.20.04 Linda Knudson worked in gift shop. Hank Stiles lead locomotive maintenance work weekend crew of Rick Edwards, Charlie Spikes, and Ken Iverson who got WP m 707, 2001 and 608 up and running for the season. Ken Iverson also ran an RAL.

3.21.04 Linda Knudson worked in gift shop. Rick Edwards worked on locomotives and helped cleanup the shop.

3.22.04 R. McClure, Steve Habeck, Ken Iverson and Rick Edwards switched the yard. John Walker and Rod McClure picked up and loaded scrap in scrap car.

3.23.04 Ken Iverson worked on batteries and along with Rick Edwards switched the yard. Jack Thompson sanded down a metal cabinet that will go in the tool room. Rod McClure delivered supplies to the museum.

3.24/25 Ken Iverson worked on batteries while Jack Thompson continued work on metal cabinet.

3.26.04 Linda Knudson worked in gift shop. Ken Iverson worked on batteries on WP 921. Jack Thompson finished sanding metal cabinet.

3.27.04 Bill Parker of Reno helped John Walker set up trashcans and benches. Ken Iverson worked on batteries. Loren Ross ran three RAL's with WP 608 and SP 2873.

3.28.04 Quiet Day. A few visitors. John Walker swept out entire engine house and mopped out several rooms and emptied trash.

3.29.04 Doug Morgan, Andy Anderson, Steve Habeck and the Sierra Pacific Mill, Quincy Railroad Crew loaded Quincy Railroad #4 onto flatcar at Quincy. John Walker started painting floor of Operations Office and metal cabinet, which will go into tool room.

3.30/31.04 John Walker continued painting Operations Office and Metal Cabinet.

04.01.04 Brittany Spears came in for an RAL then she and John Walker went over to Reno, got married and divorced. Bill Gates left \$5 Million in the donation Box. APRIL FOOL! Actually, the only thing that happened was Howard Hanson cut new metal

Introducing the second annual...



Altamont Commuter Express **JAZZ TRAIN**

with service to
Paramount's Great America *and the* **San Jose Jazz Festival**

Take a day trip without the car! On Saturday, August 7, join your family, friends or coworkers for an exciting train excursion: a round-trip ride on the luxurious Altamont Commuter Express to your choice of the San Jose Jazz Festival or Paramount's Great America!

The Jazz Train will depart from ACE's Lathrop/Manteca train station at 9 a.m., arriving at Paramount's Great America around 10:30 a.m. and the San Jose Jazz Festival at 11. After a full day of heart-pounding rides or toe-tapping tunes, you'll have two options for your return trip home: an early train departing at 6 p.m. and a later one at 8 p.m. With breathtaking views, an onboard jazz band and easy access to both locations, the ACE Jazz Train is a great choice for a fun summer getaway!

FRRS Commuter Express Jazz Train

FRRS Commuter Express Jazz Train
Special Saturday Train, August 7, 2004

Which event? (Please circle) Jazz Festival or Great America

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

(Contact Information)

Phone: _____ Email: _____

Purchase FRRS Tickets: Adult/Youth all zones \$25.00 each

Origin Station: _____ Destination: _____
Lathrop/Manteca or Tracy Preferred

Quantity: _____ Total Amount: _____

Form of Payment: (DO NOT SEND CASH THROUGH MAIL)

_____ Check* (Please write ID# on check/payable to Zephyr Project)

_____ Cash \$

_____ Visa _____ Master Card _____ Debit Card

Credit Card #: _____ Exp: _____

Cardholder Name (print): _____

Address: _____

City: _____ State: _____ Zip: _____
(Required)

Signature of Cardholder: _____
(Required)

Signature of Applicant: _____
(Required if different than cardholder)

Send payment to:
FRRS Zephyr Project Commuter Express
P.O. Box 608
Portola, CA 96122

**Ticket requests recieved
after July 30 will be
available on a Will Call
Basis at the
Lathrop/Manteca
Station.**

Great America Tickets

FRRS Commuter Express Jazz Train
Special Saturday Train, August 7, 2004

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

(Contact Information)

Phone: _____ Email: _____

Purchase Great America Tickets: Adult/Youth \$24.00 each

Quantity: _____ Total Amount: _____

Form of Payment: (DO NOT SEND CASH THROUGH MAIL)

_____ Check* (Please write ID# on check/payable to Zephyr Project)

_____ Cash \$

_____ Visa _____ Master Card _____ Debit Card

Credit Card #: _____ Exp: _____

Cardholder Name (print): _____

Address: _____

City: _____ State: _____ Zip: _____
(Required)

Signature of Cardholder: _____
(Required)

Signature of Applicant: _____
(Required if different than cardholder)

Send payment to:
Altamont Commuter Express
949 E. Channel St.
Stockton, CA 95202

Office Use Only:

Please call the ticket office at (209) 944-0235 for any questions concerning the Great America Tickets.

FRRS Zephyr Project Fundraiser - The Jazz Train

The Feather River Rail Society has chartered a special car as part of the Altamont Commuter Express (ACE) Second Annual Jazz Train. The train will operate from Lathrop/Manteca to San Jose and return on August 7, 2004. The FRRS has 130 tickets available on our car and all proceeds will go to benefit the Zephyr Project and the restoration of WP/CZ dome-lounge Silver Hostel.

As part of the run, FRRS members will have a private ACE car on the trip into San Jose. The train's route will be on the ex-Western Pacific mainline over Altamont Pass from Lathrop to Fremont, and then onto the ex-Southern Pacific and South Pacific Coast mains from Fremont into San Jose. Special activities for FRRS are planned on-board including discussions of significant rail related history along the route and a charity auction of California Zephyr related materials to help benefit the Silver Hostel. Items available for auction will include CZ-related models and naming rights to one of the Silver Hostel's teardrop dome windows.

Riders will have a choice of two special destinations on the trip:

The first is a chance to experience the famous **San Jose Jazz Festival**. Billed as the "World's Largest free Jazz festival", the SJJF is being held August 5-8 at seven different venues around downtown San Jose. Riders will disembark at the refurbished San Jose Diridon Station and be able to explore the revitalized downtown and experience free jazz starting at noon. A major highlight of the Jazz Festival will be the Saturday afternoon performance by James Moody — a true legend in the Jazz world. This saxophonist, still very active on the jazz scene at age 80, counts the incomparable Dizzy Gillespie as his mentor, and is most famous for his improvised variation on "I'm in the Mood for Love".

The second option is to disembark at the station serving **Great America** and spend the day at the largest theme park in Northern California. Great America just recently opened the new Boomerang Bay amusement area and is a great destination for a day of family fun. Great America tickets are being offered at a discounted price of only \$24 per person through ACE.

Two different return options are being offered: departures at 6 PM and 8 PM (6:30 and 8:30 PM from Great America), allowing for plenty of time for a full day's entertainment.

The Zephyr Project Benefit Tickets are being offered for \$25.00 per person. Please join us in helping return the Silver Hostel to the rails and in a fun day of riding the rails and enjoying the sights and sounds with fellow members.

Ticket purchase forms for both the train itself and Great America can be found in this issue of the Train Sheet. Please note that the Benefit Tickets are purchased through the Society, while the Great America tickets must be purchased through ACE.

Museum Log

plates for windows on volunteer Lounge Car. Ken Iverson checked batteries while John Walker worked on designing new signs for the museum.

4.02.04 Steve Habeck and John Walker switched the west end of the yard and worked on a bad battery on the WP 921. Howard Hanson continued welding work on the Volunteer Lounge Car.

04.03.04 BIG WORK WEEKEND! Dave Epling and Spencer Walker set up informational signs and cleaned up the model railroad and got everything running. Ed Powell checked electrical wiring in Tool Room and then worked on WP 925C with Rick Edwards checking traction motors and greasing and oiling the running gear under the locomotive. Jack Thomas and Andy Graham finished painting metal cabinet for the Tool Room. Andy Anderson ran an RAL. Eric Stephens worked on the electrical system of the Volunteer Lounge car. Eugene Vicknair worked on the Volunteer Lounge car and met with cement contractor for new sidewalks. Hank Stiles worked on WP 925C. Board of Directors meeting with all directors present and Election committee chairman Ed Wagner attending.

04.04.04 Andy Anderson ran RAL's. Hank Stiles, Ed Powell, Rick Edwards and Charlie Spikes worked on WP 707, and 2001. Hank's crew also started 90-day inspections on WP 925C, 707 and 2001. E. Vicknair, Gail and Rod McClure started removing old sidewalks on East end of buildings. Eric Stephens worked on the wiring of the Volunteer Lounge car. Dave Epling worked on model railroad while Spencer Walker ran to the observation platform to watch every UP SD70M that rolled by-his eyes as big as hubcaps! Doug Morgan and Charlie Spikes went to Loyalton to pick up caboose parts donated from SP 4607.

04.05.04 Hank Stiles and Rick Edwards worked on WP 2001. Norman Holmes ran RAL's. Jason Krois power washed locomotives. John Walker and Ken Iverson painted. Later, Ken Iverson, Rick Edwards and Jason switched locomotives and cars around to complete 90-day inspections. Rick, John Walker and Jason worked well into the night cleaning up the shop area.

04.06.04 Norman Holmes ran RAL's. Ken Iverson and Rick Edwards repositioned engines on the west end so that Rick, Andy Graham and Jason Krois could continue cleaning and inspecting locomotives. Howard Hanson continued welding work on volunteer Lounge Car. John Walker and Rick Edwards cleaned up shop along South wall and around the pit. Ken Iverson and John Walker wrestled broken concrete away from east end of building. Jim Eroh worked on computers.

04.07.04 Norman Holmes ran an RAL. John Walker did office, gift shop and general cleanup around building. Glenn Fair removed broken windows from upper portion of North wall that were broken by winter snow and ice. Norman Holmes gathered and burned slash from tree trimming inside balloon track.

04.08.04 Norman Holmes continues brush abatement inside bal-

loon track and ran an RAL. Howard Hanson repaired roof of Volunteer Lounge Car.

04.09.04 John Walker and Jason Krois manhandled new tool cabinet into Tool room and cleaned up grounds behind Silver Debris. Jason disassembled and moved pegboards stands from old gift shop. Norman Holmes cleaned up scrap wood and ran an RAL. Jim Eroh worked on computers. Larry Hanlon, Dave McClain and Dwight Whetstone worked on WP 805A. Jason Krois and Steve Habeck fueled locomotives.

04.10.04 Jack Thompson picked up broken concrete on east end of building with backhoe. Dwight Whetstone, Dave McClain and Larry Hanlon transferred oil from UP 849 into WP 805A to check for water leaks. The locomotive was watered and started up and no leaks were found! Norman Holmes ran an RAL and traced lettering on WP 921. John Walker did touch up painting on WP 805A. Jason Krois and John Walker retrieved oil from oil car to top off oil in locomotives. Steve Habeck watered, oiled and checked units going to Sparks for display.

04.11.04 Eater Sunday. Pretty quiet-a few visitors. John Walker cleaned up the supply room, hung a new bathroom sign, cut up some old boxes and swept the building. Jack Thompson cleaned up entry way on East end of building, smoothing out dirt and fixing up a temporary step into the building.

04.12.04 Jack Thompson worked in Tool Room. Steve Habeck put batteries in cabooses and packed supplies for trip to Sparks. Howard Hanson continued welding on Volunteer Lounge Car. Rod McClure delivered supplies. Jason Krois power washed locomotives and cabooses. East end of yard switched by Steve Habeck, Rod McClure and Jason Krois to make room for new sidewalk construction.

04.13.04 Linda Knudson worked in Gift Shop. Rod McClure and Steve Habeck drove special train of WP 2001, 707, 925C and 805A and cabooses WP 428 and 484 east to Winnemucca for display in Sparks. Dave McClain and Larry Hanlon worked on WP 805A before it left to get Mars light working. Doug Morgan worked on WP 925C before it left. John Walker and Doug Morgan switched the yard after the special left.

04.15.04 Ken Iverson ran an RAL for a travel writer working on a story for the S.F. Chronicle. Linda Knudson worked in the Gift Shop while John Walker packed for the convention.

04.16/17.04 Linda Knudson and Julie Anderson ran the museum while all the guys went to the WPRRHS convention in Reno (did a pretty good job too!).

04.18.04 John Walker unpacked from convention. Eugene Vicknair began digging trenches for conduit and drainage pipes under new sidewalks.

04.19.04 Eugene and John worked on preparing East end for new sidewalks by setting up safety barriers. Ken Iverson ran an RAL while Julie Anderson worked in the Gift Shop.

WP Hospital in Portola

By Frank Brehm and Eugene Vicknair

As has been previously reported in the The Train Sheet, FRRS now owns the old WP hospital property located in Portola. Because restoration of this historic structure is such a large undertaking a plan of action has been developed to use as a guide during the renovation. As we progress on the project there will be public comment periods which will be used to help create the master plan for this particular site which will also become part of the museums overall master plan. We invite your participation in this exciting new project. Below is a brief description of the project as well as the current action plan. The action plan is subject to revision as needed.

Brief description of the project

In 1914, the Western Pacific Railroad established a hospital in Portola for its own employees and the local communities. This was a common practice of railroad companies at the time, who were among the leaders in providing such benefits to employees and their families. This hospital was located on 2nd Avenue in Portola, on a bluff overlooking the WP locomotive facilities (and today the location of the Portola Railroad Museum). It was a full service facility, providing emergency care, long-term convalescent care, check-ups and physicals, and surgery. It served until 1972, at which point it was sold to a private owner. In early 2001, the daughter of the former owner donated the entire facility to the Feather River Rail Society, operators of the Portola Railroad Museum and the leading Western Pacific Railroad historical group, for preservation. Very few railroad hospitals remain and this is one of the few in the United States to be preserved for historical purposes.

The goal of the FRRS is to return the exterior of the hospital to a historically accurate appearance and create landscaped grounds around it. Inside, the facility would provide several functions to the FRRS and the community:

- Several rooms are envisioned to be restored to historic accuracy to tell the story of the role the hospital played in the railroad company and community.

- One wing is planned to house the archives of the FRRS and allow the creation of a research library for accessing and analyzing these archives.

- Several large rooms in the opposite wing would function as meeting rooms where the society and local community groups could hold meetings and gatherings.

Inspections have deemed it restorable, but desperately in need of care, attention and stabilization as soon as possible. Immediate needs include remediation of asbestos, removal of debris, securing of the buildings and inspection and repair of utilities.

The FRRS has in place a long-range plan for the complete restoration of this historic facility. Long-term fundraising is beginning, but the immediate needs of the structure are great. We must quickly engage specialists to assist in the planning, stabilization and remediation of the structures.

04.20.04 Forms set up for new sidewalks. Eugene Vicknair met with city building inspector while John Walker fetched all the supplies Eugene forgot to bring with him. Our special train to Sparks returned and Rod McClure and Steve Habeck switched everything back into place. Doug Morgan and Eugene discussed work needed to replace old ties before new sidewalks poured on East end.

04.21.04 More work done on forms and excavation for sidewalks. After 37 straight days of working John Walker took a half-day off!

04.22.04 Eugene Vicknair and Dave Barr worked on sidewalk project. Ken Iverson ran an RAL.

04.23.04 Norman Holmes and John Walker cleaned out a boxcar. Eugene Vicknair and Dave Barr worked on sidewalks and Volunteer Lounge Car. Steve Habeck delivered mail and checked batteries. Ken Iverson ran an RAL. Don Nelson dropped by to visit the museum with a perspective new member and volunteer.

04.24.25 Continuing site preparation on new sidewalks. Doug Morgan, Eugene, Dave Barr, John Walker, Jack Thompson and Jason Krois replacing ties under tracks on east end and installing rubber gaskets between rails.

04.26.04 New drain rock and road base spread over East end track age and new sidewalks poured. Ken Iverson ran RAL's. Jason Krois slept all day.

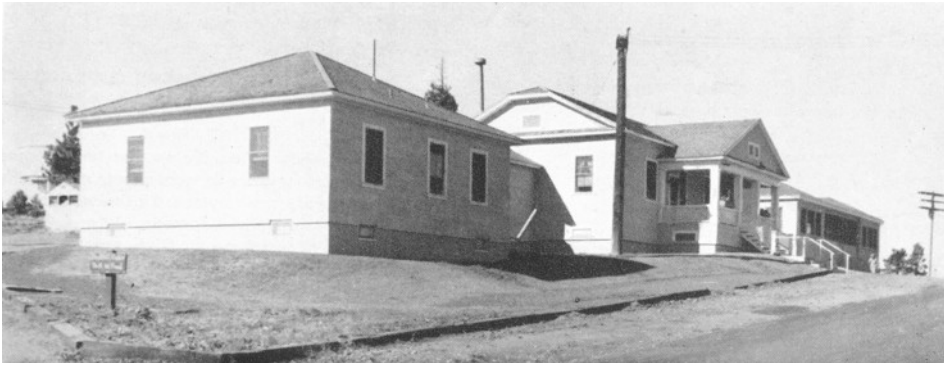
04.27.04 Last of new sidewalks poured. Area cleaned up and barricaded. Jason Krois washed locomotives. John Walker moved surplus furniture and appliances into boxcar for storage.

04.28.04 Jason Krois washed locomotives. Norman Holmes ran RAL for group of 25 people. Doug Morgan applied tie downs to Quincy #4 in Quincy and then went to Westwood where he and Frank Beavers picked up a speeder cart donated by BNSF (our first donation from BNSF?).

04.29.04 Don Nelson repaired broken hand brake on SP 2873. Ken Iverson ran RAL for school group of 8 children. Howard Hanson worked on several welding projects. Ken Iverson and Don Nelson did maintenance on Tug. Jason Krois cleaned up baggage and Lounge car. Jim Eroh worked on computers.

04.30.04 Don Nelson and Ken Iverson worked on WP 921, repairing a broken air brake line. Jim Eroh worked on computers. Kerry Cochran and Don Nelson turned water on in shower car and checked for leaks. Rod McClure changed out defective coil on big forklift and moved stairs to baggage car. John Walker made a fuel run, filling fuel cans. Kerry Cochran and several Operating dept. volunteers set up baggage car and lounge for crew training.

Thanks to John Walker for keeping this log of the daily activities at the museum.



Stabilization

1. Stabilize and/or isolate identified hazards.
2. Clean up of the grounds and structure(s).
3. Secure the structure(s) against un-authorized entry. May include grounds access restrictions and signage.

Planning

1. Consider the planned occupancy and use of the grounds and structure(s). Identify extent and limits of adaptive reuse and historical restoration.
2. Adaptive reuse possibilities: Society/Museum offices, Research

Action Plan

Preliminary actions. (COMPLETED)

1. Accept donation of property and structures.
2. Conduct preliminary assessment of grounds and structures.
3. Extend FRRS liability insurance to cover Hospital campus and structures.
4. Open liaison with city to coordinate community involvement.
5. Authorize funds for Assessment and Research of Hospital.



library and archives, Meeting/Presentation rooms (open to the Society and the Community), Display spaces.

Historical Possibilities

1. History of structures and Western Pacific Medical System, relationship of hospital and railroad with the community, leadership of railroad companies in providing health/benefit systems to employees and communities.
2. Identify changes to be made to the current grounds and structure(s) to confirm with new usage model. Specific aspects include seismic stability, ADA compliance, adaptive reuse issues,

Assessment and Research

1. Assess security of the structure(s) and grounds.
2. Examine structural integrity of the existing structure(s) and condition of surrounding grounds.
3. With assistance of city building inspector, identify non-conforming materials, building code violations, and immediate hazards.
4. With assistance of county health inspector, identify any immediate health hazards.
5. With assistance of power company, identify any immediate electrical/ utility hazards.
6. Obtain or have produced architectural drawings of the lot and structure(s) in current condition and at significant historical points (ie: at original construction, at completion of final addition, at time of 1950's renovation).
7. Inspection by a qualified structural engineer. (Completed. Final report expected shortly)



IT networking, improved power/utility systems, historical appearance.

3. Re-accomplish architectural drawings with planned changes to the existing grounds and structure(s). Include aspects concerning integration of the Hospital site with the adjacent main body of the Portola Railroad Museum.

4. Identify the scope of work to be performed.

5. Determine funding mechanisms available for the project.

Renovation

1. Obtain funding for complete project scope.

2. Obtain necessary permits for any planned demolition.

3. Obtain necessary permits for any planned construction.

4. Remove all non-conforming materials.

5. Gut structures in preparation of renovation including the removal of all existing electrical wiring, sewage piping, water piping, and interior finish materials.

6. Repair and/or replace identified structural component deficiencies.

7. Perform complete construction work necessary to accomplish finished product as identified in the plans from section 3.

8. Complete grounds improvement and visitor signage.

Integration

1. Perform additional work required to functionally and visually integrate completed Hospital site into main campus of the Portola Railroad Museum.

2. Work scope as determined in section 3 and to include ADA compliant walkways, signage, additional parking and access, data and voice technology systems.

Photo Credits:

Top and Center, Western Pacific Mileposts

Bottom, Jim Murphy

**When visiting Portola,
Support the local
merchants,
as they Support us.**

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.

March 2004 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 04-03-01

Minutes – Approval of the minutes of the regular meeting held February 7, 2004.

Financial Reports – Approval of reports as of March 5, 2004.

Motions

Motion 04-03-02.. Facilities Budget Change: Shift of \$7,000 from budget line item 70005 – Fencing to 70005 – ADA Access. Motion made by Director Vicknair, seconded by Director Anderson. All Directors present voted in favor – Motion carried.

Motion 04-03-03.. Southern Pacific 0-6-0 1215 Sale: Approve sale of SP 1215 for the amount of \$40,000 to Santa Clara Trolley and Rail Corporation subject to the terms and conditions of a contract to be approved by legal counsel. Motion made by Director Stiles, seconded Director Vicknair. All Directors voted in favor with the exception of Director Monger who abstained – Motion carried.

Actions and Notices

Several items of SP and PFE equipment referred to A&D Committee.

President McClure presented to the Board the original boiler pressure steam gauge from the WP 165 previously reported as donated to the Museum.

SP 2873 has returned from the Quincy Railroad.

Crew Training weekend is scheduled for 05/01-02/04.

Work is progressing on Silver Debris Lounge and Phase 1 Walkways.

Closed Session

Meeting was adjourned to closed session at 1:25 PM. and reconvened to open session at 2:40 PM. Alan Turner reported the Board discussed five items of a confidential nature with consensus direction given but no reportable action taken.

April 2004 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 04-04-01

Minutes – Approval of the minutes of the regular meeting held March 6, 2004.

Summary of Recent Board Meetings

Financial Reports – Profit and Loss through April 2, 2004. Balance Sheet through April 2, 2004.

Motions

Motion 04-04-02.. Policy Updates: Acceptance of update of Introduction, Definitions, Policy and Standards, Business Ethics, Non Discrimination, Office Space Use, Use and Protection of FRRS Information, Corporate Records, Volunteer Communications, Safety and Health Program, and Committees polices to reflect an Effective Date of 05-01-2004 and a Review Date of 02-07-2008. Motion made by Director Brehm, seconded by Director McClure. All Directors present voted in favor – Motion carried.

Motion 04-04-03.. Key and Advertising Policies: Acceptance of Key Control and Advertising policies as presented with an Effective Date of 05-01-2004 and a Review Date of 02-07-2008. Motion made by Director Brehm, seconded by Director McClure. All Directors voted in favor – Motion carried.

Motion 04-04-04.. Private Equipment Policy: Acceptance of Privately Owned Equipment on FRRS Property policy as presented, with the addition of NARCOA licensing and insurance requirements for motorcars, and with an Effective Date of 05-01-2004 and a Review Date of 05-01-2008. Motion made by Director Brehm, seconded by Director Anderson. All Directors voted in favor – Motion carried.

Motion 04-04-05.. Equipment Move Funding: Authorization for budget amendment in the amount of \$4,000, for movement of equipment traded with Western Railway Museum, with funding to be provided from budget line item 52010 Acquisition/Deacquisition Transportation. Motion made by Director Anderson, seconded by Director Vicknair. All Directors voted in favor – Motion carried.

Motion 04-04-06.. Tidewater Southern Bunk Car Donation: Acceptance of donation of TS/WP 0565H pending investigation of hoisting and transportation costs to be reported to the Board at the May 2004 meeting. Motion made by Director Stiles, seconded by Director Anderson. All Directors present voted in favor with the exception of Director Habeck who abstained – Motion carried.

Motion 04-04-07.. Stockton Terminal and Eastern Alcos: Authority

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

given to negotiate for the purchase of ex-WP 557 and ex-WP 560. Motion made by Director Anderson, seconded by Director Stiles. All Directors present voted in favor with the exception of Director Monger who was opposed – Motion carried.

Actions and Notices

President McClure gave updates on the various equipment moves and restoration projects to be completed this year.

President McClure suggested the creation of the Western Pacific Excursion Division of the Feather River Rail Society to address the increased interest in our participation in this area.

Director Cochran reminded the Board that Operating Season begins soon and the Annual Crew Training Weekend is scheduled for 05/01-02/04.

Director Habeck informed the Board that he and Ken Iverson had serviced all of the batteries and most are in locomotives.

Ed Wagner reported that as of 04/02/04, 313 election ballots had been returned. There were 944 ballots mailed.

Magnolia Tower — The walls are down, roof portion to be cut for transport next week, machine is out of the building. Will be transported by truck or train.

Closed Session

Meeting adjourned to closed session at 3:24 p.m. and reconvened to open session at 3:45 p.m. President McClure reported out of closed session that business items were discussed, no action was taken.

respectfully submitted by Eugene Vicknair, secretary

Upcoming Events

- 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



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

Change Service Requested

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