



Preserving "THE FEATHER RIVER ROUTE"



# *The Train Sheet*

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

ISSUE 125

May/June 2004



**- The Train Sheet -**

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

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**- Portola Railroad Museum -**

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Portola, CA 96122-0608

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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.***

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*Cover Photo:* Our 805-A proudly displays her WP heritage in Sparks during the WPRRHS Convention..

- Dave McClain

*Back Cover:* Rod McClure (left) "You had me get out of the cab for this?"  
Steve Habeck (right) "Well yea boss. Look here comes the train."

***Web Pages of Interest***

Feather River Rail Society (Official Site) [www.wplives.org](http://www.wplives.org)

CZ Virtual Museum	<a href="http://calzephyr.railfan.net">calzephyr.railfan.net</a>
Tidewater Southern	<a href="http://www.tidewatersouthern.com">www.tidewatersouthern.com</a>
WPRRHS	<a href="http://www.wprrhs.org">www.wprrhs.org</a>
SN Page	<a href="http://www.people.virginia.edu/~ggg9y">www.people.virginia.edu/~ggg9y</a>
WP Virtual Museum	<a href="http://wpmuseum.railfan.net">wpmuseum.railfan.net</a>
Tidewater Southern	<a href="http://www5.pair.com/rattene/WP/TideIndex.htm">www5.pair.com/rattene/WP/TideIndex.htm</a>
Western Pacific	<a href="http://www.wplives.com">www.wplives.com</a>

## - 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](mailto:memberships@wplives.com)

### A Message From the FRRS President

By Rod McClure

Money! It is something that none of us never has enough of it seems. It makes the world go around, and it is needed to make the FRRS operate. Mr. Steve Lee, Manager of the Union Pacific Steam Program was sitting in the cab of one of the UP heritage fleet steam locomotives one day and was asked by an awed visitor, "hey, what does that thing burn???" Steve's answer was quick, off the cuff, and right to the point, "Money, got some?" My point is that to make the FRRS operate daily we need money. We are lucky in that from Run-A-Locomotive and Gift Shop income, we can pay the monthly bills like electricity, insurance, diesel fuel, oil, and all of the other small but important things it takes to keep us in operation. But this does not give us what we need to continue to improve our Museum. To do the restoration projects we all want to see done, it takes donations from our Members and our visitors. We are applying for grants, and we are beginning to have some success but that is not enough. Did you know it takes right about ten thousand dollars (\$10,000) to properly prep and paint one locomotive? A caboose or freight car takes from five to seven thousand dollars to prep and paint. This does not include any repairs that might have to be made to the interior, mechanical, and/or electrical components. We have been and are making some fantastic trades for WP equipment and even this sometimes costs money. Moving anything that does not have modern roller bearings must be trucked or put on a flat car. Loading of these pieces of equipment takes volunteer effort and time or payment to a company to accomplish. Even though we get some of this trans-

portation donated, we still have to at times pay for some of it and it is not cheap.

You have heard us say this before and we will continue to say it, Please donate what you can when you can to help us do the things that need to be done to preserve the equipment we have and continue to make upgrades to our Museum grounds, volunteer areas, and general upkeep of our Museum. I know that many of you always put something extra into your membership renewal every year and that does not go unnoticed, as do some of you who have matching gift programs from your employers who donate monthly. Some cannot donate cash but do donate a lot of their spare time coming to the Museum to help out when they can. That alone is a big feat in light of today's gas prices. To all of you who go that extra mile, Thanks. Sometime soon you will be receiving a mail out fundraiser for the FRRS. If you can, send what you can to help us continue improving and upgrading the FRRS.

August, September, and October promise to be very busy months for us and again we will need all the help we can get. Some of things that will be going on are Portola Railroad Days, Truckee Railroad Days, the movement of equipment to and from the Western Railway Museum in Rio Vista, the movement of the WP 165 from Niles Canyon to Portola, and of course track maintenance, locomotive maintenance and continued Museum clean up.

If you can come up and help, please let me or John Walker know.

Until next time, remember, WPLives.

## Western Pacific FP7 805-A Runs Again The 'Silver Lady' Lives

By Dave McClain

One of the greatest parts of the collection of the Feather River Railroad Society is the only remaining California Zephyr F-unit, WP 805-A. And with this piece in our collection, and the chance to use it within our operations and on the main line, we could not leave it as a static piece. Seeing her in freight service back in 1971 dragging a train up the hill at Dark Canyon MP 230 was so fitting to my memories of this Odyssey, and now to be able to actually work on and hear her run has brought a dream come true for me and others

Three members, Steve Habeck, John Ryczkowski, and Larry Hanlon, each putting up a fourth of the cost, and the museum the remaining, paid the LNW for her, and then at a later date, donated their shares to the Society. Due to the efforts of these members, a real important part of WP history was saved.

After the arrival of her in Louisiana and Northwest paint, and more or less complete mechanically in the middle to late 80's, we have had various bouts with the challenge of getting her just to run at idle. The engine has always had problems with water leaks from various cylinders to the crankcase, and was supposedly complete. She was, but the parts were just thrown together with no expectations of operation. The electricals were undisturbed with only the dynamic brakes removed.

Time and time again, members Steve, John, Larry and myself put in many scores of hours, only to operate a few hours with failure again and again, same problem, emulsified oil.

With very little push from myself, or anyone to keep the effort going, very little was done to the mechanicals and electricals these past few years. She was gorgeously painted with factory colors, inside and out, except for the engine room. One look at that striking paint and something just had to be done. She was used at various photo shoots and railfan days, but with something so very much missing—the sweet soft drumming of that 567-B!

One solution was to re-engine her with the 567-C that was purchased by the Society that has been sitting on a flat car for years. I still believed that we could save her heart, and with the possibly of operation on the High Iron, and the fact that the engine block and crank are the originals, one more try was in the offing.

They say timing is everything. I just happened to meet a guy, who has now become a very close friend, Dwight Whetstone, who has worked for the Southern Pacific for 24 years, and the UP for 6 years. And retired with all sorts of free time! He has had millions of hours of experience on practically all EMD—SD40's, SD 45's SD,GP'9's, even a few F's when he first started. What a great asset at such a needed time.

Very early this year as the weather was really getting its stranglehold on the museum, myself and Dwight made an assessment as to what it was going to take to repair this old girl's heart. We together have had been there twice earlier to no avail. He then suggested that we bring up the blue wrenches(acetylene torches) and begin to try something new. At the bottom of this stubborn cylinder #13 is where the problem of major leakage was.

Each cylinder liner has two water control o'rings near the bottom, and they seal the water cavity in the block (upper) from the air-box and (lower) the crankcase. The water moves from the cavity into the liner through holes at the bottom, and up through the cavity inside the shell up to the head, thereby keeping the cylinder cool in its whole circumference. At that lower O'ring here in lies the problem. The lower sealing area was too far away from the o'ring to complete a full seal in about half of its circumference. So, to get a good seal which was at least 1/2-3/4 of an inch out away from the o'ring, something new had to be done. Applying 2 o'rings at that area, JB Weld, welding, crying and hoping just wasn't going to do it. In walked **THE WHETSTONE AND BELIEVE ME, THERE IS ONLY ONE OF THESE GUYS.**

He suggested that we try to bring up that lower sealing area which is at least a 1/2 inch thick by heating it with a torch and use a hydraulic jack to bring it back up to spec. That meant braving the strong cold, ice, winds, 2 feet of snow, and setback after setback. But this time we weren't going to give up short of Dwight and myself trying to better each other in our remarks. Ever strain to torque a head bolt and somebody say something so funny that it was all you can do not to smack him up side the head with a wrench?? But it is all in fun. And things began to come together. Back to the project, Dwight would heat the metal to red hot, and I would jump into the crankcase and start jacking the plate up. It would move up ever so slow. Then he would heat again, and I would jack, he was always better at torching, and me jacking!! This was done at least a half a dozen times, as the bitter cold would cool down that steel plate so quickly, hardening up within 30 seconds. The distance between the upper and lower o'rings is a nominal 3 inches, the plate on the one side was at least 3 3/4 inches below, no o'ring can make up the 3/4 inch. By jacking it up as far as it would go, the measurement was now 3 1/4 inches, a spec that was more or less for the complete circumference of the liner. We theorized that the o'rings would seal up with this, so we put the liner back in, head on top and then torqued it to 1700 ft lbs for the umpteenth time.

The acid test, again climbing up on top of the locomotive with 2 inches of slippery snow with the water hose and fill the cooling system. With a wing and a prayer, it was now water tight, but now # 14 was dripping, but not significant enough to not test by starting.

With water in the sight glasses, and many thanks to EL President Rod McClure and Caboose Hack Habeck, we had batteries in and ready, battery switch in, pre lube and fuel pumps running, lay shaft all the way for full rack, a push of the start button, she began to turn over slowly. Compress, ignite, compress, ignite, she was running! Hearing her come to life still excites me to no end. With everyone-Dwight, Rod, Steve, and myself waiting for oil pressure, seconds turned into minutes, minutes into seems like hours, no oil pressure. We shut it down, checked the crank for oil, it was dripping. We had oil there, that pump was working, but the upper scavenger wasn't pumping. We started her again and waited another 10 minutes, no pressure to the top of the engine and gage.

It was cold and dark, so we quit for the night. Everything had frozen over, Dwight and I stayed in my camper for the night.

The next morning, we found the turbo heater and put it next to the block, thinking that we must have some ice in the bottom of the crankcase. With the temps in the 20's it was going to take a lot of heat to melt anything. Dwight and I removed all the crankcase covers to let the heat in. Heating the block for two hours warmed the engine room, but the block was still cold. I then took a steel bar and poked it into the mucky oil to the bottom of the sump. It felt very lumpy, so I stuck my hand in there all the way up to my elbow! ICE!! Pounding the bar against the ice started to break it up. Then pieces began to float on the oil and Dwight began to pull them out. We pulled over 50 lbs of ice out of there. We had found the suction screen at the bottom of the block had been encased with ice, preventing oil from entering the pump.

After cleaning out all of the ice, Dwight jumped out on to the ground and built a beautiful ice sculpture that lasted for a month before completely melting. We needed a monument reminder for all the excitement that we could share!

We then prepared for fire, cranking her over and bringing her to life. She started and 30 seconds later—oil pressure!!! We were home free, we thought. All of this work took us at least 4 different trips.

The next trip, Dwight, Larry Hanlon and I came together again to continue what we started. Only this time Larry started to bring all the electrical problems to the forefront. The Mars light, the air compressor control circuit, the tractive control circuits and general electricals were all parts that needed attention. Using a electrical schematic, each circuit was carefully analyzed for operation, and due to weather, neglect and age, another significant challenge was upon us to have her operational for the big upcoming event. The Mars light circuit was the most challenging, since the old system to control it was completely missing, except for the switches in the cab. With good ole electrical Larry, he designed a new system with new conduit laid in the frame from the batteries to the nose. He only had to drill one hole in the floor for this new connection. EMD used a motor-generator to step the voltage down from 64 volts to a nominal 12 for the Mars light motor and bulb. Larry used the 12 volt tap from the set of batteries on the engineer's side to connect a large disconnect and a relay, which are now on the inner nose wall. And then using the switch in the cab, it now controls the relay that connects the batteries with the Mars light itself. Very few locomotives have gyrating headlights today, much less a Mars.

The next big challenge was to get the generator to load and to produce power for the traction motors. There are many circuits that have to pull in and connect before the locomotive will move. Without going into the technical aspects here, Larry used the schematic again to trace down the culprit, which was a loose wire on the ground relay. With most electrical problems, it takes 5 hours to find it, and 5 seconds to fix it! And with one loose # 18 small wire, it can bring a locomotive to its knees. It takes a real talent to be able to do what Larry can do with the schematics, and without him there, the locomotive would have had to be unused for the duration. In my opinion, this old girl was the real

star of the show. And up to the last minute before departure, she was fighting us with little electrical parasites that kept rearing their ugly selves. On the same weekend, Dwight and I removed #14 and did relatively the same thing, especially with the torch and the jack. We lifted the #13 cylinder up a couple of inches so as to not receive all the heat from the torch, as 14 had done earlier. With everything torqued back tight, we started filling the cooling system again with water. For the first time, not a drip into the crankcase. This was the very first time that we were completely dry, until!! Dwight says *OH S—!* but he has done this to me many times only to alarm me over nothing. That's why I did not even answer him. All he usually is looking for is my frantic reaction! That dirty rat!! But this time he wasn't kidding. The water was flooding into the crankcase from the front of the block, next to the equipment rack—back of the locomotive. It stated all at once, flooding in, but not from the cylinders. Upon discovery, we found that the problem was the oil cooler. With less than two weeks to go, and the thought of doing a major R&R, we could not waste another day.

The next day, His Highness, El Presidenty Rod, manned the truck crane. Hack Habeck organized the troops, Frank Brehm and Rod's son started removing the upper rear hatch on 805, Dwight, Ed, and I started disconnecting pipes in the rear of the carbody, loosening everything. Then he and I went over to the 708 to loosen everything to remove its oil cooler. Rod removed 805's oil cooler right out the top, put it on the ground, and then ran the crane down the track to the 708, which now had been switched closer to us. 708's cooler came out the side above the walkway and onto the ground. We then groomed the good cooler, Rod picked it up and lowered it into the 805 to the whole crew that was on the roof and inside her. Like an army of ants, we positioned it into place, reconnected all the lines frantically finishing before dark. Water was loaded into her once again, and finally a dry crankcase!! Many thanks to all here for sweating out tons with so little time. So many names, if I have forgotten you, please be assured your work is much appreciated. And for the time we most needed it, the weather was warm, not snowing, freezing, etc.

With a little more than one week to go, Dwight and I went up again the first weekend in April, bringing a barrel oil pump to transfer oil to 805's crankcase. Decision was made to use the oil from 849. Within an hour that oil was transferred, filters were installed, and ready for fire. We switched her outside of the engine house and started her up. At this time, thanks to John Ryczkowski, we had a new injector for the famous #13. And with Dwight's expertise, he adjusted the complete injector rack to clean up the exhaust as much as possible. And a final check was done on all systems, everything seemed to be up and running. But there was another monkey wrench thrown into our faces. When we shut the engine down, we discovered the large oil suction line from the crankcase to the lower oil pump had about a foot long crack in it, which now leaked badly. Decision was made that we would return Tuesday before departure day of Wednesday to replace that using a like part from the 708. Larry, again made a special trip down from Bend Oregon, to begin removing the part from 708 and to do a final cleanup and check of all the electricals. I finished replacing that pipe and did a final cleanup of the engine room. Larry finished and tested the remain-

ing electrical systems, and we were both done around 9 pm.

Also, one very important part of this whole process was the washing of the whole locomotive completely at least twice due to the persistence of oil thrown from the stacks of 805. Along with all the other problems, oil is shot past the tired rings and out all over the roof. Plans were made to run her minimally throughout the trip so as to not coat everything with the black stuff. Hats off to Jason who has had to clean up our messes often.

The trip and convention were a resounding success. All the locomotives ran well at Sparks, and some needed a little attention there. Again Larry was there to mainly take care of electrical problems, mainly with the 2001 and the 925 B-unit. I took care of changing one head on 805 suspecting we had a problem still in our hard-luck cylinder #13. Problems will not cease for awhile, it looks like. Now back at the museum, work will progress, maybe not at this feverish pitch, but will be done and will make her road worthy to run on the front of the head end someday on the High Iron!

I want to thank the board, Steve Habeck and the Pres for cultivating a great atmosphere to allow some of the old heads to return. Without the support of them, we would not be able to get so much work done in such little time. And most important, a salute should go to John Walker, who was always there to support us. A simple phone call and things would be ready upon our arrival. Great work John, and Thank You!

## Volunteering has Rewards

By Charlie Spikes

While working at PRM is always fun, we some times over look the things that can make it a real joy to be there at certain times. One of these times occurred on Saturday the 24th of August.

Norm Holmes, Lew Barnard, Dave Epling, Spencer Walker and me (Charlie Spikes) were experiencing a normal day of fun and safe operating after bean break when the day turned into a very special and memorable one.

Right as I was about to give Lew the come to me signal and begin another run I checked the crossing and noticed a young man with a white cane get out of a van. This was followed by about 20 or 25 more visually impaired kids on their way to do an RAL.

I led them into the shop area and introduced them to Norm. He took 4 at a time to 2873 and they each had a turn at operating the locomotive. The others were told by their escorts to have fun and look around.

What a great time they had exploring the museum and seeing it in a way that we can't. These kids had more fun than most seeing people will ever know. Nothing got in their way of having a great time exploring every piece of equipment they could. Although we kept a watchful eye on them, we didn't really have to. Each of them had a family channel radio to stay in contact with the escorts if any problems arose.

At the end of the visit they all thanked us at PRM for providing them a great place for a field trip as well as the learning experience it provided to help them gain confidence in their

abilities. I was equally thankful that they came and turned a normal operating day into a very special one.

## 2004 WPRRHS Convention

By Steve Hayes

The "2004 Convention" was held April 16th and 17th at the Holiday Inn in Reno, Nevada.

**Attendance:** There were 135 registered attendees. It appears there were 115 paid registrations, the difference being the ones Frank admitted with no charge, which is allowed in the guidelines.

**Facilities:** In my opinion, this may have been the best overall facility that we have used so far. The 2 rooms we needed were more than adequate for our needs. The Hotel staff appeared to be there to provide whatever was needed in a fairly timely manner. Having the Banquet upstairs in a separate room was great. The Hotel even provided us with a gift certificate for 2 free rooms to put in the raffle! The small restaurant was adequate for breakfast and there was a neat sandwich shop in the Casino. The only complaint I heard was the smoke throughout the Hotel, but then this was Nevada!

**Raffle:** 20 manufactures and businesses plus individuals provided ample material for the raffle. As we have noticed in the past, the outside providers are responding less and less each year, even with the thank you notes we have the recipients sign and we mail back. But we appear to keep it going and as the accounting below shows, the raffle does make us good money. Having a separate raffle for a picture and a locomotive is really working. Together with the impromptu auction, Norma sold the WP locomotive for \$465.00. You will note in the accounting, I withheld funds for and purchased three more locomotives for future conventions based on these figures.

**Clinics:** The clinics sort of got off to a bad start and there were more no shows than we have had in the past. Frank was able to do some quick readjusting and it came off fine. I think we will always have this problem and by having back ups we can control it.

**Modeling Contest:** The modeling contest continues to get smaller and smaller. It has been suggested that we discontinue it, but I feel it is an important part of the convention. Maybe we need to make it a display your models only. I will get with Thom Anderson and we will come up with some ideas as to how to make this work better.

**Sales:** The sales room continues to grow and is well received! The folks that were there to sell appeared to be happy. We allowed them to donate material to the raffle instead of paying for their tables. This proved to be a mistake in many cases. Prizes they donated appeared to just things they wanted to get rid of. I question if this was a good move on our part. Sales are the main use of this room and should help pay for it, at least a big part of it.

**Advertisement:** As usual this is an area where we are not sure what is going on. Many past attendees said they never received a flyer for the convention. Frank was not clear as to whom he sent them out to. We paid for a lot of stamps and his attendance was the largest of any convention so I am surely not

complaining. With that said, we need to make sure that all past attendees are contacted. I will continue to work on this. We update the list each year as to who has attended.

**Handling of Monies:** This was not the first year that the Convention Coordinator handled all the money but the first since the Board asked that we do it this way. It appeared to work fine but I need to fine tune the procedures.

When the Chairman needs additional funds prior to the convention, I am going to have to question what it is needed for! Also in the future no one will be allowed access to the onsite cash at the convention. We can not allow the Convention Chairman or anyone else to just take money out of the till for any reason, even with receipts. This will be added to the guidelines. We have a checkbook for this reason.

**Future Conventions:** At this point we have a chairmen for 2005, Tracy ? and 2006, Chico. We held off on signing up the site for Tracy as to cost. I wanted to see how the higher registration cost was received at Reno ( no complaints ) before I committed us to a facility. This appears to have been a good idea due to the big jump in attendance. We have moved beyond the smaller facilities and I am now having trouble finding something large enough in Tracy or the surrounding area.

It may be time to select a site and use that each year as our semi permanent site. This way we can draw our Chairmen from anywhere and the site work would be taken care of for them. Moving along the right of way was a cool idea but I think we are outgrowing the concept. Each year we can look at what is or is not available in the area that the Chairman comes from and then place the convention accordingly falling back on a preset site if needed. 2008 could be the first that would be looked at in this way, as I am looking at Sacramento for 2007 and I'm sure we will be able to find the facilities we need there. Thom and I will continue to look into this.

**In conclusion:** The only major problem we had this year was the selling of late dinner tickets. The Hotel allowed us to sell tickets right up to the last minute and this did cause problems. We had people just showing up and sitting down, even with someone checking tickets at the door! I even tried to throw our Union Pacific guests out! **Sorry** We do not make any money off the dinner tickets. We have to pay for dinners that are not paid for out of our registrations. It appears to be the same people every year causing this confusion about dinners. The Hotel felt we had an extra 10 dinners and that would have been almost \$300 out of our profit!

I was able to meet with the Hotel and they agreed to just charge us for the count we had given them at 5 pm. This is covered in the guidelines but just got out of hand. I will go over this as a red flag item with future Chairs.

Our 8th Convention was successful both in a financial sense and most of all, for the attendees.

## John's Ramblings

### a semi-accurate report of what goes on around the museum

05.01.04 Board Meeting with Book Keeper Susan Scarlett and Treasurer Dan Brady attending. New sidewalks opened to the public. This is a great improvement to the museum and really makes the entrance easier to use and more attractive. General cleanup of the east end. Dwight Wolfinger and Ken Finnegan dug out drain line on South side of building, which had been buried by the new concrete work. Don Nelson ran RAL's. Lots of Operating people took rules exams and several new volunteers completed orientation into Operating Dept. Good crowds and turnout of volunteers. Paul and Ken Finnegan separated and crushed aluminum cans for recycling.

05.02.04 Dwight Wolfinger, Paul and Ken Finnegan, Dave Epling, Spencer Walker, Charlie Spikes, Tom Anderson all pitched in to help sort out the party car and move tables and chairs into another car for storage. This job would have taken John Walker two days to do on his own. But due to great teamwork, the job was finished in two hours. Thanks guys! Kerry Cochran ran Operating Dept. Rules examination and new volunteer orientation classes in baggage car. Rod McClure inspected locomotives and track for the cause of some grinding problems on the balloon track. Wayne Monger, Dave Epling, Ed Powell, Spencer Walker, Gail and Rod McClure, Don Nelson, Frank Brehm, Eugene Vicknair, and Autumn Winters worked on various track maintenance projects on balloon track. Doug Morgan lubed center plate on WP 608 and adjusted side bearings. Don Nelson ran RAL's.

05.03.04 Ken Iverson ran RAL's, John Walker restocked Gift Shop.

05.04.04 Linda Knudson worked in Gift Shop. John Walker worked on Gift Shop inventories and restocking. Good to see Jim Halliwell back at the museum after surgery last year. Jim is working on drawings of our wood cabooses.

05.05.04 John Walker drove to Chester to pick up donation from the estate of George Crandell, who was an early member and volunteer in the Operating Dept. John also used the opportunity to deliver museum brochures to three museums in Westwood, Chester, and Quincy as well as Chambers of Commerce and Visitor Centers around Lake Almanor.

05.06.04 Jim Halliwell continued on caboose drawings. Frank Beavers and Jim Cooper worked on Archives. Howard Hanson worked on WP 614 caboose. Norman Holmes ran RAL's.

05.07.04 Norman Holmes ran RAL's.

05.08.04 Loren Ross Ran 5 hours of RAL's, Linda Knudson and Julie Anderson worked in the gift shop.

05.09.04 Norman Holmes ran RAL's. John Walker did general cleanup of the east end of the building and the tool room.

05.10.04 Slow Day. John Walker caught up on paperwork and worked in tool room.

05.11.04 Norman Holmes ran RAL's. John Walker worked on gift shop inventories.

05.12.04 John Walker used the big forklift to move blocks of broken concrete away from the east end of the building. Frank Beavers and Jim Cooper worked in the Archives car. Frank and John went to investigate an old piece of railroad equipment in

town which turns out to be what appears to be a carriage from an old saw mill which was once located on the south side of Portola. Jim Eroh worked on computers.

5.13.04 Linda Knudson worked in the gift shop while Andy Anderson ran RAL's.

5.14.04 Don Nelson and John Walker ran a train ride for a school class from Greenville. Brittany Knudson helped out as a car attendant. Linda Knudson worked in the gift shop while Don Nelson ran RAL's. John Walker posted new signs and gave tours. Steve Habeck, Don Nelson and Doug Morgan brought the Quincy #4 onto the property from the UP yard after it's arrival on the afternoon local.

5.15.04 Don Nelson ran RAL's and did some dirt work with the backhoe on the east end of the shop. Ed Powell did various mechanical work while John Walker continued working on reorganizing the tool room and the shop areas. Julie Anderson ran the gift shop.

5.16.04 Don Nelson, Rod McClure and John Walker continued cleanup of the east end of the building. New rock and roadbase spread over the area to level out the ground between tracks one and two. Ed Powell wrestled tie down chains off the Quincy #4. John Walker and Rod McClure cleaned up accumulated scrap and dumped it into the scrap gondola before starting work on cleaning out a boxcar that had a lot of broken chairs, patio furniture, 55 gallon barrels of sand and various mechanical parts stored in it.

5.17.04 Rod McClure, Steve Habeck, Jason Krois and Matt Parker switched the Rip tracks and positioned Quincy #4 against the ramp for unloading. John Walker and Doug Morgan helped remove the last of the tie down chains and wheel chocks. After successfully unloading the engine onto the ramp from the flatcar it was loaded on, the whole Rip track had to be put back together. About 9 hours of work.

5.18.04 Steve Habeck, Jason Krois and Rod McClure did some additional switching around the yard. RAL locomotives were turned and positioned for the upcoming operating season. Jim Stewart of South Dakota visited the museum and donated \$200 to the general fund! Thanks Jim.

5.19.04 Jack Zigner ran some RAL's at the museum. Visitors from New Zealand. John Walker swept down the entire engine house and shop, picked up trash around the property and put up new signs.

5.20.04 John continued cleanup of the engine house. Rick Edwards delivered the exhaust manifold from the Fairbanks-Morse which had been sent down to Oakland for machining. Rick and John also spread some new roadbase material around the west end of the shop to eliminate some tripping hazards and fill in low spots. Steve Habeck checked batteries.

5.21.04 Norman Holmes ran RAL's while John Walker restocked the gift shop, changed light bulbs and continued general cleaning before it started raining. Erik Frodsham of Fresno donated some locomotive light bulbs to us. Thanks Eric.

5.22.04 Ken Iverson and Norman Holmes ran RAL's while Eugene Vicknair and Eric Stephens worked on the volunteer lounge car. John Walker and Charlie Spikes worked in the shop area and did general cleanup around the building.

5.23.04 Eugene Vicknair, Eric Stephens, Gail McClure continued work on the volunteer lounge car installing new win-

dows, electrical wiring and interior work. Andy Anderson ran RAL's. Van Kol concrete came in with a machine to bust up the remaining large slabs of concrete left over from the new sidewalk project. Gail also met with some potential fund raising representatives and potential donors. Eugene and Eric finally left about 10:00 pm.

5.24.04 Linda Knudson worked the gift shop while John took a day off.

5.25.04 Andy Anderson ran RAL's while John Walker cleaned up in the volunteer lounge car, did book keeping, office work, took care of the mail and together with Doug Morgan and Jim Eroh did some cleanup in the shop area.

5.27.04 John Walker cleaned up the sand bags from the north side of the building, restocked the gift shop and the crew refrigerator, cleaned up the crew break room, cleaned and restocked restrooms. Steve Habeck checked and serviced batteries.

5.28.04 Kerry Cochran, Don Nelson, Hank Stiles and Aaron Theisen, and Eric Johnson of The Bay Area Garden Railway Society worked cleaning up broken concrete on the east end of the building, wrestling pieces into the front end loader so Kerry could dump it in a storage area in the parking lot. Jack Palmer cleaned cabooses and locomotives while Lew Barnard ran RAL's. Linda Knudson and Brittany worked in the gift shop while the "Bagers" set up their G gauge layout in the engine house.

5.29/31.04 OPENING WEEKEND! Despite rain the night before, Saturday was sunny and cool. Lew Barnard and Jack Palmer switched off on RAL's. Kerry Cochran, Charlie Spikes, Paul and Ken Finnegan, Dave Epling, Spencer Walker, Don Nelson, Frank Villante and Pat Watkins ran the passenger trains flawlessly. Hank Stiles and Rick Edwards worked on various Mechanical Department projects. Brittany Knudson greeted visitors. The "Bagers" were a big hit and helped us get the new season off to a great start! Alan Hirasawa, Tom Andrews, Rod and Gail McClure and Julie Anderson also helped out over the weekend. Everything ran flawlessly, nothing broke down and everyone had a great time!

6.01.04 Alan Hirasawa, Rick Edwards and Hank Stiles worked on mechanical issues and did maintenance on engines and vehicles. Rod McClure and John Walker put the engine house back together and did clean up work.

6.02.04 Alan and Rick continued working on mechanical projects while Ken Iverson and Norman Holmes split the RAL's for the day.

6.03.04 Alan and Rick continued working on vehicles and locomotives. Kerry Cochran continued cleanup of the broken concrete on the east end of the building. Ken Iverson ran RAL's while Norman Holmes helped John Walker pick up and cleanup old pieces of wood lying around the property.

6.04.04 Kerry Cochran and John Walker worked on the volunteer Lounge car. Alan Hirasawa worked on locomotives. Rod McClure and Steve Habeck cleaned up around the oil house. John Walker, Don Borden, Dave Epling and Ed Wagner counted election ballots.

6.05.04 Kerry Cochran, Don Borden, Lew Barnard, Charlie Spikes, Tom Andrews, Ed Wagner and Eddie Chase crewed the passenger train rides. Steve Habeck worked on batteries. Hank Stiles, Alan Hirasawa, Rick Edwards and Ed Powell



worked on the #1857. Norman Holmes continued cleaning up scrap wood. Linda Knudson ran the gift shop and cooked crew lunches while Brittany Knudson-Walker-Cochran greeted visitors. Gail McClure prepared a great Annual Membership Dinner. Frank Brehm, Rod McClure, Steve Habeck and Eugene Vicknair graced us with their presence (funny how that happens when free food is available). Andy Anderson and Jay Sarno were also present.

6.06.04 Jay Sarno and John Walker walked around the property discussing signage and landscaping ideas to improve the look and flow of traffic around the museum. Jay also worked on the wiring on the volunteer lounge car. Ed Powell, Brittany Knudson, Rick Edwards and Hank Stiles worked on the FM #1857, reinstalling the exhaust manifold and water plumbing. Lew Barnard, Loren Ross, Don Borden, Kerry Cochran and Rick Edwards worked the passenger train. John Walker and Rod McClure cleaned out a boxcar and loaded scrap into the scrap gondola.

6.07.04 Rod McClure continued cleanup of the property and moved some things around with the fork lift. Norman Holmes ran RAL's.

6.08.04 Howard Hanson worked on various welding projects. A cold wind blew in from the northwest and Jim Ley showed up driving an old bus! Jim was the museum caretaker in the very early days of the museum and it has been many years since we have seen him after he took a job with the Yolo Shortline and then moved up to Washington State.

6.09.04 Jim Ley and John Walker made a run to the dump (dropping stuff off-not bringing stuff back) and filled up gas cans. John and Linda Knudson worked on putting in some new merchandise in the gift shop. Jim Eroh worked on computers. Jim has worked really hard on this project, taking 30 obsolete PC computers checking out all the components and then stripped the best parts out of the machines and managed to get six or seven units back up and running. In some cases he had to work his way past old Department of Defense password protection programs left inside the old military surplus computers we acquired over the years. There was nothing of value on the hard drives as they had been wiped clean but, the password protection was still in place and wouldn't allow Jim to boot up new operating systems or load new drivers. These computers will be used in the Operations Office, crew lounge and for audio visual programs in the entrance way of the building. Unfortunately, Jim has been transferred to Richmond, California to begin a new project for CalTrans and this was his last day here in Portola. We want to thank Jim for all his help over the winter and for making a great contribution to the museum! Good Luck Jim!

6.11.04 Ken Iverson worked on batteries for the #1857. John Walker and Jim Ley found over a \$1,000 worth of paint stored in one of the boxcars. They moved it to the paint storage area where one five gallon can was opened, tested and found to still be good! This aluminum paint will be used to touch up the outside of the building.

6.12/13.04 Ken Iverson ran RAL's while passenger trains were crewed by Don Nelson, Dave Epling, and Bill Parker. Linda Knudson worked in the gift shop while Brittany Knudson-Walker-Cochran greeted visitors and ran the model train. Bob Carr stopped by to say hello as did members Ted Murray and his

wife who were visiting from Canada.

6.14.04 Ken Iverson ran RAL's. John Walker and Ken also checked oil in the 608 and 2001. John also cleaned up the carpentry shop and paint storage areas before starting to touch up paint on the interior of the engine house walls.

6.15.04 John continued painting the interior engine house walls. 6.16.04 Jack Zygnier and Ken Iverson ran RAL's. Steve Habeck checked batteries and delivered mail. Steve and Rod McClure also inspected the Troop Sleeper to begin restoration and had a meeting with Doug Morgan and John Walker about materials and equipment needed to restore the car.

6.17.04 Jack Zygnier ran RAL's while Ken Iverson cleaned water sight glasses on locomotives. John Walker worked in the tool room and general shop cleanup before attending a Railroad Days planning meeting in town.

6.18.04 Norman Holmes ran RAL's while John Walker continued painting inside the engine house.

6.19.04 Andy Anderson ran RAL's. Lew Barnard, Ed Powell, Eddie Chase, Dave Epling, Charlie Spikes and Loren Ross ran the passenger train. Brittany and Debbie Epling did touch up painting on the interior walls and greeted visitors.

6.20.04 Norman Holmes, John Walker, Loren Ross and Ed Powell ran passenger trains while Andy Anderson ran the RAL's. Rod McClure and Sara Eidman cleaned up various areas around the museum and dumped scrap in the scrap gondola.

6.21.04 Norman Holmes ran RAL's while John Walker ran around town picking up supplies and running errands and cleaning up the carpentry shop.

6.22.04 Frank Beavers and Jim cooper worked on the archives cars while Ken Iverson and Norman Holmes split the RAL's. John Walker worked inside the Simplot reefer, rearranging things.

6.23.04 Bob Yarger of Railway Preservation magazine visited the museum. John Walker painted doors inside the shop.

6.24.04 John Sillito and Richard Sadler of Weber State University in Utah visited the museum. They are working on new displays concerning the Utah Construction Company (which built two thirds of the WP) and came by to share information and ideas with us. Dave Epling brought his daughters and Spencer Walker up to help paint doors and do repairs to the model railroad. Hank Stiles and Rick Edwards reinstalled the water jackets on the FM #1857 and filled it with water.

6.25.04 Hank and Rick installed batteries in the #1857 and got it running. Dave Epling helped Don Nelson spot engines on track two. Don also ran RAL's. Pam Blair from Ruralite Magazine visited the museum to do a story on our RAL program. "Daves Girls" finished painting interior and exterior doors.

6.26/27.04 Despite a nasty thunderstorm on Sunday, we had a busy weekend with Dave White, Tim and Tom Carter, Eric Stephens, Eugene "Heywood you do this for me" Vicknair working on the volunteer Lounge car. Bill Parker, Tom Andrews, Dave Epling, Spencer Walker, Don Nelson, Paul Finnegan, John Hittner and Norman Holmes ran passenger trains. Alan Vaughn and Frank Beavers worked on the BN speeder flat. Ken Finnegan worked with Hank and Rick on Mechanical maintenance. Howard Hansen worked on various welding projects. Dave McClain and Dwight Whetstone worked on WP 805 and 501. Rod McClure and Steve Habeck supervised.

6.28.04 Norman Holmes ran RAL's. "Dave's Girls" worked on the model train layout. Dave Epling and Spencer Walker did a "yard check" to maintain the museum roster. Another thunderstorm!

6.29.04 Another thunderstorm made it a slow day. Ken Iverson ran some RAL's while John Walker and Howard Hansen put up some new signs.

6.30.04 MORE THUNDERSTORMS!

## The Museum NEEDS YOU!

From October 9-17, 2004, we will be holding a WORK WEEK at the Portola Railroad Museum. There are several major work projects that we hope to complete during that time on both the museum trackage and the volunteer support facilities.

Ever wanted to be on a track gang? Want to help finish the new Volunteer Lounge and Recreation Area? Want to spend several days in the beautiful Feather River Canyon?

Come for whatever time you can, 1 day or the whole 9. Sleeping accommodations are available in the "Edenwold" and

showers right across the way in the Shower Car. Never been to Portola before? This is a great chance to meet other members and experience the museum first hand. Lunches will be provided. For breakfast and dinner, there are several restaurants near the museum or we have a barbeque in the Volunteer Area.

As a SPECIAL GIFT to members working 5 or more days, we will be firing up a locomotive or two toward the end of the week and giving those volunteers who have racked up 5 days during the week a chance to Run A Locomotive.

The major goals of the WORK WEEK will be completing Dodgepole Siding and the Volunteer Deck. Other projects are also on the slate, depending on turnout.

Dodgepole Siding is critically needed to support operations next year and the expanded Volunteer Deck will join the Silver Debris lounge in giving our volunteers a dedicated area to relax and socialize.

PLEASE mark your calendars and join us in Portola.

T0 sign-up for the Work Week and arrange lodging, or if you have any questions, please e-mail Eugene Vicknair at [evicknair@studiodred.com](mailto:evicknair@studiodred.com) or David Epling at [crrails@sbcglobal.net](mailto:crrails@sbcglobal.net).

Feather River Rail Society  
Statement of Financial Position  
As of December 31, 2003 and 2002

	Dec. 31, 2003	Dec. 31, 2002
<b>ASSETS</b>		
Cash and cash equivalents	\$ 145,589	\$ 131,220
Inventory at cost	49,697	37,601
Prepaid Expenses	19,000	20,000
Historical collection	2,069,694	2,037,980
Long-term investments	140,531	149,190
Property and equipment, net	147,597	154,721
<b>TOTAL ASSETS</b>	<u>\$ 2,572,108</u>	<u>\$ 2,530,712</u>
<b>LIABILITIES</b>		
Accounts payable	\$ 3,441	\$ 1,292
Gift certificates payable	8,556	8,961
<b>TOTAL LIABILITIES</b>	<u>11,997</u>	<u>10,253</u>
<b>NET ASSETS</b>		
Unrestricted	2,281,017	2,266,044
Temporarily restricted	108,109	90,440
Permanently restricted	170,985	163,975
<b>TOTAL NET ASSETS</b>	<u>2,560,111</u>	<u>2,520,459</u>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<u>\$ 2,572,108</u>	<u>\$ 2,530,712</u>

Feather River Rail Society  
Statement of Activities  
Year Ended December 31, 2003

	<u>Unrestricted</u>	<u>Temporarily Restricted</u>	<u>Permanently Restricted</u>	<u>Total</u>
REVENUE, GAINS AND OTHER SUPPORT				
Contributions	\$ 35,570	\$ 30,066	\$ -	65,636
Membership dues	23,145	-	7,010	30,155
Gift shop sales	60,483	-	-	60,483
Train operations	65,768	-	-	65,768
Investment return	2,349	4,153	-	6,502
Sale of Investments	1,510	-	-	1,510
Other	7,046	-	-	7,046
Non-Cash Donations	35,000	-	-	35,000
Net assets released from restrictions				
Projects Completed	16,550	(16,550)	-	-
TOTAL REVENUES, GAINS, AND OTHER SUPPORT	<u>247,421</u>	<u>17,669</u>	<u>7,010</u>	<u>272,100</u>
EXPENSES				
Program Services	146,515	-	-	146,515
Supporting Services				
Management and general	61,487	-	-	61,487
Fund-raising	24,446	-	-	24,446
TOTAL EXPENSES	<u>232,448</u>	<u>-</u>	<u>-</u>	<u>232,448</u>
CHANGE IN NET ASSETS	14,973	17,669	7,010	39,652
NET ASSETS AT BEGINNING	<u>2,266,044</u>	<u>90,440</u>	<u>163,975</u>	<u>2,520,459</u>
NET ASSETS AT END OF YEAR	<u>\$ 2,281,017</u>	<u>\$ 108,109</u>	<u>\$ 170,985</u>	<u>\$ 2,560,111</u>

Feather River Rail Society  
Statement of Functional Expenses  
Year Ended December 31, 2003

	Program Services	Supporting Services		Total
		Management & General	Fund-raising	
Compensation	16,831			16,831
Membership	-	2,459	-	2,459
Operations	23,909	-	3,080	26,989
Gift Shop	21,365	-	21,366	42,731
R.A.L	14,735	-	-	14,735
Events	5,365	-	-	5,365
Restoration	10,396	-	-	10,396
Beanery	-	1,227	-	1,227
Publications	16,702	-	-	16,702
Other	-	2,729	-	2,729
Advertising	6,797	-	-	6,797
Auto	-	1,246	-	1,246
Bank Charges	-	1,187	-	1,187
Building & Grounds Maintenance	-	771	-	771
Contributions	-	8,436	-	8,436
Depreciation	11,585	-	-	11,585
Insurance	-	22,100	-	22,100
Legal	-	6,357	-	6,357
Professional Services	-	9,694	-	9,694
Facilities	18,830	-	-	18,830
Postage & Shipping	-	2,010	-	2,010
Travel & Meals	-	1,139	-	1,139
Office	-	2,132	-	2,132
<b>TOTAL</b>	<b>\$ 146,515</b>	<b>\$ 61,487</b>	<b>\$ 24,446</b>	<b>\$ 232,448</b>

## Minutes of Past 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.

### Annual Membership Meeting

June 5, 2004

Portola, CA

President Rod McClure called the meeting to order at 7:37 p.m. The following directors were present:

Frank Brehm, Kerry Cochran, Steve Habeck, Gail McClure, Wayne Monger, Hank Stiles, Eugene Vicknair. Directors Andy Anderson and Norm Holmes were unable to attend.

Visitors present:

Thom Anderson, Lew Barnard, Rick Edwards, Carol Epling, David Epling, Victoria Epling, James Eroh, Mark Granados, Ron Huey, Russell Johnson, Jon Kinsler, Brittany Knudson, Jay Knudson, Linda Knudson, Ed Powell, Jay Sarno, Matthew Shuman, Cheri Stedje, Ed Wagner.

President Rod McClure called the meeting to order at 7:37 p.m. With the assistance of Victoria Epling, all visitors introduced themselves. He thanked everyone for attending and said it was good to see new faces as well as “the regulars”. He also thanked Directors Gail McClure and Frank Brehm for the BBQ tri-tip and roasted turkey dinner with all the trimmings they prepared for the members.

He proceeded to inform the membership of the following accomplishments in the last year:

*Rio Vista Trade* – FRRS every excited about the pending equipment trade through which we will add to our collection the WP 917D, SN 712, UP 5732 (caboose) and WP 483 (Caboose). He also advised the membership of the positive response we have received from all over the country for what has been touted as one of the largest Museum trades in recent history.

*WP 165* – This past year saw the addition of the first WP steam locomotive to the collection and is one of only five remaining.

*WP 705* – This GP7 was purchased by a group of members and donated to the organization. This will represent the fourth WP GP7 on the property of only six remaining.

*SP 1215* – This locomotive was de-assessed from our collection and is now under the ownership of the California Trolley & Rail Corporation. She should be returning to her home territory by this time next year.

*Santa Maria Valley Railroad* – One surplus SP beet gondola car has been traded to this organization to obtain an early SN wooden box-car and the movement of this equipment should be completed this year.

*Quincy 4* – After four years of planning and hard work, the Quincy 4 is in Portola. This Alco S-1 was originally numbered WP 504 and was the first Alco S-1 purchased by the WP.

*WP 805A* – Lives and breathes again for the first time since 1997. Special thanks go to Dave McLain and crew for their hard work and creative problem solving.

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*Webmaster* – After several years as our Webmaster, Sam Herschbein has given up the reins to pursue personal projects. David “Dynamite” Epling has been appointed in his stead.

*Walkways* – Hard not to notice the beautiful new walkways and start of the caboose loading gallery on the property. Start of a project to allow easier and ADA compliant access to many areas on the property. Special thanks to Ed Wagner for his generous contribution to this project in memory of his brother Joe. Special thanks and acknowledgement to Director Eugene Vicknair for his creative genius and as the driving force behind this project as well as the volunteer lounge remodel.

*Magnolia Tower* – Should be in Portola in the next couple of months as disassembly is complete and loading is eminent. The group involved with the restoration of a nearly identical tower in Santa Clara may be able assist with installation of a system that would allow simulated operation of the relays in the building’s machinery as well as light a CTC Board.

*Tanks* – One of the two tanks from the parking lot has been found a new home by the Government. We continue to work on placement of the second one.

*WP Portola Hospital* – A structural engineering report is in the works and fundraising to restore the building to adaptive reuse will begin once the report is in hand.

*“Road Trips”* – Select representatives of our collection went on the road twice last year and performed very well. We received many positive comments from the public as well as from the Union Pacific Railroad regarding our professional operation on their trackage.

*Museum Manager* – John Walker has been contracted for another year as our on-site manager. He has made great strides toward clean up of the property, organization of the shop and increasing profitability in the gift shop.

### Open Forum

Museum Manager, John Walker, reported that his job turned out to be more work than he originally thought it would entail, however, he was pleased by the great volunteers he has had the opportunity to work with. He stands by his assessment that the Museum is a diamond in the rough and if the members rally around it, we have a huge potential for more improvements and great things for our future. This is particularly important in light of the fact that the Society and Museum we built by rails and railfans. We have accomplished something people said couldn’t be done.

Director Steve Habeck noted that one of the biggest benefits John brings to the organization is his coordinated effort to “spread the word” about the Museum and the direction we are headed. There has been a big difference at the Museum physically and a noted difference in how the Society is perceived due in part to John’s presence at the facility as well as outside venues.

Director Hank Stiles pointed to the need for volunteers to help in all areas of the facility. All of the work done on our locomotives have been done by dedicated volunteers, some experienced in the workings of diesel equipment and some with the drive to learn. Donations and financial support are also mainstays of a volunteer based organization such as ours and are greatly appreciated. As Chief Mechanical Officer, he reported work is nearing completion on the Fairbanks Morse 1857, WP512 is next slated for repair, followed by WP 501.

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Thom Anderson, head of the WP Historical Society reported they were able to get three issues of The Headlight out last year as they had committed to. So far, one has gone out this year, second to go out around July/August and final issue before the end of the year. He also reported the WPRHS Convention went better than anyone thought it could. Besides sporting one of the highest attendances in the history of the event, a record profit was recorded which will benefit the library/archives. Special thanks go out to Frank Beavers and Steve Hayes for their excellent work.

Director Kerry Cochran reported as Superintendent of Operations that our train operations would not have been possible without the help of the many volunteers of the Operating Department. He thanked these dedicated people who not only have to run the trains, but also are the front line representatives of the Society dealing with the public. Thanks were also extended to the Mechanical Department for keeping the equipment in good running condition. Lastly, he announced that the Glad Hand Award presentation was to be postponed until Portola Railroad Days.

Director Wayne Monger, as one-half of the Society's newly formed Excursion Division, reminded all in attendance of the ACE Jazz Train Excursion scheduled August 7 as a Fundraiser for the Zephyr Project. Train departs Lathrop, CA at approximately 9 am with two return trips – one at 6 pm and one at 8 pm. There is the possibility of an on-board raffle and the car is fully ADA compliant.

Ed Wagner, Chair of the Election Committee presented the results of this year's elections, but not before thanking fellow committee members Jay Sarno and Vic Neves as well as Jay's wife and son, Julie and Ray, and Vic's wife, Annie, for all of their hard work and help.

Total ballots sent: 944      Total ballots returned: 434  
Rate of return: 46%

Election tellers (counters) were: Don Borden, John Walker, David Epling. Election results were certified by Leslie Tigan, Portola City Clerk.

David Epling read the voting results:

Cochran: 410      Holmes: 415      Monger: 407

Additional votes of one or less were placed for the following write in candidates:

Don Borden, Alan Turner, Kent Stephens, Member #1749, Jim Murphy, Ken Roller, Vic Neves, first name unknown Miller, "Someone else", Larry Hanlon, Tom Mueller.

Upon the reading of the results, Ed announced he was resigning from the position of Election Committee Chair.

Meeting adjourned at 8:30 p.m.

Respectively Submitted, Gail A. McClure

## May 2004 Board Meeting Motions and Actions Summary

### Motions Passed

Consent Motions – Motion 04-05-02.

Minutes – Approval of the minutes of the regular meeting held April 3, 2004.

Financial Reports – Removed for Treasurer Report under motion 04-05-01.

### Motions

#### Motion 04-05-03.. Sale of Southern Pacific 0-6-0 1215

Authority to proceed with sale and contract of sale pending legal review of same. Motion made by Director Anderson, seconded by Director Vicknair. All Directors voted in favor – Motion carried.

#### Motion 04-05-04.. ADA Modifications to MoPac 13878 Caboose

Authorization to proceed with modifications to MoPac 13878 Caboose in an amount not to exceed \$5,000 with one half of funding to come from budget line item 70,000 – Facilities, General items and one half of funding to come from budget line item 56000 – Restorations, Major projects, and on a funds available basis. Motion made by Director Monger, seconded by Director Vicknair. Director Monger voted in favor. Directors Brehm, Cochran, Holmes and McClure voted against. Director Vicknair abstained. Motion failed.

#### Motion 04-05-05.. Zephyr Project Fundraiser

Accept excursion proposal with funding proceeds to benefit the Zephyr Project, with expenses to come from budget line item 56490 – Zephyr Project and revenue to go to budget line item 40490 – CZ Car/Silver Hostel, and with excursion to be organized by Directors Habeck, McClure, Monger and Vicknair. Motion made by Director Vicknair, seconded by Director Brehm. All Directors voted in favor – Motion carried.

#### Motion 04-05-06.. Item of Urgency

Consideration of item of urgency with respect to direction to financial and other institutions as to whom has authority to conduct business on behalf of the organization. Motion made by Director Vicknair, seconded by Director Cochran. All Directors present voted in favor – Motion carried.

#### Motion 04-05-07.. Item of Urgency – Financial Business Authority

Adoption of resolution that only the President, Vice-President, Treasurer and Assistant to the Treasurer are allowed to conduct business with any financial institution on behalf of the Feather River Rail Society. Motion made by Director Cochran, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

#### Motion 04-05-08.. PRM GeoCache Site

Allow placement of a GeoCache site in the picnic area. Motion made by Director Cochran, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

### Actions and Notices

Treasurer Dan Brady provided a review of the financial status of the Feather River Rail Society including performance of investments (9.1 % rate of return), profit/loss, comparison of actual revenue/expense to budget. The Board provided consensus direction to invest up to 15% of the Society's portfolio in equity investments.

President McClure asked that the Board recognize Director Vicknair for all of the work he coordinated and completed with regard to the new ADA compliant walkways.

The Society took four locomotives and two cabooses to Sparks for display during the convention. The Board wished to express its appreciation of the wonderful job done by Frank Beavers, Convention Chair 2004.

Director Anderson reported that Quincy 4 was loaded, chained down and should be on her way shortly.

Election Committee Chair Ed Wagner reported at that time, we had a 43.75% rate of return on the ballots mailed to members. John Walker reported donation of a digital camera from George and Jan Breitwieser and him. Sales and RALs are picking up well.

#### Closed Session

Meeting adjourned to closed session at 1:12 p.m. and reconvened to open session at 1:25 p.m. President McClure reported that personnel issues were discussed. Consensus direction was given, no action taken.

Adjourned to closed session at 3:47 p.m. and reconvened to open session at 4:18 p.m. President McClure reported a motion was presented and accepted regarding an offered donation of proprietary concern. Consensus direction given regarding an equipment issue, no action taken. Legal report presented, no action taken.

June 2004 Board Meeting

#### Motions and Actions Summary

##### Motions Passed

Consent Motions – Motion 04-06-01.

Minutes – Approval of the minutes of the regular meeting held May 1, 2004.

Financial Reports – Approval of financial reports through April 30, 2004.

Motions

##### **Motion 04-06-02.. Wheelchair Modifications to MoPac Caboose**

Move to accept report as presented and budget authority in the amount of \$3,000 provided under budget line item 70000 – Facilities, ADA Compliance and \$5,000 provided under budget line item 56525 – Caboose Restorations, and on a funds available basis. Motion made by Director Vicknair, seconded by Director Anderson. All Directors voted in favor – Motion carried.

##### **Motion 04-06-03.. Magnolia Tower Location**

Acceptance of Alternate “B” location [between the Inside

#### ***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

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Balloon Track and 4 Rail (next to proposed turntable lead)] as presented through report and discussion of the Board. Motion made by Director Cochran, seconded by Director Stiles. All Directors voted in favor – Motion carried.

#### **Motion 04-06-04.. Equipment Scrapping**

Authority to proceed with scrapping of US Guard car, box car with window frames cut out, UP gondola holding drop tables, two of three tank car frames currently sitting inside of the balloon track. Motion made by Director Anderson, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

#### **Actions and Notices**

Quincy 4 – Arrived by flat car mid-May and has been unloaded. Special thanks go to Director Anderson for all of his hard work coordinating with the SPI folks.

Magnolia Tower – Two gondola cars should be in Oakland next week for loading of Magnolia Tower. Special thanks go to Doug Morgan for all of his hard work in coordinating and supervising the disassembly and loading of the tower on behalf of the Society.

Webmaster – Sam Herschbein has resigned as FRRS Webmaster. Director Vicknair has been working on a newly formatted site. President McClure recommended David Epling for the position of Webmaster and consensus direction was provided in support of this appointment.

Facilities – Director Vicknair reported the Volunteer Lounge is moving along and offered special thanks to Director Cochran for his hard work in finishing of the framing work that needed to be done in the car.

Mechanical – Director Stiles reported that the governor on the WP 608 and controller on the SP 2873 need to be replaced.

#### **Closed Session**

Adjourned to closed session at 2:38 p.m. and reconvened to open session 3:24 p.m. President McClure reported out the following:

Personnel item discussed. Action taken regarding continuance of employment contract.

Second personnel item discussed. No action was taken.

Legal item discussed. Action taken regarding continuance of ongoing legal action in the matter.

respectfully submitted by Eugene Vicknair, secretary

## **Upcoming Events**

**September** Hours: 10 AM – 5 PM

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

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

2 Board Meeting - 1 PM, Portola  
2-3 Locomotive Maintenance Clinic, Facilities Work Weekend  
16-17 Track Work Weekend

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

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