

- FRRS Membership -

<i>Yearly Dues</i>		<i>Single Life Membership</i>		<i>Family Life Membership</i>	
Associate	\$20.00	Birth-17 years of age	\$1200.00	Birth-17 years of age	\$1800.00
Active	\$40.00	Age 18-39	\$900.00	Age 18-39	\$1350.00
Family	\$60.00	Age 40-61	\$600.00	Age 40-61	\$900.00
Sustaining	\$100.00	Age 62 and above	\$300.00	Age 62 and above	\$450.00

These are the dues for the duration of one year, with Life and Family Life being a one-time payment. Five year payment plans are available for life memberships.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.

Active memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only.

Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.

Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.

Life memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only for life.

Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:

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

Address changes may also be sent to memberships@wplives.com

A Message From the FRRS President

By Rod McClure

The best place to start this issue is the problems and solutions for this year's Elections. As most of you know by now, most ballots did not get to the members with enough time to return them by the deadline. On top of this, none of the Family Life members received the 2 ballots they are entitled to. The Election Committee, Directors, and myself received correspondence from some of you regarding these problems. Some were questions on what to do, some were complaints and a few were downright rude and impolite with unfounded accusations. To each and every FRRS member I apologize for this. I am the President and I am responsible for the problems. Now, what happened is simple, we got a late start with the process that would not have been a problem at all until the mailing house sat on the ballots for 3 weeks before they went out causing the mailing to arrive in your mail boxes just days before or after the due date. (We still received about 165 ballots back before the membership meeting in June).

Instead of pointing fingers, we decided to solve the problem for this election and future ones. First, the Board decided to redo the voting part of the election. By the time you read this you should have already received the second ballot(s) and cast your vote and returned them. Second, the Board is making changes to the Policy for our annual elections that will resolve all of the small things that added up into a big mess for us next year. For one, all future ballots will be hand stamped and mailed with no more use of the mailing house. Another is a set in stone timeline.

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I do want to express my thanks to Wayne and Lynda Monger for all the time they spent folding, stuffing, and handling of the mailings. I also want to thank those of you who volunteered 12 plus hours on June 21st doing it all over again. Those were Wayne Monger, Eric Stephens, Jay Sarno and his son Ray, (who master-minded and supervised quite a efficient assembly line for stuffing the envelopes) Gail McClure, Frank Brehm, and Eugene Vicknair. Thanks!

Starting July 1st, long time member John S. Walker accepted full time employment with the FRRS as our new Museum Manager. For those of you who do not know John, he brings years of retail experience from the Western Depot in Yuba City, CA to us along with his intimate knowledge of W.P. history. He is now responsible for the operation of our Gift Shop and RAL reservations, along with a long list of other chores that will make a big difference around the Museum. He will be taking the Gift Shop to new heights, with new and more items, a mail order catalog and eventually an online store. We will begin to see many changes around the shop soon so make sure that on your next visit to the Museum you stop in and say "hi" to John. If you have any questions or special requests from the Gift Shop, give John a call at the main Museum number during regular hours.

Recently, the opportunity presented itself for the Society to obtain another Western Pacific locomotive. GP7 WP705 was put up for sale along with many other used locomotives by OmniTrax. Upon further investigation, the locomotive was found to be in good shape and we began discussion on how we could afford the \$5000 price. A group of FRRS members decided quick-

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ly to put up the money to purchase the locomotive and donate it to the Society. So as you read this, final details are being worked out and hopefully by the end of July the WP705 will be back home. Future details and pictures along with a list of donors will be printed in the next Train Sheet.

Jan Brietwieser has resigned from her duties as a Director as well as Gift Shop Manager due to personal reasons. She has her hands full right now and did not have the time to devote to the Society. I hate to see Jan go as she was the driving force in moving the Gift Shop into the Beanery and expanding our merchandise along with all the fantastic shirts she brought in. She has promised to stay involved and help out when she can. On behalf of the Board, I want to give Jan a big Thanks!!!

At this year's Membership meeting, we had about 40 people attend! We were treated to a fantastic Spaghetti feed cooked up by Gail McClure, and had a superb Wine provided by Vic Neves and his fiancée, Anne. I made a short presentation of ongoing and upcoming projects at the Museum along with some comments by John Walker about his new role in our organization. Kerry Cochran talked about Operating Department activities and Eugene Vicknair updated everyone on the Zephyr Project. Ed Wagner presented the Society with a huge check in the amount of \$15,000 in memory of his brother, Joe, to be used solely for the purpose of upgrading our grounds to ADA compliance. This will go along way in making our grounds more Handicap accessible in the very near future. THANKS ED!!!!!! After that, slide shows from Vic Neves, Wayne Monger, and John Walker entertained the crowd until the wee hours of the morning in fine Winterail form. Thanks to all who helped and attended, and I hope to see more of you next year.

Well, the ongoing saga of Magnolia Tower continues. We had everything in place to begin disassembly and I'll be darned if something else didn't go wrong. The contractor who is doing the work for Amtrak finished the remediation process and was ready to begin disassembly when a Union issue came up and the whole thing came to a screeching halt again!!!! At this point, the tower is being moved about 40 feet from it's present location to allow construction to continue on the new Amtrak servicing facility. This is costing us nothing as the contractor is doing it for us gratis. Once it is moved, then we have to refigure how to disassemble it and move it to Portola. If it were not for the relentless work by Eugene Vicknair and Doug Morgan, Maggie would be a pile of firewood right now. We are not even going to begin to guess what is next so as soon as something is done, we will report it. (when I was working out of Oakland, Maggie Tower was always a pain for us to get across. Now it seems she is going to get the last laugh!)

The US Army has notified us that one of the M-60 tanks has a new home. It is going to the City of Pittsburg, CA. One of their people has come up and picked which one they want and they are making arrangements to move it in the next couple of weeks. The other one is being given to another organization that has not been notified yet so I can not say who, only that it has a new home also.

There are many other exciting and big things in the works at our Museum. We continue moving in the right direction. We need your support, not only in fundraising and donations, but by just coming up to the Museum when possible and volunteering

to work the Operating crew, assisting our CMO work on the Locomotives, or helping us with the track work. There are always many things that need to be done, big and small so every little bit helps. Make sure you check out our calendar of events for the next work weekend. Don't forget Portola Railroad Days, Truckee Railroad Days, or this year's new and improved Railfan Day. Hope to see you soon in Portola!

Western Pacific Marine Fleet Tugboat *Hercules*

By Eugene Vicknair

While the WP had their corporate offices in San Francisco and considered it their western terminus, only subsidiary Sacramento Northern had an all rail entrance (passenger only and short-lived at that) into the city. With the Southern Pacific holding the only direct freight route into town, WP, like fellow shut-outs Santa Fe and Northwestern Pacific, restored to reaching their westernmost outpost via water.

The WP marine freight fleet only rostered a small number of boats during its history, but all had varied backgrounds and interesting histories. While future articles will cover the tugs *Virgil G. Bogue* and *Humaconna* and car ferry *Las Plumas*, this installment focuses on the sole operating survivor: tugboat *Hercules*.

Western Pacific's San Francisco operations were made up of newly built trackage and some bones inherited from the Ocean Shore Railroad, an aborted attempt to link Santa Cruz and San Francisco with an interurban railroad. WP began hauling freight across the bay in 1908, before the east-west mainline was even completed. The initial fleet consisted of two barges built in 1908 by Kruse & Banks of North Bend, Oregon. Barges 1 and 2 were all wood construction and had an overall length of 266 feet, beam of 39½ feet, draft of 12¾ feet, net tonnage of 934 tons and a gross tonnage of 1339. In 1928, they were supplemented by all steel barge 3, built by the Moore Dry Dock Company. Featuring a net tonnage of 1200 tons, the 3 measured 258 feet long, had a beam of 38 feet and draft of 12½ feet. After 1928, barge 2 was typically held in reserve until needed and would be used with rented tugs from the Red Stack fleet. Each barge could carry up to 13 average freight cars.

Motive power for the barges was provided by tug boats *Hercules* and *Humaconna*. The *Hercules* was an all-steel boat originally built as a sea-going tug by John H. Dialogue and Son in 1907 at Camden, New Jersey. She was constructed for the San Francisco-based Shipowners' and Merchants' Tugboat Company and joined their Red Stack fleet (named for their red-painted smoke stacks). After being completed, *Hercules* towed sister ship *Goliath* around South America and through the Strait of Magellan to San Francisco Bay. Both vessels were oil-burners and *Goliath* carried extra fuel, water and supplies for the journey.

The *Hercules*, registration number 20481, has a hull length of 151 feet, beam of 26 feet and carries 85,400 gallons of fuel oil. This gave her a cruising range of 21 days and a maximum speed of 10 knots. Since she was originally built for sea going service, there was bunk space for 18 and capacity for 30 days of provisions. A typical crew was 15, allowing for three