

Thurman - Reported an email from David Epling offering to take on Museum Manager position.
Monger - CAM conference was interesting. High points: 1 - IRS form 990 is becoming more important to non-profits. Non-profit watchdog groups are using 990s as evaluation tool to advise large donors. 2 - May 7 is state museum action day. There will be a meet and greet with state legislators. Monger going, Vicknair and Parker to try and make it.

Holmes - Has PLA group coming up Wednesday to do an RAL. Will be at museum for 4 hours.

Habeck - Will be around to help with RAL. Will run rotary to clear track. Spent about 6 hours on backhoe clearing out snow. Opened drainage to get water running away from building. Still about 38" of snow on the dock.

Department Reports

Advertising - Trains Mag ad has been renewed. RAL ad has been canceled based on John Walker's recommendation. Yellow Pages have been renewed. Plumas County visitor directory has been renewed. Parker instructed to continue looking at billboards. Also asked to look at what summertime events are going on in the area, Graeagle, etc.

Information Tech - Webcam is updating every 5 seconds automatically. Running out of bandwidth. Timing will be reset to 10 seconds. Bruce asked for PayPal button on cam page and discussed adding some Virtual Private Network services to system.

Committee Reports

Election - No candidates have withdrawn.

Closed Session

Meeting adjourned to closed session at 8:11 PM and reconvened to open session at 8:27 PM. Secretary Vicknair reported the following out of closed session:

"The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. Information was given, no reportable action taken."

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.

2007 RAILFAN PHOTOGRAPHER DAY

- Matt Parker, Director

Dawn broke cold and a dusting of snow flocked the ground on the morning of Saturday, September 29. Approximately 78 attendees were not deterred as they arrived to participate in WPRM's 2007 Railfan Photographer Day. Those who came were treated to what became a gorgeous, sunny fall day in the Sierra punctuated by an ambitious line-up of trains representing railroading on the Western Pacific and other western rail lines from the period of the late 50's through the early 70's. This line-up included 11 trains featuring the museum's preserved motive power and rolling stock.

Operating crews this year traded their purple Ops Department t-shirts and hats for clothing representative of the same period as their trains. Those who volunteered for crew positions did an outstanding job in their wardrobe choices, right down to the stub of a stogie hanging from Charlie Spikes' mouth as he worked as Engineer on Crew B. Even Dispatcher Wayne Monger, who planned the line-up of trains well in advance of the event, was dressed accordingly.

Once the first runs were complete, lunch was served in the Diesel Shop. Event Director Gail McClure was assisted by Eugene Vicknair, mass-producing the hot dogs and hamburgers on our new grill, recently donated by member Bill Parker. Volunteers including Ed Powell, Judy Casados, and Laura Casados helped serve.

Following lunch, noted railfan photographers Ryan Martin and Alex Ramos presented a seminar on digital photography. Held in our classroom/meeting room/party lounge also known as Sacramento Northern caboose 1642, the seminar covered topics including camera manufacturers, the pros and cons of digital photography vs. film, photo composition, lighting, and making photos interesting. They also included a live demonstration on the use of Adobe Photoshop CS for editing and improving the quality of digital photos. Event Director McClure pointed out this was the first time such a presentation was included in this event, adding that the efforts put forth by these two gentlemen produced a noteworthy class. Once the seminar was completed, it was time for those attending to practice what they learned recording the afternoon runs.

An interest in the WP drew visitor Norm Hogg from Arvada, Colorado to the event. "It's great to see other interests represented, like the SP," he added as he waited for the passing of the next train at the Inside Balloon switch during the afternoon. Visitor Jim Maurer of San Jose, California said he had taken 300 photos by dinnertime. It was the first attendance at Railfan Photographer Day for both visitors, and they were very impressed by the lineup of trains.

With the afternoon runs complete, dinner was offered, featuring a full-course menu of delicious foods prepared by Event Director Gail McClure. Gail was again assisted by Eugene as well as Wendy Holtz and Judy and Laura Casados.

At about 8 PM, after dinner and two initial slide shows, Vic Neves shared his special expertise by leading the traditional Night Photo Session. Vic's assistance with this special feature actually began on the way to the Museum Saturday morning, as he made an extra stop at the home of Dave Stanley to borrow a flash gun that took the place of Vic's own equipment (temporarily "missing in action" as the result of a lengthy home rebuilding project). Vic recruited several assistants to help with the flash guns, as well as members of the Ops Department who turned lights on the locomotives on and off on cue.

This could be one of the last times we use the classic flash bulbs for night shooting. We have just enough FRRS-owned bulbs remaining in our stock at Portola (which the FRRS purchased about 12 years ago) to do only one more Night Photo session!! There has been a lot of talk concerning the purchase of a new Lumedyne electronic flash unit to take the place of the traditional (and now extremely expensive and nearly impossible to find) flash bulbs. Estimated system cost of \$1,500...give or take...

A total of 32 photographers from around the United States participated in the Night Photo Session. Thanks to the tremendous efforts of the FRRS Operating Department crews that day, there were 3 separate subjects to photograph. The first was the "Big Jack Sandwich" (also known as a "Fast 40 Sandwich") with Union Pacific DDA40X 6936, SD40-2 3656 and DDA40X 6946 (6936 and 3656 appearing courtesy of Union Pacific), shot from two separate photo angles. This lash-up was attached to the large 1970's Freight Train and was facing east at

Milward Switch/Sewer Crossing location. The second subject was a WP passenger train consisting of WP locos FP7 805-A, F9Bu 926-C, and F7A 917-D leading the FRRS baggage car and two of our CZ dome cars. This train was staged in the same location but facing west on the Dodgepole Siding track. The group of photographers then moved over to Track #1 at the west end of the diesel shop where GP7s 707 and 712 were coupled together facing west with a WP boxcar and cabooses behind. The night shoots were finished by 9:45 PM, just prior to the nearly-full moon rising high enough to have ruined the photo set-ups. Most of the participants then returned to the "warmer" insides of the diesel shop to get out of the freezing weather and watch more slide shows, including the 1982 WP Altamont Detour show put together for the WPRRHS Convention earlier this year by Wayne Monger.

The WPRM Operating Department rose to the challenge of assembling and running trains with a large turnout of members to accomplish the work. The moving and staging of equipment began on Monday prior to the event and continued through Thursday, with crews putting in approximately 8 hours per day. Those helping with some last minute moves on Friday evening were treated to a brief yet intense blast of horizontal rain and snow characteristic of winter weather in Portola. Yardmaster Steve Habeck was assisted in these efforts by Ops volunteers Loren Ross, Bill Parker, Craig Simmons, Seth Adams, Nick Tynan, Charlie Spikes, David Epling and Tim Carter. Responsibility for operating trains on event day was split between two crews.: Crew A with Engineer Loren Ross, Fireman Bill Parker, Conductor David Epling, and Brakeman Seth Adams, and Crew B with Engineer Charlie Spikes, Fireman Tim Carter, Fireman Craig Simmons, Conductor Tom Andrews, and Brakeman Rick Gruninger. Extra crewmen were Nick Tynan tending switches and Cody Wilson covering assignments as needed. Mechanical needs were attended to by Hank Stiles and Alan Hirasawa.

Gail McClure also acknowledged the efforts of Wayne Monger for planning the consists and Norm Holmes for working access and admissions at the gate as being essential in making this year's Railfan Photographer Day event an outstanding success.

Wayne Monger assisted with this article