

THE

TRAIN SHEET

News from the Feather River Rail Society



Apr - June 2009

Issue 148

- THE TRAIN SHEET -

News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola

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

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**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

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 AM until 5:00 PM daily from the first Saturday in April through the first Monday in November. The Diesel Shop is open from 10:00 AM until 5:00 PM daily during these dates.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September.

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum 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 Western Pacific 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 -

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David Epling	Museum Manager	giftshop@wplives.org

Cover Photo - A WP worker poses with one of the massive 2-8-8-2 steam locomotives.
- FRRS / WPRRHS collection

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Preserving "THE FEATHER RIVER ROUTE"



- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm
Central Calif Traction	www.trainweb.org/tractionco/

FRRS ROSTER CORRECTIONS

The best laid plans often go awry. Despite extensive research and fact-checking, a few errors crept into the roster published in the last issue. Also, some new information came to light on a few pieces of equipment.

..Western Pacific outfit car used during the railroad's construction was built in 1906.

..WP Sleeper "Clover Plot" is an 8 section – 5 bedroom sleeper configuration.

..WP MW 0565 was built in October 1916.

..WP MW 70 was built by Fairmont.

..WP MW 0319 is no longer owned by the FRRS.

..Clover Valley Paymaster Car was numbered CVL 100. It was built in 1918 by American Car and Foundry and is an Ammunition Car 1918 Model type 2.

..USA MRS-1 544 was purchased by FRRS.

..UP caboose 25049 was donated by UP.

FRRS MEMBERSHIP CHANGES

As announced in Issue 146, the FRRS will be instituting major changes in our membership dues and structure for the first time in 5 years. This is being done in response to rising costs as well as a desire to streamline and rationalize our member levels based on input from members. Life levels will revert to single cost, but current Life installment payers will be unaffected.

These changes will become effective on June 1, 2009. All existing Life memberships are grandfathered. Dues increases for non-life members will be instituted with the next renewal after June 1.

New membership level structure and dues:

Associate (entry-level/student membership)

- No vote
- receives The Train Sheet
- does not receive The Headlight
- free train rides
- \$25.00 annually (40.00 foreign)

Active

- Voting rights
- receives The Train Sheet and The Headlight
- 10% discount in the Gift Shop
- free train rides
- \$50.00 annually (65.00 foreign)

Institutional

- open to other 501c(3) organizations or enthusiast clubs only
- No voting rights
- receives 2 copies each of The Train Sheet and The Headlight
- given 20 free train ride coupons annually
- \$60.00 annually (75.00 foreign)

Family

- Voting rights for two adults at the same address (receives 2 membership cards)
- receives 1 copy each of The Train Sheet and The Headlight
- 10% discount in the Gift Shop
- free train rides for immediate family
- \$80.00 annually (95.00 foreign)

Sustaining (premium membership level)

- Voting rights (single vote)
- receives The Train Sheet and The Headlight
- 15% discount in the Gift Shop
- free train rides
- 8 free train ride tickets for non-member friends and family
- special recognition pin
- priority tickets/notice on special museum events
- \$150.00 annually (165.00 foreign)

Life

- Voting rights
- receives The Train Sheet and The Headlight
- 15% discount in the Gift Shop
- free train rides
- special recognition pin and laminated membership card (will be sent to current)
- priority tickets/notice on special museum events
- \$1800.00 one time (can be paid in installments). \$1000 goes to FRRS Endowment Fund.

Family Life

- Voting rights for two adults at the same address (receives 2 membership cards)
- receives 1 copy each of The Train Sheet and The Headlight
- 15% discount in the Gift Shop
- free train rides for immediate family
- special recognition pin and laminated membership cards for two adults
- priority tickets/notice on special museum events
- \$3000.00 one time (can be paid in installments). \$1500 goes to FRRS Endowment Fund.

A special WP Centennial Level will be announced soon. If you have any questions, please contact membership chair Eugene Vicknair via the museum or by email at membership@wplives.org.

MECHANICAL REPORT

- John Buberniak, CMO and Seth Adams, AsstCMO

This year should be a good one for the mechanical department at WPRM. A couple new locomotives are scheduled to be put online from our deadline this summer. Western Pacific 731, a GP9 built in 1955, has been sitting idle for 15 years. As I write this, the locomotive has had a rebuilt water pump installed, various electrical items cleaned or replaced, some minor water leaks fixed, and we are just waiting for the batteries to get charged up. It is hoped that when started, there will be few unknown mechanical issues that crop up. I'd like to personally thank Bill Parker, Charlie Spikes, Duane Vanderveen, and Steve Habeck for their time on this project. Hopefully in the next issue I'll be able to report that the 731 will be running smoothly. WP 731 is one of two WP GP9s in the museum collection. Only one other, on display in Elko, NV, survives.

The second project this year is the Quincy 3. The 3 is a General Electric 44 tonner built for the Quincy Railroad of Plumas County in 1942. The locomotive is an important artifact to Plumas County in that it has never left the county, except to receive repair in WP's Stockton shops and to run on the revived Virginia and Truckee excursion line a few years ago. Norm Holmes painted the locomotive 2 years ago in its silver and blue paint scheme. It is hoped the 3 will be used on the caboose train to help reduce fuel expenses. Again,

thanks to Charlie Spikes and Duane Vanderveen for the time they've spent on this project.

Plans this year also involve cycling the RAL locomotives through the shop for annual inspections, getting the blue cards on the road locomotives put back into date, and getting the WP 917, one of our F7A streamlined locomotives, operational for the RAL fleet, after its 2 year hiatus following a failed oil cooler.

Other less noticeable but still important changes occurring in the Mechanical Department involve a variety of forms, record keeping, and policies. New locomotive inspection forms based on those used by UP have been issued. There have been questions asked as to why there are no air brake readings on the new form, and there is a planned release of a revised daily inspection form to include such information, and delete the unnecessary fields.

Each locomotive also now has a running file of all the work performed on it, parts used, and the mechanic performing said work. Any person performing maintenance or other work on a locomotive is asked to fill out a Mechanical Department Volunteer Log and to drop it off in the CMO box. I will update the running file myself from the volunteer logs. We are also in the process of organizing our large number of locomotive parts as well, including new storage, segregation and inventory tracking.



Quincy 3 is slated for a return to operation this year. - Mike Mucklin photo

IN MEMORY OF NICK PERUSINA

- Lisa N. Johnson

FRRS member Nick Perusina passed away on September 20, 2007 at the age of 84. He was a devoted member of the organization and had worked many years as a steam engineer and railroad machinist. Nick served his Machinist apprenticeship in Chicago during the transition from steam to diesel. He taught his daughter, Lisa Johnson, much about railroading. About 8 years ago, they visited Portola and Norman Holmes checked Lisa out on one of the yard switchers in our "Run A Locomotive" program.

Thanks to Lisa, we can share with you this snapshot of Nick Perusina's life working for the railroad.

My father, Nicholas S. Perusina was born and raised in Chicago, Illinois in 1921. He grew up there always wanting to get a job working for the railroad. During the late 1930's at the end of the depression railroad jobs were hard to come by and especially for such a young man. But he persisted in contacting the superintendent of the Chicago and Northwestern and was finally given a job where he eventually served his machinist apprenticeship becoming a Journeyman Machinist. He also earned his license in Steam Engineering. He did a tour of duty during WWII with the Navy as a Machinist mate. After his discharge from the service he returned to work for the Alton and the B&O. Eventually moving to the west coast and working for the Western Pacific in their Oakland roundhouse.

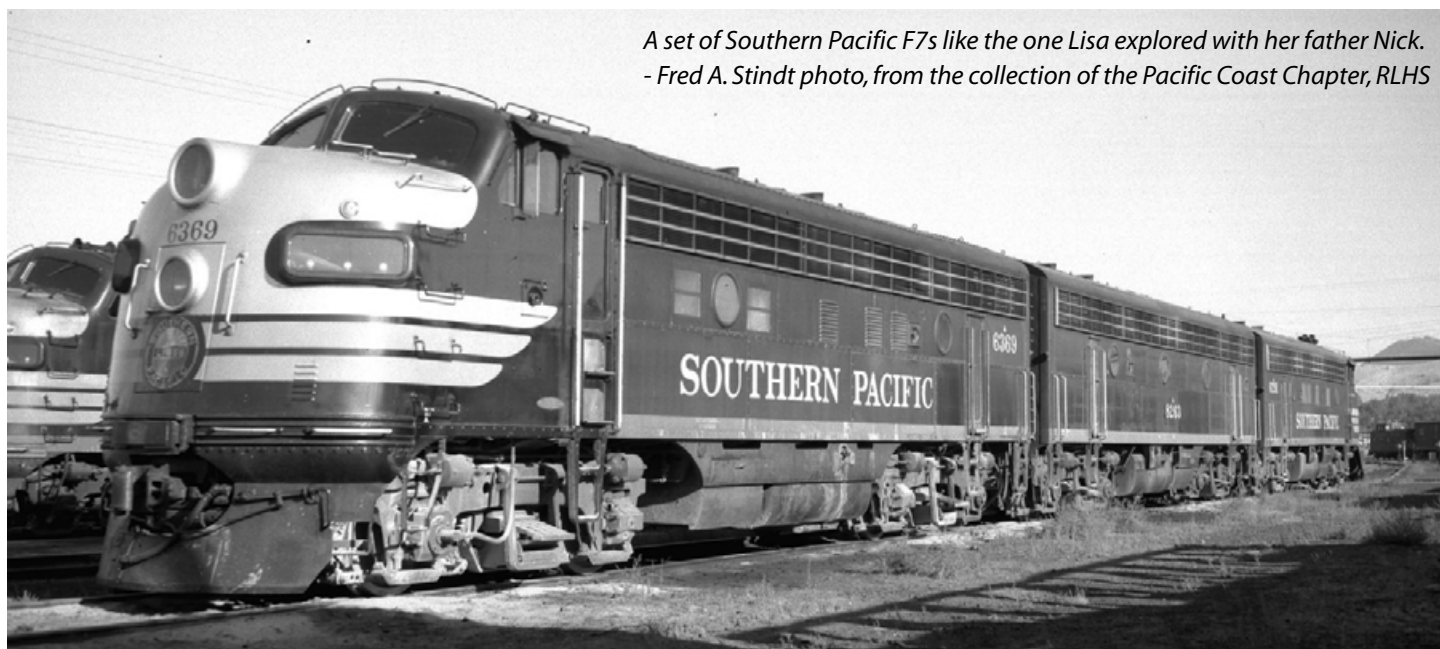
Railroading was always in my father's blood and I so remember his stories of "repairing fire brick in a hot

firebox," forge welding locomotive tie rods and changing "tires" on locomotive drive wheels. Whenever we could get around a steam engine he would always point out to me the different types of levers and "motions" that were specific to each type of engine. Then to his diesel experience how he and his coworkers would change pistons and liners and turn around a locomotive in one shift. He was such a wealth of railroad knowledge and I'm just sorry I didn't get more of it.

I remember one occasion I was about 8 years old and we took a drive to Stockton to the new SP repair facility. The superintendent at that time was a man by the name of "Scotty" Galt. My father worked with Scotty at the Oakland yard. Scotty let my father and I roam around the diesel shop. My father hoisted me up into the cab of an F-7 locomotive that was running. He opened the door to the engine room and I was afraid to follow him into this noisy and pounding environment. My father coaxed me to follow him and I was instantly captivated by the magnificence of this huge running engine. At that point I was hooked on motive power too and just can't get enough of the big power even today.

In his later years he and I would take drives that would eventually end up near a railroad yard and we would sit and marvel at the huge GE and EMD locomotives just idling there. But, we were always drawn back to Steam, truly Nick's railroad roots.

Thank you, Nick, for your service to your country and the Western Pacific. Your memory lives on.



*A set of Southern Pacific F7s like the one Lisa explored with her father Nick.
- Fred A. Stindt photo, from the collection of the Pacific Coast Chapter, RLHS*

2009 WPRRHS CONVENTION

- text and photos by Mike Mucklin

After 12 years of successful annual events, the 13th annual Western Pacific Historical Society convention returned to the town where it all started: Oroville, California. The original convention was held April 18th and 19th, 1997 in what was then the Depot Restaurant, which is located inside the former Western Pacific Oroville depot. Today that location is home to the Western Pacific Brewing & Dining restaurant but with the growth in popularity of the convention over the last 12 years, the restaurant simply didn't have the space required to accommodate a contemporary WPRRHS event.

This year's "Centennial" convention chairman, and WPRRHS Administrator, Thom Anderson scouted locations and booked the Feather Falls Casino and Lodge, which provided an excellent facility as well as convenient overnight accommodations for convention staff and guests.

The 13th annual convention kicked off on Friday at noon with the first of five Oroville Dam tours which were graciously provided over the course of the two-day convention by John Ford of the California Department of Water Resources (DWR). These fascinating tours focused on the relationship between the railroads and the construction of the dam and the tour included visits to the Oro Dam Constructors railroad tunnel (originally first WP tunnel No. 4), the site of a horrific head-on collision in 1965 that claimed the lives of four Oro Dam Constructors trainmen, as well as the site of the Oro Dam Constructors rotary dumper at the dam site.

John's tours were limited to 10 guests at a time which provided an excellent, personalized experience for each individual. Local points of interest were pointed out along the way to the various sites and John also provided excellent historical visual aids at each location to help guests relate the appearance of the location in the present to what the railroad there looked like in the past.

Meanwhile on Friday, a number of sellers converged on the display room to set-up their tables full of WP related wares while the convention staff got the raffle table populated

with goodies for the Saturday raffle. Among the sellers present were Brad Lomazzi of Railroad Americana, who also set-up a beautiful display of Western Pacific Scenic Limited memorabilia. Across the aisle from Brad was Bill Burg of Super Art Media, along with Tom VanHorn from Tom's Trackside Trains, and Jim Wagner and Bryan Elliott who were selling a brass collection. Rounding out the sellers was David Epling with the Western Pacific Railroad Museum gift shop, Steve Hayes was there to promote his excellent new book, *Western Pacific Depots and Stations*, and Mike Mucklin announced two forthcoming books from his new publishing venture, Highline Press; the first being a Sacramento Northern book written by Norman Holmes and the other a self-authored title, *Western Pacific Caboose Cars*.

The raffle table was well supplied this year with a number of outstanding donations. Among the sponsors of this year's raffle were Athearn Trains, Cannon & Company, Microscale Industries, Kadee Quality Products, ExactRail, InterMountain Railway Company, The Western Depot, Tom's Trackside Trains, Micro-Trains Line, Wm. K.



*Exploring the wreck site
in old WP tunnel 4*

Walters, Hobbies Unlimited, The Western Pacific Railroad Museum, Jim Dias, Tom Lawler, and Clarence Shipman. The WPRRHS is very grateful for the support these companies and individuals have shown for the convention through the donation of raffle prizes.

Friday guests also enjoyed a wealth of on-site multimedia presentations including *World War II and the WP* by Jeff Asay, *The Oroville Dam* by John Ford of the California DWR, *The Final Decade of the WP* by Dale Sanders, *Last 10 Years of SN's Chico Branch* by Wayne Monger, Tom Messer, and Vic Neves, *Moving the Golden Gate Railroad Museum* by Rod McClure and WP Freight Car slides by Robert Forren. Finally, no convention would be complete without a couple of Virgil Staff's outstanding vintage 16mm films, which were presented by Thom Anderson and the WPRRHS.

Saturday's activities got started early with an excellent presentation by Joe Strapac on WP's Diesel Fleet, which contained a lot of information that he wasn't able to include in his new book, *Diesel Locomotives of the Western Pacific*. Other presentation on Saturday included *Oro Dam Railroads* by Dale Sanders, *25 Years of the FRRS* by Vic Neves and Wayne Monger, *WP 2-8-8-2 Steam Locomotives* by Eugene Vicknair, and, of course, more 16mm Virgil Staff films. John Ford continued to host his popular Oro Dam tours throughout the day.

Saturday evening the traditional banquet got underway with an outstanding dinner and dessert spread provided by the Feather Falls Casino kitchen staff. This year the banquet was extremely well attended and the room was packed. As dinner wound down, special guest and banquet speaker Al Evans took the podium.

Al was a WP employee for an amazing 41-years (1937-1978) and his positions included 39 different jobs in six different departments within the Western Pacific. It was a true honor to have him and many of his family and friends there, and to hear some of his great stories from his time on the WP. Al and many of his family members traveled all the way from Washington, Oregon, and Montana to attend the convention, a deeply touching gesture to all who enjoyed his amazing and humorous stories.

Capping off the evening, a kind donation of several boxes of genuine Western Pacific golf

balls was provided by former WP employee, Clarence Shipman, which Scott McAllister and Thom Anderson awarded to the winning raffle ticket holders. Also, the Western Pacific Railroad Museum donated a Plan B Rent-A-Locomotive certificate which was won by Robert Aton. Finally, Thom thanked Robert and Wendy Forren for their generous donation of the large UP heritage banner featuring the Western Pacific which we placed behind the podium in the banquet room. Robert had recently purchased the banner for donation the historical society. Thanks, Robert!



WPRRHS Admin Thom Anderson and the UP Heritage Banner donated by Robert and Wendy Forren.

After the goodies were handed out, David Epling reminded everyone about the new WP Centennial merchandise and commemorative box cars that were available through the WPRM gift shop. Then FRRS board member Wayne Monger announced that they would be presenting awards to Dave McClain, Bob Sims, and James Mason (who were all in absentia) for their significant contributions to the 2009-10 WPRR Centennial Locomotive Repainting Fund.

This year's convention had the second highest attendance ever with 140 registered guests. After all the bills were paid, the WPRRHS was able to net just over \$2,500.00, which will go towards funding next year's event in Stockton as well as provide much needed funds to the Arthur W.

Keddie Railroad Library and Archives. Thanks to all who attended and supported the event as this will insure the continuation of future conventions as well as help us formalize policies, procedures, and provide infrastructure for the preservation of the vast collection of historic Western Pacific materials in our archive.

Special thanks to John Ford for conducting the dam tours, to the California Department of Water Resources, and to FRRS board member Wayne Monger for making the arrangements with John and the DWR on behalf of the WPRRHS.



Guest speaker and 41 year WP veteran Al Evans

Special thanks also goes to Al Evans for making the trip to Oroville to entertain the banquet crowd with lots of memorable stories from his distinguished career on the Western Pacific.

Thanks also to all the presenters, exhibitors, and raffle sponsors listed above. Finally, thanks to Thom Anderson for taking on the task of convention chairman this year, to Tom Campbell and Scott McAllister for their invaluable assistance with the event, to Robert and Wendy Forren for donating the WP banner, and to Lyn Eaves of the Feather Falls Casino for all her help with the event. Thanks to Eugene Vicknair for his assistance in locating and evaluating the convention site. Thanks also to Vic Neves for handling all the A/V needs again this year.

Mark your calendars for April 16th and 17th, 2010 when the 14th annual WPRRHS Convention will be held at the Clarion Hotel & Suites in Stockton, California. Co-chairs Tom Carter and David Epling are recruiting content and presenters now so please contact them if you have something to share. Information on the 2010 Convention will be posted on the WPRRHS website as it becomes available.



WHY I JOINED THE FRRS

- Dustin Carter

Why would anybody so young be interested in the Western Pacific Railroad? I would be the one to ask, considering I am only 14 years old. My name is Dustin Kyle Carter and I was asked to write this for the museum. I'm going to talk mostly about why I am a part of the museum and the opportunities it has given me. And also why somebody as young as I am should join the museum, why I joined, and some of the projects and experiences I'm involved with.

Well there are many reasons for somebody "so young" to join Western Pacific Railroad Museum. For one, it's an adventure anytime you are at the museum. You get to do things that most kids at your school perhaps had not done, including the experience of working on rail cars and locomotives that are not in regular service anymore and that are among the most fascinating machines around. Being a member also is a learning experience: you learn about the history and mechanics of the various cars and locomotives, as well as details of rail operations such as blue flag protection. And it supports many future plans you have. Just imagine putting the amount of volunteer hours on a college application and how great it would look. There are so many reasons to be a part of the museum and the opportunities it gives are remarkable.

I'm a part of the museum because I strive for an adventure and the learning experience that adventure provide me. I have learned where the *California Zephyr* operated and how class and style was a big thing when it came to passenger trains. I learned these things by getting to work around the some of the Zephyr cars myself and exploring them from the inside,

hands on. And you, the reader, could also learn a lot "no matter the age." You learn, not only about the trains, but also history of the places and people involved with the WP and its neighboring railroads.

It's a fun adventure to be in and around the cars and engines. We aren't one of those museums where there are "Do Not Touch" signs everywhere. You can actually climb through the cars and discover unknown treasure hidden within the equipment. There is no better way to learn than to get your hands dirty!

You could also use your time wisely and invest it in your future. All your volunteer hours could be put on a application for college or a job. Imagine putting qualified passenger engineer on your résumé. I want to be a Disney Imagineer and the number one thing they look for when they hire someone are leadership skills. You can learn tons of them everyday at the museum. Many top colleges are now requiring a certain amount of hours as a volunteer for applicants. And guess what you're doing when you help out at the museum? Certainly better than cleaning some highway to get into a good college. Through the museum, I am learning not only history, but also preparing myself for the needs of tomorrow.

And these are the least of my reasons for joining. I not only joined for the learning experiences and the benefits, but also because it's fun. I joined because everybody at the museum becomes family. There are some great people in the FRRS. You can learn a lot from the many of the volunteers and members. And you too can become a part of family, when you join with us here at the Western Pacific Railroad.

Hope to see you around!

Dustin has developed a special interest in Union Pacific 105, our business observation car, and hopes to make it a special personal project.

Mike Mucklin photo



April 2009 Board Meeting Motions and Actions Summary

Motions Passed

1. Consent Motion - approved motion 09-04-01.
- . Financial Reports - Profit/Loss and Balance Sheet through end of March 2009.

2. Business Motions

Motion 09-04-02

Summer Show Expenses

Motion to approve \$500 expenses for May 16-17 Berkeley Show to come from Gift Shop Show line item. Brehm / Spikes. Aye - 8, Nay - 0, Abstain - 0. Motion carried.

Advertising

Proposals submitted by Director Matt Parker. Will be considered after upcoming fundraiser..

President's Report

- New Locks – Thanks to Kerry Cochran for providing new locks for the museum. Thanks to Charlie Spikes, David Epling and Duane Vanderveen who all worked with me to install them. Check with David Epling or myself for keys.
- Hot August Nights – Contract signed for this year and we will need volunteers to help man our booth.
- Silver Plate – Thanks to Steve Habeck for his work to get the electrical system up and working. Eugene Vicknair will be working on more cleaning and Tom Carter will continue to replace the lettering.
- Exterior Lights – Thanks to Duane Vanderveen and Charlie Spikes, we now have exterior night time security lighting at all corners of the shop and above the Silver Debris and over on the RIP 1 area.

Manager's Report

- Gift Shop - March saw an income of just over \$5,000.00 including our first RAL of the 2009 Season. \$2500.00 of that was from Winterail. The Gift Shop Remodel is underway. Thank you to Vicki Epling, Craig Simmons, Duane Vanderveen, Spencer Walker, Eugene Vicknair and Kevin Caldwell for their help.
- Edenwold cleaned out and ready for season.

Director's Reports

Monger – Report submitted to Board on attendance of California Association of Museums conference.
Vicknair -- Victoria Epling and Cheri Johnson have been appointed to Members Appreciation Day committee. Thank you to Steve Habeck for his work on the Silver

Plate. Thanks to Bob Webber of IRM, we have acquired a large technical manual for the cars. Thanks to Chris Allan, I have contacts with a custom carpet maker for the Silver Plate and Silver Hostel.

Department Reports

Publications – Train Sheet 145 was through printer and in the mail in just over 1 week. Issue 146 being rebuilt after computer crash. Will be at printer on Monday.

Public Comments

Norman and Barbara Holmes are celebrating their 61st anniversary today.

Closed Session

Meeting adjourned to closed session at 4:46 PM and reconvened to open session at 5:29 PM. Director Vicknair reported the following out of closed session:

"The Board heard a report on an on-going legal issue, FRRS v. Kasten/ITAC. No action taken.

The board heard a report on a proprietary business issue. No action taken."

May 2009 Board Meeting Motions and Actions Summary

Correspondence

Letter from school in Redding reported raising \$23,000 at event. We donate RAL certificate to them annually.

Motions Passed

1. Consent Motions - tabled by motion 09-05-01.
- . Financial Reports - Profit/Loss and Balance Sheet through end of April 2009.

2. Business Motions

Motion 09-05-02

Advertising

Motion to approve an expenditure of \$1500 for the Reno Air Races booth under Advertising Line Item for 2009 Event on a funds available basis. Vicknair / Holmes. Aye - 5, Nay - 0, Abstain - 0. Motion carried.

Web Site Enhancements

Report given on enhancements to be added under previously authorized expenditure from February meeting. Will be implemented when funds available.

Portola Railroad Days 2009

Report on status given. David Epling is acting as point person on Portola RR Days planning. Written requirements for event will be worked out and submitted to city. Spike Driving Contest award is now \$1500 and is being nationally advertised. This year it is open to general public. FRRS to run the tram again.

President's Report

· 844 Fundraiser – Appears to have been a success and everyone had a good time.

Manager's Report

· UP 844 brought in a lot of business and donations.
 · Vicki Epling did a lot of work in the Gift Shop to assist during 844 visit. Alicia LaBrecque also helped out.
 · Lots of volunteers doing work, Vicki Epling and Craig Simmons in particular. Kevin Caldwell, Charlie Spikes and Phil Schmeirr took care of scrap and junk pile. Bob Sims and Patrick McDonald repaired floor on SP 2873. Bob Sims has worked on a lot of projects including Silver Debris and No Trespass signs on Hospital.

Director's Reports

Monger – Track 7 was repaired and the Display Room is now open again.

Vicknair – Written report submitted concerning future Grant Application and 2009 Convention Bus Tour. Thanks to Bob Sims for his work in the Silver Debris. Thanks to donors and volunteers for work on the Silver Plate. Dave Roth, Tom Carter and several others worked very hard to clean the car.

Spikes – Big white forklift is fixed. Duane Vanderveen helped repair forklift, working on transmission. Head for Model T is on the way from Willy Vinton. Head is being sent to Sam Herschbein.

Department Reports

Operations – Bill Parker reporting. April 25 crew training had 23 attendees, 4 new. 7 additional today, 4 new. 3 others having special arrangements made. Training was successful. All 30 passed rules test. Tom Carter reported that he appreciated everyone's patience with new crew training set-up. Now have 3 junior members just joining ops department. Thanks to Bill Parker for stepping up in ops Supervisor role.

Committee Reports

Election – Appoint Election Tellers – Russ Johnson reporting. Mailed out 476 election ballots first week of April. Some missing mailed last week of April. 298 ballots returned as of yesterday. Tellers are Vicki Epling, Tim Carter and Sherri Johnson.

Model Railroad – Donation from member Pete Spencer of model cars and locomotives, including some G Scale

that are now on display on top of Z Scale layout. Donation received of HO scale and On30 scale brand new locos and cars. Z Scale layout is now running in Gift Shop thanks to Bob Sims and Tom Carter.

Safety Report

· Watch footing around RIP 1-2 where work occurred. Monger to clean up junk along this area.

Closed Session

Meeting adjourned to closed session at 3:14 PM and reconvened to open session at 4:04 PM. Director Vicknair reported the following out of closed session:

“The Board heard a report on an item of urgency, no action taken.”

The Board heard a report on an on-going legal issue, no action taken.”

**June 2009 Board Meeting
 Motions and Actions Summary**
Motions Passed

1. Consent Motion - approved motion 09-06-01.

. Minutes - from the March - May BOD Meetings.
 . Financial Reports - Profit/Loss and Balance Sheet through end of May 2009.

2. Business Motions

Motion 09-06-02

2009 Membership Appreciation Day
 Motion to approve \$1500 budget authorization from Line Item 54090 - Special Events for Membership Appreciation Day.
 R. McClure / Vicknair. Aye - 7, Nay - 0, Abstain - 0.
 Motion carried.

Motion 09-06-03

Donation / Sale of Materials and Tools
 Motion to accept report and for budget expenditure of \$3600 maximum on a funds available basis for acquisition and transport of purchased and donated materials. Line items: 51060 – Tools (\$2000), 52010 – Transportation (\$950), 58000 – Library (\$650).
 Vicknair / Monger. Aye - 7, Nay - 0, Abstain - 0.
 Motion carried.

Manager's Report

· Written report submitted.

The Train Sheet

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

Change Service Requested

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- 844 visit brought a big crowd, comparable to Railroad days. Total revenue for the month of May including the Berkeley Model Train Swap Meet and the WPRRHS Convention was \$28,261.08.
- The Gift Shop re-model has slowed now that we are open, items remaining to be completed are not crucial to operation. Duane Vanderveen completed the door that now closes off the kitchen, repaired doors on our storage area under the Pepsi Machine, built and painted a new cover and door to hide the soda syrup boxes and Co2 tanks. Vicki Epling continues to come over on a regular basis to help out.
- Bob Sims fine-tuned the Z-scale layout cars. I also purchased MicroTrains GP9 painted and decorated as SN 712 and donated it to the Society.
- Visitor Traffic seems fairly steady; a major majority of the people I talk to, are coming to us from the Reno/Sparks area.

Department Reports

Publications – Written report submitted. Special roster issue and two regular issues are in production. Need reports / items from Mechanical, Facilities / Track, Historical Society and Operations. Also need articles on the 844 Visit and the beginning of the season, as

well as reports on on-going projects of the Society. Coordinating with Headlight Staff on demarcating the two publications more clearly.
Membership – Notification that new membership levels and costs are in effect.

Committee Reports

Election – Election Report, Leslie Tigan certified election results. Results will be announced at Membership Meeting.

Closed Session

Meeting adjourned to closed session at 2:37 PM and reconvened to open session at 3:16 PM. Director Vicknair reported the following out of closed session:

“The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board a report on a proprietary business opportunity. Consensus direction given, no action.”

Any member in good standing may request a complete copy of the minutes of board meetings from the Society. There is a nominal charge for each copy which covers postage and administrative costs.