



The Train Sheet

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

ISSUE 119

May/June 2003

Robert Gene "Mike" Flannery September 14, 1924 - May 21, 2003

Robert Gene "Mike" Flannery, 78, died at his home in Hillsborough, California on May 21, 2003 following a long illness.

Mike was born on September 14, 1924, in Washington, Indiana. He graduated from Washington High School in 1942, and served in the U.S. Navy during WWII. In 1948, he graduated from Purdue with a bachelor of science. Later he received both an honorary and a doctorate from Purdue. Upon graduation he went to work for the New York Central Railroad. He also worked for the Penn Central, Western Pacific, Missouri Pacific and the Union Pacific Railroads.

He came to the Western Pacific at the request of Alfred Perlman, who worked with Mike from his days with the New York Central. Mr. Flannery eventually became President of the Western Pacific and just prior to the approval of Union Pacific's purchase of the Western Pacific and Missouri Pacific, became President of the Missouri Pacific due to the death of that road's president.

After the merger of these roads and the retirement of Union Pacific's President, Mr. Kenific, Mr. Flannery became Union Pacific's President. He retired from the Union Pacific in 1987.

Mike is survived by his wife of 51 years, Barbara, his daughters Julie Fenner, Jennifer Keleher and Amy John, his sisters Doris Kern and Dorothy Campbell, nine grandchildren and many nieces and nephews.

At the family's request memorial donations may be sent to the Feather River Rail Society.

When the Union Pacific purchased the Western Pacific a

request was made to Mr. Flannery requesting a donation of one of the two remaining F7 "covered wagon" locomotives to have for a display to remember the WP in Portola.

On August 27, 1983, the newly painted 921 was formally donated to the, then, Greater Portola Area Chamber of Commerce at the first Feather River Railroad Days. The 921

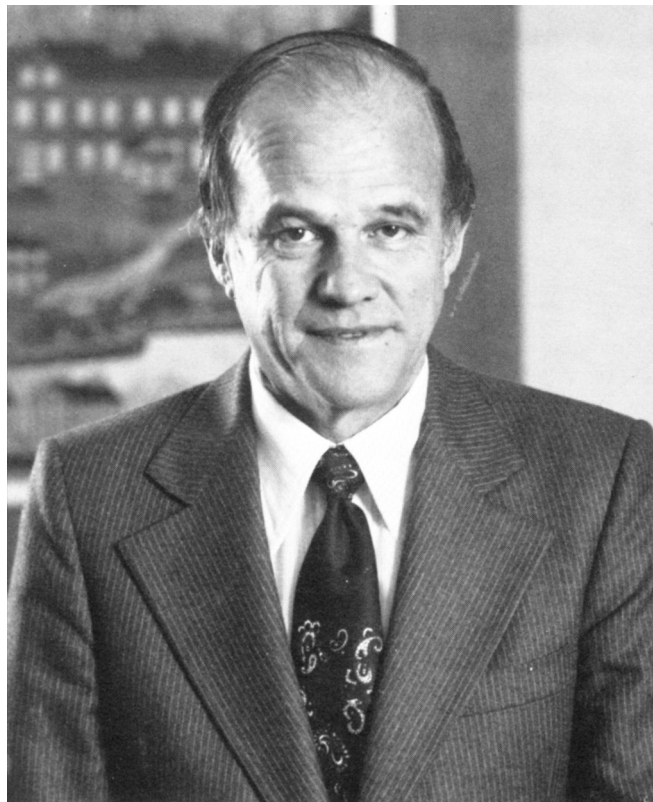
was placed on public display at the Portola depot along with a UP SD40-2, a flag car and a caboose. After the event the unit was placed in the out of use diesel house for temporary storage. (921 was later transferred to the Feather River Rail Society.)

Before long a lease of the diesel shop and adjacent facilities was approved by Mr. Flannery as was a seemingly endless request for the donation of retired WP cars and locomotives. On one of Mike's visits to the museum we apologized for asking for so much equipment to which he stated, "if you don't ask, you don't get." Most requests were granted and to this end we have the largest collection of preserved equipment from any one railroad of any museum in the country.

After Mr. Flannery's retirement from the UP, his visits to the museum were less frequent. Hap Manit would run into him occasionally at the local market when he was staying at his condo at Plumas Pines Golf Resort.

We are very sad to learn of Mr. Flannery's passing and our condolences go to his wife Barbara, daughters Julie, Jennifer and Amy as well as to other surviving family members. We truly believe without the assistance and encouragement of Mr. Flannery, the Portola Railroad Museum would not exist, at least in the form it is today.

Thank you Mike.



- The Train Sheet -

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

Editor – Frank Brehm (916) 334-4470 or email at trainsheet@wplives.com

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

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- Portola Railroad Museum -

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

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

The museum grounds are open to the public from 10:00 a.m. until 5:00 p.m. daily the first Saturday in March through the first Monday of November. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. Train operations begin the last Saturday of May and continue through the first Monday of September. The museum grounds are closed to the public from the first Tuesday of November through the first Friday of March except for special events in which arrangements have been made in advance. If you wish to visit during the closed period it is advisable to call in advance and find out if the museum grounds will be open.

Entrance to the museum is free, although a suggested donation of \$5.00 is greatly appreciated.

The Feather River Rail Society, a tax-exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California.

The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway Museums and the Tourist Railway Association, Inc.

- Board of Directors and Officers -

Rod McClure	President
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Steve Habeck	Director
Norman Holmes	Director
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Eugene Vicknair	Secretary - Director

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Meeting Reminder: The September Board of Directors meeting will be held in Truckee.

There are blank columns in this issue due to a lack of articles/reports from some department heads.

Web Pages of Interest

Feather River Rail Society (Official Site) www.wplives.org

CZ Virtual Museum	calzephyr.railfan.net
Tidewater Southern	www.tidewatersouthern.com
PRM	www.oz.net/~samh/frs
WPRRHS	www.wprrhs.org
SN Page	www.people.virginia.edu/~ggg9y
WP Virtual Museum	wpmuseum.railfan.net
Tidewater Southern	www5.pair.com/rattene/WP/TideIndex.htm
Western Pacific	www.wplives.com

- FRRS Membership -

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

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

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

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

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

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

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

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

Send all applications, renewals and address changes to:

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

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

A Message From the FRRS President

By Rod McClure

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-

PAGE 3

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 its 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

standing watches in the engine room. Due to her narrow hull, *Hercules* presented cramped quarters for those who served on her. Her main deck was often a soggy place: since the *Hercules* rode low in the water, the deck was often awash from ocean waves.

Hercules spent her ocean-going career towing barges, sailing ships and log rafts up and down the Pacific coast. Since the prevailing winds made sailing difficult and required a round-about course to stay with the wind, sailing vessels were typically towed on their northbound voyages beyond San Francisco. In 1916, the *Hercules* towed future museum-mate the *C. A. Thayer* to Port Townsend, Washington. Often, the tug towed huge rafts of cut log, often holding millions of board feet of prime Washington and Oregon timber bound for mills in central and southern California. Bulk cargo was hauled in barges among the west coast ports and the *Hercules* even made trips to Hawaii as part of her runs. At least once she ventured to Panama, towing a huge caisson (a steel built structure used for closing the entrance of canal locks) to be used in the Panama Canal, then under construction. A small bit of irony considering the Canal would help bankrupt future owner Western Pacific.

Ocean tug life was harsh and frequently busy, but gaining a berth aboard a ship like the *Hercules* was typically considered a good career. Tug crews were kept supplied with good food and were often well paid, particularly the senior crew and captain. The skill and experience needed to manage a tug and heavy tow on the open sea were highly respected. Shallow sand bars and narrow bay entrances challenged the crews and one either learned their craft well or ended up unemployed, or worse, wrecked on the shores.

“Out through the Golden Gate, the most beautiful harbor in the world. North, towing this barkentine to Port Washington in Canada. Thence south, empty, to Astoria where we picked up six million feet of timber in a raft to tow south to San Diego. Long, slow, lazy days, making no more than three knots. Even the patent log [a device trailed in the water to measure speed] would not work. We rigged a fishing line on it and caught beautiful king salmon on the way.”

— Albert J. Hody, fireman, describing life aboard *Hercules* in 1919. Excerpted from an oral history in the San Francisco Maritime National Historic Park collection. From SFM On-Line.

After a little more than 15 years in ocean service, *Hercules* left the Red Stack fleet in the early 1920's and was sold to the Moore Dry Dock Company. Western Pacific purchased her from Moore in 1924 and typically paired her with barge 1, running freight cars among the rail docks WP interchanged with. At the height of railroad marine operations on the bay, WP craft called at the State Belt Railway pier on Fisherman's Wharf, Northwestern Pacific's dock at Tiburon, Santa Fe docks in Richmond and San Francisco, and the WP's own slips in SF and Oakland. WP service was quite a contrast to her ocean days, with its short transits and frequent dockings. For over 35 years, the *Hercules* would be a regular sight on the bay, bridging the gap among the bay area's railroads.

Starting in 1955, the WP sought to replace both *Hercules* and *Humaconna* and the three barges. The studies undertaken eventually led to the design and construction of the *Las Plumas*, a self-propelled car ferry and the last word in SF Bay marine rail-

roading. After *Las Plumas* began regular service on July 29, 1957, the *Humaconna* was decommissioned and the *Hercules* was placed on stand-by service with barge 3. In September, 1961, the *Hercules* was also retired. In early 1962, she was sold to Thomas & Brown Shipbuilders, Inc.

The venerable tug seemed destined to fall to the scrap-
per's torch until the California State Park Foundation purchased her in 1975 for the San Francisco Maritime State Historic Park, located at the Hyde Street Pier in San Francisco. Restoration began in 1977 under the auspices of the National Park Service. In 1986, *Hercules* was awarded designation as a National Historic Landmark and was later documented as part of the Historic American Engineering Record's Maritime Project.

Several dedicated crews of volunteers worked on her during the 1980's and 1990's, returning the ship to a fully operational and sea-worthy condition. Today, she is fully operational and occasionally operates on the bay with her trained, volunteer crew. Aside from the heavily modified and demotored *Las Plumas*, the *Hercules* is the sole survivor of the marine fleet that once served the WP.

the *Hercules*

Overall Length..	151 ft
Beam..	26 ft
Draft..	18 ft aft, 10 ft forward
Gross Tonnage..	409 US Tons
Motive Power..	3 cylinder, triple expansion
Cylinders..	17", 24", and 41" with 30" stroke
Horsepower..	125psi/770hp at 90 RPM (originally 180psi/1000hp)
Boiler..	Scotch Marine Firetube
Boiler Specs..	16' diameter, 11'9" length
Furnaces..	Four, oil-burning type
Fuel..	Bunker C oil
Built..	1907, Camden, New Jersey
Service..	1907-1924: Shipowners' and Merchants' Tugboat Company "Red Stack fleet" 1942-1961: Western Pacific Railroad 1962-1975: stored out of service 1975-current: San Francisco Maritime State Park

Archives/Library Report

By John Walker

Work on the Arthur Walter Keddie Railroad Library archives continues this summer with generous donations coming in regularly. Several folks responded to my last report with specific donations. In fact, there is a huge pile (some 30-40 boxes) of new donations to work into the collection. Doug Peterson of Lodi donated several boxes of magazines, newsletters and annual reports, which helped to fill some specific holes in our collection. Harold Seyforth's family (Harold worked as an engineer on the WP during the 1940's and early 1950's) donated several boxes of books, paintings and a unique collection of postage stamps which all feature trains and railroad themes. In memory of her husband

Larry, Ramona Mosier of Yuba City has donated several books, magazines and pictures from her late husbands collection. Former Director Pat Brimmer made arrangements with Mr. Oscar Olson of Salt Lake City to get us digital color copies of Mr. Olson's father's 1916 trip passes and early WP employment records. These are very unique documents, which many of us have never seen before. David Dewey learned of two Feather River Railway cross bucks (which surfaced from Lake Oroville many years ago) stored in a garage in Oroville. David made the arrangements for us to purchase both cross bucks through a private donation and these were transported up to the museum by yours truly and Robert Forren of Gridley (who also donated an old WP shovel to us). Charles Dean Conrad, who worked for the WP between 1967 and 1973 as the railroads Training Coordinator and Personal Officer donated several old WP timetables and Official Guides from his collection. After working in Pennsylvania and Saudi Arabia, Mr. Conrad has resided in Indonesia for some 19 years now and even paid for the shipping of his donation to the United States.

Director Kerry Cochran has been helping to sort through a lot of Hap Manits collection and has discovered several unique items, including an old WP recipe book and many old papers and photographs. Director Frank Brehm and I have been working on acquiring several items. Hopefully, we will soon have a complete collection of WP annual reports and a complete set of all of the WP's California Zephyr advertising proofs. Another member has promised some WP station signs from the Highline, and another has sent us some metal mile markers from the old Second Sub. And thanks to Anthony (whose business card I misplaced, sorry Anthony) in Sacramento for the donation of a sizable collection of CTC Board and Pacific Rail News magazines.

While sorting through some things earlier this year, I found a box of really neat things donated by K.W. Bowers of Fallon Nevada. I don't know when these California Zephyr, annual reports, photos and timetables were donated but we wanted to thank him also. Many items in the archives have since lost the little notes, which identify the donor. If you've donated something in the past and would like an acknowledgement, please send me a note in care of the museum. And on top of all of this, we have also received some hand lanterns and other books, which were dropped off at the museum this spring. THANKS to everyone for your contribution to our continued success!

Museum Managers Report

By John Walker

It is with a great sense of enthusiasm and admittedly, some trepidation, that I take on the task of becoming the museum's first, paid, full time manager.

I'm excited because I believe this is another step forward in the development of our organization and museum. In just twenty years, the FRRS has done more, with less, and in a shorter period of time, than any other railroad museum in the United States. We have a great collection, a unique facility, fantastic volunteers and a strong and supportive membership. We have done some incredible things over the last twenty years. And we did this without any State or Federal money. We did it with hard work, our own fundraising, being innovative and never being afraid to take

a chance or listening to the doomsayers who said we couldn't do it. In retrospect, it is rather amazing that we have come this far with just volunteers and occasional part time employees.

And after twenty years, I'm still excited about the Portola Railroad Museum! I still believe that we are a great diamond in the rough. And with just the right amount of polish, in just the right places, our railroad museum and the FRRS are going to shine even brighter.

But, I also realize that in taking on this job, I've got some big shoes to fill. The work of Hap Manits, Norman and Barbara Holmes, Chris Skow, Gordon Wolleson, Doug Morgan, Ken Iverson, Lolli Bryan, Ken Roller and others kept the museum going during it's early development. Recently, Jan Bratwieser, The entire McClure family, Steve Habeck and others have done an incredible job of holding it together while also advancing it forward.

After careful consideration of the task ahead, I've met with all of the Directors and most of the department heads and found them very supportive and eager to assist in making this new program work. Their unanimous vote of confidence is encouraging and most reassuring.

The Board of Directors has given me specific problems and issues to address. This in itself will be a challenge.

I will work each day to improve gift shop sales, take over the scheduling of RAL's, ensure the security of our property and equipment, improve and expedite communications, maintain accurate records while maintaining a sense of order around the museum each day.

In addition, I have some very important goals of my own. I'll be volunteering more time on the archives, displays and restoration projects. But, this organization and this museum is not about one person or one set of ideas. This is your organization and your museum. So, I welcome your help and your support. And I thank you for the opportunity.

News Bits

We are glad to hear that member, and former Director Clyde Lippencott of Carson City is making a great recovery from Back and Hip surgery. Clyde says he is looking forward to getting back up to the museum soon.

It was also great to see Member Jim Cooper of Reno visiting the museum in early June. Jim is recovering from Carpal Tunnel Surgery in both wrists (later, I was wondering how he managed to drive up to the museum?).

A special thank you to Bob and Virginia McBratney of The Western Depot model train store in Yuba City for the donation of 40 gallons of interior house paint and nine brand new, high intensity, out door security lights to the museum earlier this year. Bob and "Ginny" have been very supportive of the museum over the last twenty years. They have never asked for recognition, but have donated lots of surplus items and helped the museum's gift shop numerous times over the years with consignment items and special offers to help increase our sales program.

It was good to see member Andy Petersen from Portland visiting the museum June 22nd. Andy is a great supporter of the museum and proved this again with a generous \$200.00 cash donation. Thanks Andy.

Donation to FRRS

In remembrance of his brother Joe, who passed away suddenly this last February, Ed Wagner recently presented to the Feather River Rail Society a donation in the amount of \$15,000 to be used for the sole purpose of assisting the Society in improving our ADA status.

In speaking about his brother Ed told us how they had had only two opportunities to vacation together as adults and one of them was to the Portola Railroad Museum ten years ago in June 1993. It was his brother's first and only trip to the museum.

When Joe was six years old, he contracted Polio and spent 14 months in an iron lung. He spent most of his life on crutches; however, it did not stop him from living his life. He put himself through college and had a successful career as an Aerospace Engineer. He was also a hard core railfan, and when Ed and his brother came to the museum, they participated in an RAL together with the late Bruce Cooper.

Planning has already started on how we can make our museum more accessible to those with mobility problems so that they may also enjoy their visit to our museum.

We thank Ed for his thoughtfulness and generosity.

WP SW1500's 1501 - 1503

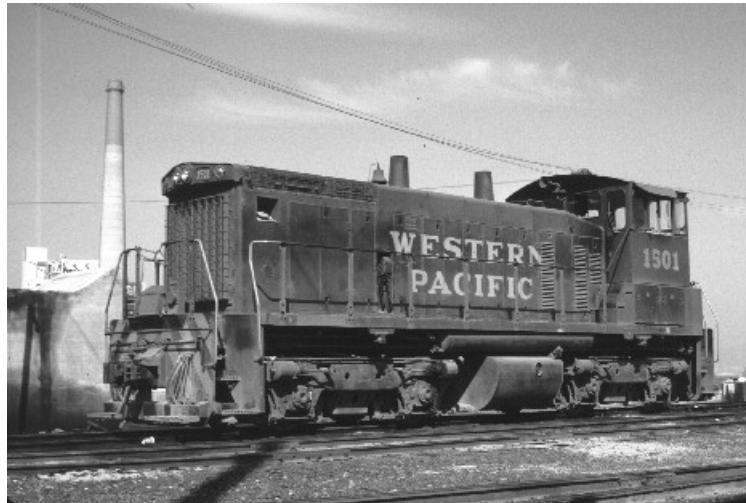
By Frank Brehm

WP had largely ignored yard switchers since the early 1950's. This would change in the 70's. EMD had introduced a new line of locomotives in 1966 featuring a new prime mover the 645. Although rated at 1500 horsepower as were the 1952 vintage GP7s the SW1500 was a rail-roader's switcher. Sporting a taller cab, which increased visibility with four side windows verses, two in earlier switchers the SW1500 could also be equipped with optional trucks, which were rated for speeds of up to 60 miles per hour for use on the main line. Other options included an 1100 gallon fuel tank and full length walkway mounted handrails which were supposed to make this model truly a dual purpose locomotive that could be used in the yard or for local freight service. Production ended in 1974 with the introduction of the MP15.

Finding the switcher fleet aging and car capacity increasing WP management placed an order with EMD for eight SW1500's in early 1970. This order was subsequently canceled and substituted with an order for ten GP-40's. Another attempt to acquire SW1500's proved successful in 1972 when three units were ordered. Delivery came in May 1973. With the exception of headlights and high cab mounted

number boards these units were very similar to rival Southern Pacific's complete with flexicoil trucks, full-length handrails, multiple unit connections, and large 1100-gallon fuel tanks.

Numbered 1501-1503 to reflect their rating of 1500 horsepower the units came painted green with orange lettering and stripes on the pilots. Although originally delivered with a single chime horn, all three units eventually received the standard Nathan five chime horn. Originally assigned to Stockton they eventually were sent to Oakland/San Francisco. Generally two worked in Oakland and one worked San Francisco until ferry service was terminated. This was the last time Western Pacific would receive new switchers and these were not purchased by the railroad but instead leased.



Plying home rails in San Francisco, CA the 1501 sports the original single chime horn in this 1977 view.

Bob Yanosey photo, Frank Brehm Collection

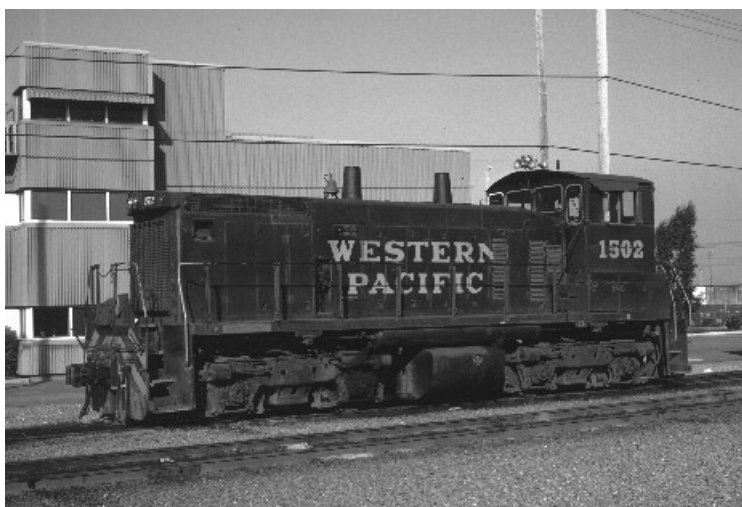
Along with 10 units owned by MKT and Missouri Pacific these became, through merger, the first examples of this model switcher on the Union Pacific.

Prior to the mergers all of UP's switchers were at least 20 years old with the exception of the SW10's which were being built from older switchers by the UP beginning in 1979. All three WP units retained their numbers, when repainted at North Platte in 1984 and returned to Oakland for service. Renumbering into the 1300 series came in 1987-1988 with the 1501-1503 being numbered

1315-1317. All three were purchased by UP on January 3, 1989 when the original lease to WP expired. Reassignment came in 1990 when all three left California for service at Centennial Yard in Fort Worth, Texas. Another renumbering would come in 2001 when they became UPY1040-1042.

December 7, 1982 found the 1502 working the Oakland area tracks. Of interest is the mounting of the 5 chime horn on the roof in contrast to the mounting as applied to the 1503 below.

Al Christianson photo, Frank Brehm Collection



For you modelers the cab end of the 1503 at Oakland, CA on May 26, 1974.

Photographer unknown, Frank Brehm Collection

Using the horn on the 1503 had to be loud in the cab. Mounted where the original single horn was both reversed bells faced directly at the cab. Oakland, CA January 18, 1975.

James C. Herold photo, Frank Brehm Collection



Summary of Recent Board Meetings

Any member in good standing may request a complete copy of the transcript of board meetings from the Society. There is a nominal charge for each copy which covers postage and administrative costs. Full minutes are posted on the FRRSlist hosted by Yahoo Groups.

May 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 03-05-02

Minutes – Approval of the minutes of the special meeting held March 24, 2003 and the regular meeting held April 5, 2003.

Financial Reports – Removed from Consent Agenda under motion 03-05-01 and held until report by Dan Brady, Treasurer, under Old Business.

Motions

Motion 03-05-03.. Museum Manager Position

Acceptance of Museum Manager Position description as submitted. Motion made by Director McClure, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Motion 03-05-04.. Gift Shop Staffing

Provide authority to the President to direct staffing of the RAL program and Gift shop for an interim period not to exceed 30 days, including authority to authorize payroll. Motion made by Director McClure, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Motion 03-05-05.. Quincy 3

Direction to President to execute the return of the Quincy 3 from the Virginia & Truckee Railroad. Motion made by Director Cochran, seconded by Director Anderson. All Directors present voted in favor – Motion carried.

Motion 03-05-06.. Lodging Policy

Acceptance of Lodging Policy as revised and presented. Motion made by Director Anderson, seconded by Director Cochran. All Directors present voted in favor – Motion carried.

Actions and Notices

Director Breitwieser has resigned her Board position due to personal reasons.

Magnolia Tower disassembly proceeding with assistance from Kiewit Construction of Oakland.

CMO Stiles is continuing to monitor issues regarding Quincy 3 on V&T RR.

Director Habeck and John Walker to update the FRRS/WP Display at the Portola Library.

President McClure instructed to continue exploring costs associated with Museum Manager position.

Consensus direction was provided by the Board to the President to pursue FRRS hosting of the 2005 FRA Shortline Seminar and report back.

Director McClure asked that it be noted for the record that Mr. Skow presented a check to the Society in the amount of \$2,816. These were proceeds from the Domes Down the Valley Excursion.

Dan Brady reported that expenses and revenues were on track with expectations.

Closed Session

Meeting adjourned to closed session between 1:01-1:15 pm. President McClure reported that a tentative agreement was reached with respect to the personnel issue – no action was taken. Consensus direction from the Board to the President regarding pending property issues – no action was taken. Report was given with respect to ongoing litigation issues – no action was taken.

Items Postponed, Held Over or Continued

**Quincy 3 Return
Magnolia Tower
WPRRHS 2004 Excursion
Museum Manager
Key Policy**

**SN 2349 boxcar
Hosting of 2004 or 2005 FRA Shortline Seminar**

June 2003 Board Meeting

Motions and Actions Summary

Motions Passed

Consent Motions – Motion 03-06-02

Minutes – Approval of the minutes of the regular meeting held May 3, 2003.

Financial Reports – Removed from Consent Agenda under motion 03-06-01

Motions

Motion 03-06-03.. 2003 Election Balloting

Instruction to Election Committee Chair to re-run the ballot process only with deadlines set to allow for announcement of winners at the August Board meeting. Motion made by Director Vicknair, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Motion 03-06-04.. Museum General Manager

Empower President McClure to complete negotiation of the contract as to form and subject, with input from John Walker and legal counsel, and authorize him to sign same on behalf of the Board. Motion made by Director Vicknair, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 03-06-05.. Truckee Railroad Days 2003

Acceptance of Truckee Railroad Days Contract pending legal review. Motion made by Director Cochran, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Motion 03-06-06.. WP related Freight Cars

Acceptance of report as presented and empowerment of Doug Morgan to begin fundraising under the supervision of the Fundraising Department as outlined in the report, following favorable title clearance search on the cars, for the purpose of acquisition and restoration of the SN Boxcar and WPFEE Reefer currently owned by the McCloud Railway. Motion made by Director Vicknair, seconded by Director McClure. All Directors present voted in favor – Motion carried.

Motion 03-06-07.. UP Caboose Restorations

Authorize up to \$5,000 to the restoration of the UP caboose "Silver Palace", # 99005, as outlined on behalf of restoration manager under budgetary line item 56000 – Restoration/Major Projects, pending verification of available funds. Motion made by Director Vicknair, seconded by Director Holmes. All Directors present voted in favor – Motion carried.

Actions and Notices

FRRS Member and former Director Ed Wagner addressed the Board. In honor of his brother, Gerald Wagner, who recently passed away, Ed made a \$15,000 toward Americans with Disabilities Act access work for the museum facilities.

Director Vicknair reported on the availability for purchase of Tidewater Southern caboose 305. Board direction was given to pursue details concerning the caboose.

Election discussions concerned the problems with the mailing house and the appointment of election tellers. It was recommended Linda Knutsen, Julie Anderson and Jan Breitwieser be approached to participate. Leslie Tigan has indicated her willingness to certify the elections.

Report that Mike Flannery, former WP President, had passed away. His family requests that any donations in his memory be made to the Society. A letter of condolence was directed to be sent by the Board and a moment of silence was to be observed at the Annual Membership Meeting.

Report that the Women's Restroom has been repainted and he has already received positive commentary regarding same.

Closed Session

Adjourned to closed session at 4:44 p.m. Reopened to regular session at 5:59 p.m. President McClure reported that the personnel issue was resolved through action of the Board. Property issues were brought before the board and no action was taken. A Report was presented with respect to ongoing legal issues and no action was taken.

Next Board Meeting

August 2, 2003 6 PM

PRM Visitor Lounge – Portola Railroad Museum — Portola, California

respectfully submitted by Eugene Vicknair, secretary

Fire Hydrant Problems

Earlier this year we were informed by the City of Portola Public Works Department that a temporary valve had been placed on one of the fire hydrants at the old hospital site due to water leakage from the hydrant and that the hydrant would have to be fixed.

Since that time we have spent countless hours searching for a shut-off to the affected hydrant to no avail. These hydrants are part of the original fire protection system installed by the railroad when the hospital was built. We have finally located what we believe is a shut off valve that controls all of the hydrants at the hospital site. We are currently seeking a contractor to repair the hydrant and install shut-off valves at each hydrant location. We are anticipating having this completed before winter arrives.

Railfan Photographer's Day 2003

September 2nd

Portola Railroad Museum

Tickets available in advance

\$15 for adults

\$10 for ages 5-12

5 and under free

Please mail your check to:

FRRS

Attn: Railfan Day Tickets

P.O. Box 608

Portola, CA 96122

Events include:

Railroadiana Show

Slide Shows and Night Photography by Vic Neves

Featured authors: Ted Benson, Adam Clegg, Norm Holmes, Ken Rattenne, Virgil Staff, Dave Stanley, and Joe Strapac.

B-B-Q

Motorcar Rides

Door Prizes

Not : Events and participants subject to change.

Get your tickets now!

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

Upcoming Events

August (Caboose Trains)

2 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

9-10 Work Weekend

23-24 Portola Railroad Days

September

1 Operating Season Ends

6 Locomotive Maintenance Clinic, Board Meeting, 6 p.m. Truckee

6-7 Truckee Railroad Days Truckee

20 Railfan Photographer Day

27-28 Work Weekend

October (Preparing for Winter)

4 Locomotive Maintenance Clinic, Board Meeting, 1 p.m.

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

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