

THE TRAIN SHEET

Preserving "THE FEATHER RIVER ROUTE"

News from the Feather River Rail Society



Issue 141. Aug-Oct 2007

CZ Diner Coming to Portola! - 2007 ARM Convention
Steam Department News - 25th Portola RR Days

- 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
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The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in March 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

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- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
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/

PRESIDENT'S REPORT

- Rod McClure, President

It has been quite a few months since I have written a Presidents Report for the Train Sheet. I have been on the road since May with the UP Steam crew. We went to Seattle in May and did a double header with the SP 4449 and then did a extensive tour in Okalahoma for its Centennial celebration. Along with doing Mini-Train events, it has been a very busy Summer for me. But along the way I also get Museum business done and acquire more things the organization can use.

Add in the fact that my Laptop up and died, I have not been able to update the organization on my travels nor on Museum events while I have been gone. That has now been resolved thanks to Gail, who obtained a new laptop for me while I was on the road. I have had the opportunity to visit many other museums around the country while traveling with the UP Steam Crew and have learned that we are one of the only Museums in the country that has its focus on one specific Railroad. I have also learned that all of the Museums I visited have seen a decline in visitors this year. I've also seen that, compared to other Museums, we have a huge collection and a level as an operating Museum that many do not have. These visits have been very enlightening.

This year we had a great operating season with our new Superintendent of Operations, Loren Ross. He has made some changes to things that have been well received by the Ops Dept people. Thanks Loren!

Upon my arrival back home I had a truck full of steam parts from different sources for our 165 Steam program. (Thanks, Boss) Being on the road is a stress on my day to day operations but I am catching up. The WP165 had its asbestos removed by a certified asbestos contractor at the same time the SP 1215 had its asbestos removed for our friends at the CTRC in San Jose. The SP 1215 has been transported to its new home in San Jose and will be well taken care of at her new home. The WP165 crew, headed by Steam CMO, Chris Allen, began work on removal of the old superheater tubes and flues along with removal of exterior appliances for care or rebuilding. Helping with this dirty project are Charlie Spikes, Roger Stabler, and Dana Greeley.

Work is progressing on this project with great vigor. Special thanks to Roger Stabler for his recent \$1000 donation to the steam program.

John Walker has been cracking the whip getting all the little dirty jobs around the Museum grounds done. A huge thanks goes to Don Borden who spent a major amount of time at the Museum doing all kinds of rotten jobs that have needed to be done, but have not had the people to do them. One of the big things Don has spearheaded was the cleaning out of Hap Manitt's boxcars. This was a HUGE job with help from John and Norm and others, including a yard sale at the Museum worked by Norm selling off what we could, and filling up at least 5 20 yard dumpsters full of junk! Now we have a Steam Dept. box car along with other cars that we can store important Museum items that have been either outside or stashed somewhere we could not find.

This year we again attended Dunsmuir Railroad Days in Dunsmuir by taking some of our equipment on the road along with the UP Centennial 6936 as our power. Along with our own equipment for display, we carried the UP Mini-Train along with us for this event. Prior to our departure, Norm Holmes and John Ryskcowski did a great job in painting and lettering our WP shorty steel gondola, making it look fantastic for this trip as we used it to transport all of our access stairs to Dunsmuir. Also, our UP caboose 25732 was tapped to go along with us for display and, just prior to departure, the drawbar key fell out while switching, requiring us to look closely at what was going on with this caboose. After much discussion, it was decided that we had to fix the complete problem with the draft gear before we thought of taking this caboose off our property. Under the direction of Assistant CMO freight cars and cabooses Phil Schmierer, we pulled out the drawbar and fabricated a new key, then replaced the drawbar along with repairing the cushioned draft gear. Along with this repair, we jacked up each end of the caboose and lubed and serviced the center plates, replaced brake shoes, and preformed a single car air test on the caboose. We also serviced the centerplates on the shorty gon, the UP 25283 caboose and the WP 68616 road boxcar.

Helping with this project were myself, Steve Habeck, Charlie Spikes, Doug Morgan, Seth

Adams, Cody Wilson and Loren Ross. Paul and Kenneth Finnegan also helped with the loading of the Mini-Train and all of the other items we needed for the trip to Dunsmuir. Once again our preventative maintenance paid off with no problems on the road or at the event. We put on a great show and made more this year in our gift shop than last. Many happy visitors viewed our equipment and enjoyed turntable rides. Gail McClure ran the gift shop with great help from Julie Anderson, Bruce Veilleux, and David Elems. Set up and tear down, along with equipment sitting, was provided by myself and Gail; Greg, Matt and David Elems; Seth Adams; Bruce Veilleux; Cody Wilson; Steve Habeck; Jim Ley; Phil Schmierer; Matt Shuman; Norm and Barbara Holmes; Hank Stiles, and Reed and Martha Jackson. Thanks to the UP for allowing us to take our equipment to Dunsmuir again and thanks to the Dunsmuir people for allowing us to be involved in their event. A special thanks to Matt Shuman for all he does for us and everyone else involved in this event!

This year's Railroad Days was a great success thanks to John Walker's hard work coordinating the events with the City and all of our people along with our guest Model Railroaders, the Handcars from Susanville and Super Dave McClain and his Motor Car. There was a huge turnout and a great amount of help from our members. I am sure that John will list all of people who made this year's Railroad Days a great success. Two events that I will mention: Frank Brehm drove our newly acquired Southern Pacific Fire Truck in this year's Parade, with WPRM banners proudly displayed, and our own Tom Carter proposed to his long time girlfriend Alicia at the final Gunfighters show at the Museum. Good luck to the both of you!

Other news this year includes the SP 1215 being moved to its new home in San Jose, we wish good luck to our friends at CTRC and know the 1215 has gone to a great home. We have also finalized a deal with CSRM in which we have acquired the former WP California Zephyr diner car Silver Plate from Jamestown. It should be in Portola by the end of November or so. It is a beautiful car and had not been modified in any way since it was removed from CZ service in 1970. In trade for the Silver Plate, we have given the Foley Bros 110-1 boxcab locomotive to CSRM for eventual display in the upcoming Museum of Technology that they are planning.

We have also completed a trade with the Central California Traction Company for their last remaining cabooses, the CCT 24, in exchange for our SP 4107 bay window caboose. The CCT 24 is the first piece of CCT equipment we have acquired and it will be painted and cleaned up to provide a stationary display for our visitors to walk through and see what a working caboose looked like the day it was removed from service.

The view from my seat tells me that we are moving forward at a good pace. We have cleaned up our facility, improved our signage and refined our Mission Statement. We are more visitor friendly than we were 5 years ago, but still have a long way to go. It takes all of us to improve how we present ourselves to our visitors. Most of our visitors are not railfans, but your average family on vacation or making a day trip. We have to expand on this with a push towards advertising in the 50 mile radius. The Reno, Sparks, Carson City area is within a day's drive and many residents of these areas do not know we exist! This year, our visitor count is down quite a bit, along with this year's RAL numbers. We have to count most of this towards the outrageous price of gas and the rising cost of all of the other necessities that are required to support your family.

This affects our volunteers also. To that end, we should have the new volunteer lounge "Silver Debris" finished before next season thanks to the efforts of Eugene Vicknair, James Mason, Jay Sarno, Terry Decoginittis, Gail McClure, Eric Stephens and others who I am sure I have forgotten. This, and our sleeper and shower car, will make our volunteers more comfortable during their visits and allow them to save the cost of a motel. With the reality of gas prices going up more, we have to be very careful on how we spend our money to bring us the most advertising for our dollars. Our power bill every month is extremely expensive with no relief in sight, and, of course, diesel fuel is just as expensive as gasoline. This may or may not be a permanent situation that we will have to adjust to, but we have to expect the worst. We are looking at short term and long term solutions but we have to rely on our members to help us get through these tough times. So please remember us when the year end fundraiser reaches you soon.

Until next time, WPLives!

2007 ARM CONVENTION

The 2007 Association of Railway Museums Conference took place on October 3-7. This year, Museum Manager John Walker and Director Wayne Monger were appointed to represent the FRRS at this convention.

John and Wayne traveled to Washington, Pennsylvania (near Pittsburg), home of the Pennsylvania Trolley Museum, which was the host organization for this year's convention. While there, our two representatives attended a number of workshops covering several topics of interest for railroad museums and networked with representatives from other museums throughout the country. Upon their return, they made an informative video presentation at the November FRRS Board of Directors Meeting held in Lathrop, California showing museum and other sites they visited during their trip while they presented verbally what they had learned from their attendance at the event. They also presented the Directors with several packets of printed information collected from some of the workshops they attended.

The report presented by Wayne and John indicated that much of the background for workshops they attended as well as personal conversations with other museums' representatives centered on the challenges

being faced by all of us in the business of "heritage tourism" (attracting visitors to sites of historic and/or cultural interest). Throughout our industry, which includes not just other railroad-related sites but museums in general and state parks as well, all are facing decreased visitor numbers and a corresponding drop in revenues/donations. The current state of our economy (with skyrocketing fuel prices a major consideration) and a shift in the demographics of potential visitors were cited as key factors to which these decreases can be attributed.

The conclusion reached through consideration of these issues is that in order to meet the changes occurring in our "target market", we must change what we are presenting to potential visitors, what groups of potential visitors we are presenting our museum to, and the manner in which we present our museum to potential visitors. This will be a significant challenge our leadership will need to meet in the immediate future.

What was learned and subsequently passed on by our two representatives during their attendance at this year's ARM convention will help prepare the Society's leaders in rising to this new challenge. Both John and Wayne did an excellent job as our representatives - a tip of the hat is owed to them for their efforts.

DEPARTURES - Nick Perusina

FRRS member Nick Perusina passed away on September 20, 2007, at the age of 84.

Nick was a steam engineer and railroad machinist who served his Machinist apprenticeship in Chicago during the transition from steam to diesel. He learned not only the intricate workings of steam locomotives but also was skilled in diesel service as well. According to his daughter, Lisa Johnson, he taught her much about railroading. She inherited all his steam locomotive theory and repair manuals, books that are treasured reading for her. Railroading was his life and many an hour he

would sit close to switch yards and marvel at the "New Power" the railroads use now.

Nick first came to the museum about 8 years ago with his daughter and enjoyed her turn in the engineer seat as part of the "Run A Locomotive" program under the watchful eye of Norman Holmes. He loved being part of the FRRS and helping keep the history of his cherished profession alive.

The FRRS extends our condolences to Nick's family and friends, as well as our thanks to him for being part of the WP family.

TRAIN SHEET CHANGES

- Matt Parker, Public Information Officer

With this issue, you will notice some changes to the Train Sheet as a new beginning comes for this publication.

The editorial staff of this publication and your Board of Directors are well aware of the numerous problems that have caused us to fall far behind on getting the Train Sheet out to the membership in a timely fashion. Lack of submission of content and problems with production are the primary culprits bringing about this situation.

At the October BOD meeting, Train Sheet Editor-In-Chief Eugene Vicknair submitted a plan to put the Train Sheet back on track and keep it current. An integral part of this plan is the addition of an Associate Editor to assist with editorial duties and a Production Assistant whose primary responsibility will be layout. Another part of this improvement effort is that, as the Public Information Officer for our organization, I will now be serving as a "chief reporter" of sorts. Aside from my continued efforts to promote our organization, I have taken on the responsibility to provide Eugene and his staff with the material they need to bring you the latest news of the FRRS/WPRM within specified deadlines. For those of you who routinely work around the Museum, this means

you will no longer see me regularly pounding spikes, turning wrenches, and running trains beside you. Rather, in order to see that this important job gets done, I will be there to observe and report on what you are doing. You will also notice some new features coming to the pages of the Train Sheet.

One of these is the "Spotlight On" feature. Those of you among our members who are only able to make infrequent visits to the museum often hear the names of members who comprise the core group of volunteers keeping us running on a day-to-day basis and our leadership, but you don't really know these people as the rest of us do. This feature will serve to put faces with the names and familiarize you with who these people are. Another feature will be brief items or articles about the history of our organization and Museum. We have existed long enough now that we have a history of our own, one that our newcomers aren't familiar with. We plan to share articles from previous issues of the Train Sheet along with items from our archives that will serve as reminders to some of us and education to others regarding the heritage of the FRRS and WPRM.

We trust that you, the members who support this organization, will be pleased with the changes we will be bringing you starting with this issue and find that they add value to your support of our efforts to keep the WP alive.

CZ DINER COMING TO PORTOLA

- Matt Parker and Eugene Vicknair

FRRS members have been working on California Zephyr dining car "Silver Plate", preparing it for movement to Portola.

Members including Zephyr Project Manager Eugene Vicknair, Tom Carter, Bruce Moore, and Dave Roth have so far made 4 visits to the Railtown 1897 State Historic Park in Jamestown, California, where the car has been located since 1971, and have put in approximately 7 days of work on the car. Much of the work done has consisted of replacing rubber air brake lines running from the car's frame to the trucks (there are 8 of these lines per truck). Items still in need of attention prior to movement of the car include completion of air line replacements, internal inventory of the car, and removal of

loose items from the roof, including the remains of the classic Budd rooftop antenna.

The "Silver Plate", a 48-seat dining car built by the Budd Company for Western Pacific in 1948, was acquired by the FRRS in 2007 through an equipment trade with the California State Railroad Museum. In return, CSRM will receive our Foley Brothers Ingersoll-Rand boxcab locomotive, which CSRM desired to obtain for inclusion in their planned museum of railroad technology. The "Silver Plate" is the last intact diner remaining from the CZ and an important acquisition for our Zephyr Project.

The car's WP road number was 841. Likewise, it has been assigned road number FRRX 841 for movement to Portola. Details of the movement are still being worked out; expect to see this car arrive in Portola sometime during 2008.

DIRECTOR STILES RESIGNS

Hank Stiles resigned his seat on the Board of Directors in November due to personal reasons.

Hank, a former Western Pacific employee, has been an active member of the FRRS since the first summer of museum operations in 1984. At that time, he was a Portola area resident. He left the area and relocated to Sacramento, which he considered his "home terminal" on the railroad, in 1993. During his 23 years of service to our organization, he has been involved in virtually every aspect of museum operations, from helping to train our first operating crews to building track, to serving 12 years as our Chief Mechanical Officer (CMO). He has also served 19 years as a member of the Board of Directors, making him the longest continually-serving Director for the FRRS.

Hank began his career with Western Pacific on November 3, 1971 as an employee of Bridge and Building Gang #502 out of Blairsden, California. He changed courses on September 20, 1972, transferring to the operating crafts in Train Service. During his career he worked at every

terminal on the WP except for the San Jose Yard.

Hank sees his biggest accomplishment as CMO as getting our locomotives in good enough repair that we could depend on them to perform the job we need them to do. "We no longer do rentals if we can get a locomotive to run, we do them when our customer makes their appointment," he says.

As a Director, Hank is pleased with the advancements made during his tenure in the way the museum is managed. "From my beginning with the board I advocated that the board should make the decisions on how the museum is managed and the president should carry out the Board's decisions," he says. Although he still sees room for us to move in this direction, he adds, "I think this is the way we are headed and as far as I am concerned we cannot move fast enough!"

Although it is disappointing to see Hank step down from his position as Director, we are pleased that he has pledged to continue helping our organization and museum as much as other responsibilities will allow.



Dave Roth and Don Chakerian check out the journals on the trucks on the "Silver Plate". They all look good!

- photo by Dave Roth



The car's interior (left, with temporary folding chairs) show wear and tear, but is fairly complete. The kitchen (above) is like a step back into time.

- photos by Eugene John Vicknair

25th ANNUAL RAILROAD DAYS

- Matt Parker and John Walker

A full slate of events for the 25th Annual Feather River Railroad Days August 24-26 filled the community of Portola with activities for all. At the museum, the usual weekend caboose train rides were available for visitors. Adding to this attraction were two hand cars rented from Lassen Land & Trails Trust in Susanville that visitors, under the supervision of museum chaperones, were able to run up and down the tracks in between runs of the train. FRRS member Dave McClain also brought up his SP "Black Widow" motorcar, providing rides in between trains along with the assistance of member Steve Milward.

Union Pacific again graciously loaned us their Centennial, UP 6936, which was running and open for visitors to tour. Periodic operation of rotary plow SPMW 208 rounded out operational events, along with several model railroad layouts presented by the "Gandy Dancers", Bob Sandin and Gary Van Treese and family.

Elsewhere around the museum, a passenger car set consisting of our baggage/display car, ex-VIA diner, and biz car UP 105 was open for the public. Inside the baggage car were displays showcasing photos submitted for the Railroad Days Photo Contest, including the works of Matt Stentz, whose outstanding photos garnered first place in both the color and black-and-white categories. Congratulations are certainly due to Matt who, we are pleased to report, used part of his prize money to join the FRRS.

A notorious group of scofflaws known as the Spirits of the Old West Wild West Theatrical Troupe were present at the museum throughout the weekend. This group added excitement to the museum's activities by periodically robbing the caboose trains. Additionally, the group staged a special show next to the diesel shop on Saturday afternoon for members only which culminated in a proposal from member (of both the FRRS and the Spirits of the Old West) Tom Carter to his now-fiancée Alicia.

On Friday night and Saturday morning, a portion of the Museum's parking lot served as a staging area for floats entered in the Railroad Days Parade. This year, the FRRS and WPRM were represented by our 1953 Southern Pacific Fire

Truck, which was driven in the parade by Director Frank Brehm.

Community activities were wide and varied. The list of events included street dances on Friday and Saturday evenings, bands playing on two stages, a car show, monster trucks, paragliders, rock crawlers, bounce houses, free swim day on Saturday at the city park, the Lucky Duck race, and the Willie Tate Memorial 5K/10K walk/run. The rock crawlers presented a new and interesting event for the visitors, showcasing the classic battle of man and machine versus nature. These highly modified four-wheelers attacked a rock pile placed on a portion of the block between Commercial Street and Second Avenue. The pile presented a brutal challenge for these machines. This event was quite popular, particularly with the younger crowd.

Several visitors to the Museum on Saturday afternoon stated this was their first attendance at Feather River Railroad Days and they were drawn by the wide variety of activities offered, adding they were not disappointed. A number of Portola residents commented that they were impressed with all of the community events that were offered with several saying they thought the street dances and bands were really great.

Museum Manager John Walker was an integral part of the Railroad Days planning committee. By garnering the support of the community and local businesses, this committee was overwhelmingly successful in creating an outstanding community event for this 25th Anniversary of Feather River Railroad Days. John credits the success of the Museum's activities to all of the members who were present to assist both before and during the event. In particular, John noted the crewmembers from the Operating Department who attended to their duties fantastically and safely throughout the weekend. He also noted the assistance of members Linda Brimmer, Julie Anderson, and Stephanie Parker in attending to the gift shop and staffing the passenger cars display as well as Karen Potts who assisted with train ride ticket sales both days. A group that included members Don Borden, Nick Tynan, Larry Douglas, Mike Barlow, Bill Parker, and Hank Stiles provided what John described as "phenomenal help" in the form of the hard work they contributed in the weeks before the event in the form of cleaning the shop building and grounds,

repainting the south side of the shop building, completing the new rock garden near the main entrance at the east side of the shop, and moving furniture and equipment to make the facility look great for our visitors. "Good job, everyone!" he added.

SP 1215 HEADS TO NEW HOME

Carried on rubber tires, former Southern Pacific steam locomotive 1215 left the WPRM recently heading to its new home in San Jose, California.

The Baldwin 0-6-0 switcher, built in 1913, was acquired by the FRRS in 2001 from Kings County, California, where it was on display in a park. Last year, the FRRS was contacted by the California Trolley and Rail Corporation (CTRC), an organization formed in 1982 to preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley. CTRC expressed interest in acquiring the SP 1215 for their planned San Jose Railroad Museum. The Acquisition / De-acquisition Committee was subsequently asked to review the 1215's status. With the acquisition of WP 165, the committee determined that the 1215 was not a key piece in our Museum's collection and suggested disposal of the locomotive. The Board of Directors subsequently voted to sell the 1215 to CTRC.

On October 14, two semis from Taylor Heavy Haul arrived at the Museum to transport the

locomotive. Assisting members from CTRC, FRRS members including Steve Habeck, John Walker, and Norm Holmes used SPI 1100 and two idler cars to load the engine and tender onto separate lowboy trailers. Work began around 1 PM and was finished around 5 PM.

According to CTRC's web site, the 1215 is currently located at Kelley Park in San Jose while CTRC finalizes plans for the permanent location for their museum. A cosmetic restoration of the locomotive is planned. For more information about CTRC and their plans, see their website at www.ctrc.org.

SP 1215 worked numerous terminals around the Bay Area until its retirement, and fits nicely into the mission of CTRC. The engine will eventually be displayed alongside a fellow SP Bay Area veteran: SP 2479, a 4-6-2 passenger engine.

Southern Pacific 1215 steam switcher

Class: S-10 Type: 0-6-0 Builder #: 39832
 Built: Baldwin Locomotive Works - May 1913
 Weight: 154,600 lbs. Boiler Pressure: 190 psi
 Tractive Effort: 29,720 lbs.

SP 1215 is unloaded at San Jose's Kelley Park after a long ride from Portola.

- photo courtesy of CTRC



STEAM DEPARTMENT

- Chris Allan, Steam CMO

The Steam Department Summer 2007 work week at Portola was productive to say the least. Tons (literally) of parts were removed from the 165 in preparation for ultrasound testing. Dana Greeley and I arrived Friday evening, July the 27th, to find our hero Charlie Spikes removing nuts from the smokebox front. After settling into the Edenwold, we joined him in the attempt to remove the curved handrail on the smokebox front. The bolts holding the handrail stanchions were also holding the front on, so I grabbed the trusty pneumatic hammer and laid into them with little success. We grabbed some Chinese food and called it a night.

Saturday the 28th, we awoke to a fresh pot of coffee in the Silver Shower brewed by Charlie, which automatically got him the Hero Award for the day. By the time Dana and I suited up and got into the shop, Charlie had the pesky handrail off, and all but a few of the nuts were dealt with. Off came the front. By this time, Roger Stabler had made it up from Woodland, and he began removing the exhaust nozzle and the 24 super-heater units using his array of air tools. True to character, he stuck with it until they were removed, including a few that were still full of water! At that point, Roger began the task of cutting out the 2-inch diameter boiler tubes, which were full of greasy soot left over from the 165's final use as a stationary boiler. Roger

earned his hero badge over the next 2 days cutting out roughly half of the 2" tubes. The carbon left in the tubes tends to blow back on you when cutting the tubes, which is bad enough, however the flame from the torch ignites the soot and you get the upper part of your body covered with tiny flaming specks. The Finnegans, Paul and Kenneth, were up early on Saturday and removed all of the firebrick in the firebox, thanks to them for seeing the job through. Kenneth spent the rest of the day wire brushing the boiler shell exterior. Dana took turns needle scaling the side sheets and taking some pics, and Eugene Vicknair wire brushed for a few hours after he finished up in the Silver Hostel. The ever-dependable Eddie Chase began cleanup on the left side cylinder casting. Charlie and I removed the throttle valve using the air hoist. Charlie was the first inside the boiler; he performed some initial hammer testing on the stays while he was in there. We had a total of 8 workers on Saturday, which kicked off the week nicely and got the momentum started.

Sunday was a repeat of Saturday, except that the shop and the workers were getting increasingly carboned up. When we smiled all you could see were teeth. The floor around the rear damper was as black as night. Of course, this stuff was tracked all through the shop courtesy of the Steam Dept. Boiler tubes were flying out at a frightening rate. John Walker claimed a pile to use as fence posts. Roger departed our

2008 WP STEAM WORK PARTIES

Dates have been set for planned 2008 work parties to continue restoration on WP 165. The dates for these 2008 work parties are:

April 10 - 12
 July 30 - August 2
 October 23 - 25

Boiler work will be the focus of ongoing efforts this year. This work will include removal of the remaining tubes and flues as well as additional cleanup of the boiler shell interior and exterior. There are many other tasks that can be attacked at any time. Facilities Manager Charlie Spikes is aware of these tasks and can be contacted by anyone interested in working on the 165 at any time. "Jobs at every skill level are available!"

We would like to request that those planning to be at the museum during any of these work parties RSVP at wpsteam@wplives.org so that we have an idea of how much help to expect. We are also willing to arrange reservations for overnight accommodation in the Edenwold for anyone planning on participating.

WP 165 lapel pins and 2008 Steam calendars are available through the WPRM Gift Shop, with profits from sales of these items going to the 165 restoration fund. It's a great way to show your support for the Steam Program.

We have also started a blog that will include stories of our restoration efforts as another way to keep FRRS members and others interested apprised of our progress. The blog can be viewed at <http://wprsteam.blogspot.com>.

company Sunday night after leaving us another generous monetary donation. Thanks again, Roger!

On Monday, Charlie and Dana removed the air reservoirs from each side to gain access to the boiler shell. The riveted tanks don't hold much hope (or air) so we will have to find or purchase replacements. I took my turn at cutting out tubes, a frustrating task. This was our third straight day of soot. Not much took it off in the shower at night except for that orange cleaner, which also managed to take off a layer of skin as well. I vowed that Tuesday would be a soot-free day for us.

Tuesday was storage boxcar day. The three of us, Charlie, Dana and I, stacked all the removed parts on pallets and moved them into the steam boxcar. Charlie and Don Borden previously cleaned out the car; it took them three days and several dumpsters. As luck would have it Norm was moving out one of his vintage trucks parked right next to the car, which made forklift logistics interesting while we both jockeyed for space. In the end everything made it in. Roger came into town on an empty coal train and joined us for dinner at the Pizza place. We all opted for the salad bar as well, since we had been craving roughage all week. Roger took the van home, and we retired to the Silver Shower's deck and sat, full of pizza, and watched the stars come out.

Our final work day, Wednesday, started again with Charlie's heady brew of coffee. Dana opted to take a turn at tube removal, and managed to get another 20 or so out. We were hoping to save the 5 3/8" superheater flues, but upon further inspection it doesn't look like we will be able to due to their condition. They have already been safe-ended twice and other indications of condition don't make me feel too confident about them. These will be expensive to replace, but we will be happy we did in the end. Our beloved President showed up in the afternoon and inspected our progress. He seemed happy with what we had accomplished. We certainly have a lot to be proud of; we stuck with the program and got the ball rolling. No unrepairable conditions were discovered in the boiler shell or sheets during tube removal. We will continue the work in the spring- April 10-12, 2008. Until then Charlie has his work cut out for him!

Eugene Vicknair has designed a stunning WP 165 lapel pin, which has been produced by Sundance Marketing. They are available for \$5 each in the Museum gift shop or online. A link for online purchase is available on the WPRM Steam Department page. And please don't forget that the 2008 WPRM Steam Department Calendar is available on Cafepress right now: <http://www.cafepress.com/wprsteam> Please consider a tax-deductible donation in any amount to the 165 Steam Fund, every dollar gets us closer to our goal of bringing steam back to Portola!

PROMPT ACTION KEEPS LOCOMOTIVE RUNNING

On a recent October afternoon, Sierra Pacific Industries (former SP) locomotive 1100, a key piece of the Museum's operational fleet, was in use when an unknown problem caused it to stop loading out on the balloon track.

Another locomotive was used to rescue 1100 and place it inside the diesel shop. Members Doug Morgan and Hank Stiles soon went to work troubleshooting the problem. They found a burned wire and a loose terminal post in the unit's load regulator. The wire was replaced and the terminal post tightened, thereby resolving the problem.

The prompt action of these two capable members helped keep an important piece of Museum equipment ready for service.



Quincy Railroad 1100 is one of our workhorse engines in Portola. A rare TR6A switcher built by EMD, she served the Quincy for many years. Shown here in Susanville, CA in 1991.

- photo by Ed Gibson

June 2007 Membership Meeting Summary *continued from Issue 140...*

Director Holmes reminded the group that the WP had been absorbed into the UP 25 years ago and that when he was working as part of the founding group to create the organization, he never thought the museum would be what it is today. He expressed his pride in what has been accomplished and what he believes is to come.

Director McClure indicated her pleasure at seeing so many members in attendance, including new people who had recently become involved with the Society. She stated the importance of spreading the passion that brought them all into the organization's membership, and the importance of giving donations of time and/or money to support the FRRS' mission of preserving, interpreting, and educating the public as to the history of the Western Pacific Railroad and its people. She reminded all present that they should contact their Directors with any questions or concerns they have regarding the direction or activities of the organization.

Director Monger announced a summary of activities planned for the FRRS 2009 Centennial Celebration in honor of the 100th Anniversary of the completion of the WP, 60th Anniversary of the inaugural run of the CZ and 25th Anniversary of the FRRS. Possible events being investigated include a re-enactment of the Ruby Jubilee, placement of historical markers, and a traveling history exhibit about the WP. He noted the impact the WP had on the development of the Oakland waterfront, which will also celebrate its 100th anniversary in 2010. Lastly, he thanked Thom Anderson and Dave Pires for their efforts regarding the WP conventions over the years. He also thanked Museum Manager John Walker for his work with the archives.

Director Parker indicated that he was in agreement with what Directors who spoke before him had said that evening. He expressed to the members present the importance of defining who you are as well as what you are not. He is pleased we present a unique experience to our visitors and acknowledged that this would not be possible without the Herculean efforts of a small group of very talented volunteers who accomplish great things. He asked that everyone keep in mind

not just what needs to be done, but take some time to take pride in what we have done.

Museum Manager John Walker spoke of the pride he felt upon the overwhelming positive response received from our peers attending the ARM-TRAIN Convention pre-convention tour, particularly the applause he received upon leaving the convention busses which was deserved by all who had worked to prepare and execute the event. He echoed Director Brehm's remarks regarding the work providing the day-to-day operational support that members and visitors don't see including house- and grounds-keeping. He is pleased with the continuity and productivity improvements happening all the time, and very proud of the volunteers who give up their time to make things happen. He then provided a special award to those he identified as "super volunteers": Don Borden, Bruce Veilleux, Wayne Monger, Alan Lamb, Mike Mucklin, Steve Habeck, Cody Wilson, Thom Anderson and Dave Pires.

WPRRHS Administrator Thom Anderson reviewed the 11th Annual WPRRHS Convention including a presentation rundown. He thanked Jim Diaz for his coordination efforts and indicated great pleasure for a job well done. He spoke about the production schedule of The Headlight, the need for articles, and reminded everyone that there is a lot of archive material for research.

Headlight Editor Dave Pires recognized and thanked Kent Stephens, Virgil Staff, and Director Holmes for their outstanding efforts as supporters of the magazine through their contributions. He indicated a need for new historical material and reminded interested authors that the magazine is currently scheduled for publication in April, August and December for parties interested in contributing articles.

Election results are as follows:

Norman Holmes - 367 . elected
Wayne Monger - 350 . elected
Kerry Cochran - 330 . elected

Merrill Thurman - 121	Ed Wagner - 112
Craig Simmons -2	Charlie Spikes - 1
Vic Neves - 1	Loren Dunlap - 1
Dave Pires - 1	John Walker - 1

June 2007 Membership Meeting Summary *continued...*

Public Comments

Vicki Epling shared her experience of walking onto the property for the first time ten years ago and recalled that she was not impressed with what she saw. She shared that her opinion of the facility and organization has changed drastically. She thanked the Board Members and President McClure for all they have done to raise the organization to new heights. Her remarks were echoed by David Epling.

July 2007 Board Meeting Motions and Actions Summary

Motions Passed

1. Consent Motions - approved motion 07-07-02.

- . Minutes - from the June 2007 BOD Meeting.
- . Financial Reports - Profit/Loss and Balance Sheet through end June 2007.

Added by amendment motion 07-01-07:

- . Correction to June minutes noted: John Ryczkowski's wife is Mary, not Linda as reported.
- . 2007 Annual Meeting Minutes
- . June 26, 2007 Special Meeting.

2. Business Motions

Motion 07-07-03

ARM Convention

Approval for expenditure not to exceed \$2,000 to be funded from budgetary line item 67310 - Travel & Meals for the purpose of sending two delegates to the ARM Convention in Pittsburgh, PA in October 2007. McClure / Habeck. Aye - 5, Nay - 1, Abstain - 0. Motion carried.

Motion 07-07-04

Members Appreciation Weekend

Table agenda item until a future meeting. Stiles / Holmes. Aye - 6, Nay - 0, Abstain - 0. Motion carried.

Actions and Notices

- . Re-elected directors Holmes, Monger and Cochran were seated on the Board.
- . Consensus direction from the Board to accept offer to participate in Dunsmuir Railroad Days currently scheduled for July 11-13, 2008.

President's Report

- . The President gave a summary of recent work projects around the museum, including work preparing for Operation Season opening.
- . He also gave a synopsis of preparation for Dunsmuir Railroad Days and an overview of how the event was shaping up.

Museum Manager's Report

- . The Museum Manager reported that Gift Shop sales are slow while visitorship remains steady.
- . The facility is in good shape.
- . There have been a considerable number of volunteer hours worked by our members.

Director's Reports

Monger - Reported the unexpected passing of John Mackey, a Winterail regular.

Stiles - Estimated cost for Scott Franklin to seal asphalt entrance to the facility is \$1,000.

Additional work required to fix the Model-T in the estimated amount of \$500. Agreement from President McClure to authorize additional work to be funded from the Roadmaster's budget.

Department Reports

Zephyr Project - Reported offer from owner of Silver Thrush for the FRRS to purchase the car. Unfortunately, funds for such a purchase are not available at this time.

Funding - Reported advice from member Jeff Asay regarding application for UP Foundation Grant for ADA modifications to MP Caboose.

IT Services - Work proceeding on network installation.

Committee Reports

Railfan Photographer's Day - Work progressing on Railfan Photographer's Day scheduled for September 29, 2007.

Acquisition & Deacquisition - Committee considered disposition of caboose WP 646 and reported a recommendation of deaccession in a vote of 5-1.

Public Comments

- . Member and President of Shasta Cascade Rail Preservation Society Matt Shuman thanked all members and volunteers from the FRRS who made our participation possible.

Closed Session

Meeting adjourned to closed session at 7:11 PM and reconvened to open session at 7:18 PM. Director McClure reported the following:

"The Board heard a report regarding ongoing litigation, FRRS v. Kasten, ITAC. Consensus direction was given, no action was taken."

NOTE: Due to an error, the August Minutes were not available at press time. They will be in the next issue.

September 2007 Board Meeting Motions and Actions Summary

Motions Passed

1. Consent Motions - approved motion 09-07-02.

- . Minutes - Minutes from the August 2007 BOD Meeting. Removed by motion 09-07-01.
- . Financial Reports - Profit/Loss and Balance Sheet through end August 2007.

2. Business Motions

Motion 09-07-03

2008 FRRS Calendar

Discussion and approval of 2008 FRRS Calendar tabled until October meeting. McClure / Parker. Aye - 6, Nay - 0, Abstain - 0. Motion carried.

Motion 09-07-04

Membership Levels and Dues

Further discussion and approval of recommended dues and level changes tabled until December 2008. McClure / Holmes. Aye - 5, Nay - 0, Abstain - 1. Motion carried.

Motion 09-07-05

Z Scale WP Layout

Acceptance of Model Committee report as presented and authorization to proceed with fundraising and purchase of Z-Scale WP Layout. McClure / Vicknair. Aye - 6, Nay - 0, Abstain - 0. Motion carried.

Motion 09-07-06

WPRM Brochures

Discussion and action on item tabled until October meeting. Brehm / Habeck. Aye - 6, Nay - 0, Abstain - 0. Motion carried.

Actions and Notices

- . Consensus direction given to Director Vicknair to continue discussions with owner of the Silver Canyon regarding possible purchase of the car.
- . Consensus direction given to proceed with

planning and execution of Santa Trains with responsibility for raising the target funds of \$5,000 given to Museum Manager John Walker.

- . Consensus direction given to Director McClure authorizing collection of Shop Rental Debt up to and including legal action if needed.
- . Offer to Purchase SP 4404 and USA 1857 - Consensus direction given to President McClure and Director Vicknair to advise inquiring parties that the organization does not have a desire to sell either of these locomotives at this time.

President's Report

- . Portola Railroad Days went very well. Thanks go to Museum Manager John Walker for his coordination of FRRS participation in the event.
- . UP 6936 to be back at WPRM for winter.
- . Silver Plate/IR Boxcab trade proceeding. Costs of \$900 to prep the Silver Plate for movement.
- . Reported his experience that many of the railroad museums charge admission.
- . Authorized letter of interest to Mesa, AZ regarding SP 4-6-0 for possible acquisition.

Director's Reports

Parker - Asked that assessment of Quincy 3 be done and report presented regarding making locomotive operable. Announced information regarding 36th Annual Nevada Railroad Symposium in Carson City, NV. Planning Oral History with a former WP telegrapher.

Holmes - Reported opportunity for \$50K state planning grant. Noted his displeasure at not being authorized to attend ARM convention, Party Caboose contract delay and Train Sheet.

Habeck - Need for new bank signature card and issues with coding credit card purchases which now require retention of receipts.

Closed Session

Meeting adjourned to closed session at 9:05 PM and reconvened to open session at 9:09 PM. Director McClure reported the following:

"The Board heard a report regarding ongoing litigation, FRRS v. Kasten, ITAC. No 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.

- FRRS Membership -

Yearly Dues

Associate \$20.00
 Active \$40.00
 Family \$60.00
 Sustaining \$100.00

Single Life Membership

Birth-17 years of age \$1200.00
 Age 18-39 \$900.00
 Age 40-61 \$600.00
 Age 62 and above \$300.00

Family Life Membership

Birth-17 years of age \$1800.00
 Age 18-39 \$1350.00
 Age 40-61 \$900.00
 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 Headlight, maximum of two persons with one vote each.
Life memberships receive both The Train Sheet and 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 membership@wplives.org



20 YEARS AGO...

Looking at her now, it's hard to believe that WP 805-A, our celebrated *California Zephyr* locomotive, once looked like this. Here she is, recently arrived from the Louisiana and Northwestern Ry, where she had spent over a decade in service after being sold by General Electric. The WP traded her in on U23B locomotive 2260. Today, she not only once again wears orange and silver, but she also runs once again, thanks to a dedicated team of volunteers.

- photo by Peter Arnold
 July 18, 1987

Mission Statement

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

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.



This is the Dining Car famous for its superb meals, gracious service, reasonable prices, and unique system of advance dinner reservations.



Upstairs in one of the five glass-enclosed Vista-Domes for Chair Car and Pullman passengers, you can look up, look down, look all around. 120 extra unsold seats!



As gay and colorful and as much fun as San Francisco itself, the "Cable Car Room" Buffet Lounge serves light meals and beverages from morning 'til evening.

**BEST WAY OF ALL
TO SEE THE BEST
OF THE WEST**

This famous streamliner is scheduled for sightseeing, comfort and relaxation. It traverses the majestic Feather River Canyon in the High Sierra and the mighty Colorado Rockies all by daylight. You see majestic, snow-capped mountains . . . great plains . . . canyons and cliffs . . . trees and trails . . . rushing mountain streams . . . herds of deer and antelope . . . vast stretches of virgin forest. It's a great show and upstairs in the Vista-Dome you have the best seat in the house!

Samples of the California Zephyr experience, taken from a piece of CZ advertising. The three cars shown in these vignettes are all now represented in the fleet: diner car "Silver Plate", dome-coach "Silver Lodge" and dome-lounge "Silver Hostel".

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

Change Service Requested