



# The Train Sheet

ISSUE 110

November/December 2001

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

## Track Work Weekend a Success

By Rod McClure

Track defect. A term we have probably all heard but may have paid little attention to. It is something we would like to avoid, but as an operating railroad we are subject to having them just as all other railroads are. They occur naturally and over time with use of the track. What is a track defect you may ask? It can be anything from a broken rail to a hard throwing switch. They come in many sizes and different colors but they are all the same, BAD.

Rod McClure having been appointed Roadmaster by the Board of Directors at the October 2001 meeting made a very thorough inspection of our trackage shortly thereafter with the following recommendations being made;

Immediate improvements to the balloon track and the tangent track between Milward Switch and East 5 rail switch. These two sections need the most attention and repairs as soon as possible. The balloon needs roughly twenty five+ ties replaced,



All activities came under the watchful eye of Roadmaster Rod McClure (left) and Steve Habeck (right). - photo by Frank Brehm

over twenty gauge rods replaced, ten+ joint bars replaced, at least eight locations brought into gauge with two that are borderline unacceptable and capable of causing a derailment right now. There are also numerous places that show a need for additional ballast and drainage repair. The tangent track needs two rails

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## Santa Train 2001

By Pat Brimmer, Santa Train 2001 Project Coordinator

HO-HO-HO Well, Santa Train 2001 is over and I think everyone had a great time. As always, this project is a tremendous amount of work and without many volunteers to fill the gaps, this project would never be successful. For the first time in several years, we had a full Operations crew including 2 crossing guards for the first Santa Train on 12/01/01. The second week we had nearly a full crew, but in the interest of safety, we had fewer car attendants so that we could have 2 crossing guards at all times. We did the normal pull/push routine, but with the crossing guards

on duty, we were able to take the train down to the employee crossing on the east end. For the first time in my memory, we used the SP2873 for power. It worked really great because of the roomy cab (for lots of cab riders), the gyalight while we were moving forward and the red MARS light while we were backing up. The gyalight and the MARS light added a lot to the evening festivities and fascinated our visitors.

The first Saturday night was stormy and the crowd was down to about half of normal. However, the following Saturday night the weather was perfect and we had a huge crowd. Inside

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**- The Train Sheet -**

News from the Feather River Rail Society and the Portola Railroad Museum  
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Contribution Deadlines: Last Day of February, April, June, August, October and December.

**- Portola Railroad Museum -**

P.O. Box 608  
Portola, CA 96122-0608  
Museum: (530) 832-4131 Fax: (530) 832-1854 General Office: (530) 832-1657

The museum grounds are open to the public from 10:00 a.m. until 7:00 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 \$2.00 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.

**- FRRS Board of Directors -**

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**- FRRS Membership -**

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00 Sustaining \$75.00 Life \$300.00 Family Life \$450.00  
These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

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

**Historical** memberships receive only the Headlight, do not vote 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**

***Web Pages of Interest***

Feather River Rail Society (Official Site) [www.wplives.org](http://www.wplives.org)

CZ Virtual Museum	<a href="http://calzephyr.railfan.net">calzephyr.railfan.net</a>	Tidewater Southern	<a href="http://www.tidewatersouthern.com">www.tidewatersouthern.com</a>
PRM	<a href="http://www.oz.net/~samh/frrs">www.oz.net/~samh/frrs</a>	WPRRHS	<a href="http://www.wprrhs.org">www.wprrhs.org</a>
SN Page	<a href="http://www.people.virginia.edu/~ggg9y">www.people.virginia.edu/~ggg9y</a>	WP Virtual Museum	<a href="http://wpmuseum.railfan.net">wpmuseum.railfan.net</a>
Tidewater Southern	<a href="http://www5.pair.com/rattene/WP/TidelIndex.htm">www5.pair.com/rattene/WP/TidelIndex.htm</a>	Western Pacific	<a href="http://www.wplives.com">www.wplives.com</a>

## Work Weekend a Success

*continued from page 1*

replaced for kinks, at least a dozen ties followed by tamping and leveling. Most of the switches within these boundaries need repair of some kind, including adjustment of the points, gauging and re-spikeing.

Most of the yard trackage needs additional ballast in different places, and the "new" storage tracks are in need of complete ballasting. This will require at least five car-loads of ballast. Much of the yard trackage is in need of gauging and adjusting of some type. There are soft spots in the ballast and drainage is also an issue in some locations. The mud build up in these locations have caused erosion to the roadbed and ties.

Both of the above items are crucial to the continued safe operation of trains at the museum. These also are required to maintain the minimum standard of Class 1 Federal Railroad Administration (FRA) track which provides for 10 mph passenger operation.

With the above deficiencies noted the call was put out for a 'track gang' work weekend. That call did not go unheeded. A very successful work weekend took place on November 17 & 18 with the replacement of twenty four ties, six joint bars and three gauge rods on the balloon track. This work was accomplished by a very enthusiastic crew consisting of Eugene Vicknair, Rod McClure along with sons Eric and Aaron, Steve Habeck, Scott Franklin and son Scotty, Greg Elems with sons Matt and David, Wayne Monger, Frank Brehm, and Alan Hirasawa. The "sons" provided much of the labor by pounding spike after spike as old ties were dug out and new ties put in place by the "older" participants.

Previous to the work weekend Alan Hirasawa had laid out ties, gathered the required tools, and worked on some of the Maintenance of Way equipment. The tug, Burro Crane, and A-8 Gang Car with trailer were all used during the day to haul equipment and each performed extremely well.

While most of the ties previously identified as needing immediate replacement were the focus of this work group others nearby were also found to be suspect and although possibly not in need of immediate attention were also dug out and replaced thereby eradicating the need for additional work at the same site in the near future. In the future, when we replace ties under a joint, 4 new ties will be installed instead of just two. This new standard will upgrade the track structure on all of our main operating track. During the tie replacement portion of the work, broken gauge rods were replaced; new gauge rods installed where needed, broken joint bars were replaced, and the rail re-gauged according to FRA specifications.

Also busy during the day on Saturday was Gail McClure who prepared and delivered a very delicious and well received Italian dinner. After working all day the crew soon had Gail back in the kitchen preparing additional entries to satisfy their hearty appetites. The crew extends a very big Thank You to Gail for this very tasty and filling dinner.

Sunday found most of the crew back out working. A previously derailed tank car was put back on the rails using the recently made serviceable truck crane. Work on the roadbed and

track is far from concluded as plans are already underway for additional work weekends next year as soon as the weather becomes slightly warmer. Additionally all of the track material and necessary tools will be relocated to a central area so it will be much easier to locate the proper material needed and keep a better count on what we have and what we need. I want to thank all of those who participated and hope that we have more volunteers for the upcoming work gangs. We have a couple of big projects to tackle this upcoming year that will increase storage and make switching operations much easier. If you have never been involved with track work and are interested in learning, let me know and I will be glad to help you learn! I will be posting upcoming MoW work weekends in the Train Sheet and on the FRRS board soon.

It is important for all of us to remember that without good track, safe train operation would be impossible. And safe train operation is number 1.

### Obituary Larry Harrison

Long time FRRS, PLA, and railfan community member, Larry Harrison, passed away peacefully on December 13, 2001. Larry's pride collections included black and white photographs of all Southern Pacific steam locomotives (the majority in serviceable/operating condition), Western Pacific steam, and various other Western United States steam locomotives. He began photographing as a young man. He also collaborated with Fred Stindt, Arthur Lloyd, Gerald Best, Doug Richter, Guy Dunscomb, and Al Phelps, just to name a few.

Larry supported and belonged to many other rail organizations, including the Feather River Rail Society, Pacific Locomotive Association, Bay Area Electric Association, Friends of the Sierra Railroad, Friends of the 1233, National Association of Railroad Passengers, and the Northern California Railroad Club. He dearly loved the Western Pacific and many of his photos have appeared in several books regarding the railroad.

One of his great loves was the fraternal organization "E Clampus Vitus", of which he was a member of no less than 10 chapters, having served as Grand Noble Humbug for the New Helvetia Chapter, #5.

Enjoying his love of railroads he lived a happy and full life. Larry was 93.

Our condolences and thoughts are with the family.

## Santa Train 2001

*continued from page 1*

the beanery were lots of goodies and warm drinks. Mr. and Mrs. Santa Claus were there for all of the kids. Rumor has it that Tom Graham (the biggest of the kids) even snuck in to see Santa when he thought no one was looking. Guess he just wanted to make sure that Santa didn't forget him on Christmas eve. Hmmmmm, wonder who else went in to see Santa that we don't know about?

Now comes the hard part: thanking everyone for the fantastic job that they did in every way. It's hard only because I'm afraid that I will miss someone. If I did miss your name, please accept my apologies and know that it wasn't intentional.

First of all in getting things ready. **MANY THANKS** to Edna Ede, Missy Iverson and Norm Holmes for making sure that we had more than enough refreshments for everyone; to Rod and Gail McClure and their family and Bryan and Stephanie Sprague and their family for cutting down the beautiful tree and then putting it up and decorating the tree and the beanery; to Steve Habeck for stringing the lights on the cabooses; to Norm Holmes for making sure we had plenty of candy canes for the kids; to Hank Stiles for taking care of last minute mechanical problems; to Norm Holmes, Alan Hirasawa and Ken Roller for getting the baggage car ready for a static display and a G-scale Santa Train; to Bart Rohles for loaning us his G-gauge Santa Train for both weekends; to Ken Iverson, Tom Graham, Steve Habeck, Kerry Cochran, Rod McClure and Alan Hirasawa for yard switching; to Judy McGrath, Stewart Dorsey and Jack Zygnier for putting up the lights on the parking lot fence and the barriers inside the diesel shop; to Jim Murphy for taking care of the advertising; to Debbie Murphy for washing a Christmas rug and tree skirt; to Ken Roller for doing general clean up; to Stewart Dorsey for doing general clean up and making sure that our sidewalks were free of snow; to Ed Powell for making sure that the stoves on the cabooses were in good working order; and to Rich Lema for installing a music system so that we could listen to Christmas music all evening long. Special thanks to Chris Jozwiak and his family for donating miniature train ornaments for the beautiful Christmas tree in the beanery.

On the day of the Santa Train, **MANY THANKS** to Edna Ede, Missy Iverson, and Barbara Holmes for helping serve goodies in the beanery; to Gail McClure, Stephanie Sprague, and Cathy Jozwiak for last minute decorations and greeting our visitors in the beanery; to Frank Brehm for taking photographs; to Norm Holmes for keeping the beanery warm by making sure the door was always closed; to Tom Graham for coordinating the cab riders; to Ken Iverson and Norm Holmes for just being there and doing whatever needed to be done; to Andy and Gayle Anderson

for running the gift shop; to Linda Brimmer, Ken Iverson and Bart Rohles and his family for watching the static display and running the Santa Train in the baggage car; to Alan Hirasawa for doing a little bit of everything where ever he was needed; to Ken Roller for being the Chief Model Railroad engineer; to Union Pacific for giving us permission to use the ramp track as needed; to Andy Anderson for having hot pizza arrive at just the right time for the cold and tired train crew and other volunteers; and to the **GREAT** Operations crew that battled the weather for 4 – 5 hours each evening. The Operations crew consisted of Kerry Cochran, Don Borden, Dave Kantoff, Ed Wagner, David Whitney, Ed Powell, Chris Jozwiak, Loren Ross, Judy McGrath, Jack Zygnier, Ken Iverson, Tom Graham, Eugene Vicknair, Bob Carr, Eddie Chase, Melissa McGrath, Lew Barnard and Pat Brimmer.



Santa Train activities would not have been complete without having Santa and Mrs. Claus on hand for the kids "wish lists". - photo by Frank Brehm

Then, after all of the fun and games of running the Santa Train, everything has to be cleaned up and put away. This is often where we have difficulty as cleaning up is not nearly as much fun as getting everything out and put up. However, this year a spectacular group of people stayed behind to make sure everything was taken down and put away for next year. Judy McGrath and Gail McClure both purchased plastic containers for storing the caboose lights and the beanery decorations. This will make things so much easier next year. All of the lights for a single caboose are stored in a single plastic container, wrapped around pieces of cardboard (cut by Ken Iverson) to keep them from getting tangled over the winter, and then Judy marked the containers to indicate which caboose the lights go on next year. She prepared a similar container for the SP2873 also. Gail has gotten rid of the cardboard boxes which were totally falling apart and put all of our decorations in marked plastic containers in the "party car". This extra effort by Judy and Gail will certainly make the job easier for everyone next year.

Finally, **MANY THANKS** to Rod and Gail McClure and family for taking down the Christmas tree and the beanery decorations; to Ken Roller and Alan Hirasawa for cleaning out the baggage car; to Tom Graham, Melissa McGrath, Bob Carr, Lew Barnard, Ken Iverson and Andy Anderson for taking down all of the Christmas lights from the cabooses, locomotive, parking lot fence and barriers inside the diesel shop, doing the final yard switching and making sure the museum was ready for winter.

In closing, I want to say how much fun it was coordinating this project. But, it was fun only because of all of the people who volunteered to do so many things and then did them in a very special way. Thank you, Thank you, Thank you.

I hope all of you had a wonderful Holiday Season and a Wonderful New Year.

## World Wide Western Pacific, Part 1

By Eugene Vicknair

The rise of the internet and the growing ease with which websites can be created has led to an explosion of information available to the world. Of particular interest to members of the Feather River Rail Society are the many sites devoted to the Western Pacific and related topics such as the California Zephyr and WP subsidiaries. In fact, a quick look at several popular search engines shows the WP family to be one of the best represented and documented railroads on-line. The following are some brief descriptions of several of these websites. They are grouped by railroad according to their primary focus, but many have information on related lines.

### WESTERN PACIFIC

Frank Brehm's Western Pacific Pages.

[www.wplives.com](http://www.wplives.com)

One of the older and more comprehensive WP related sites, it includes much historical background on the railroad, including information on its marine operations, synopses of the motive power roster, annual reports, advertising used by the railroad and a roster of the WP's presidents. The motive power section features roster shots of a wide range of steam and diesel locomotives, as well as plan drawings for many of the steam locomotives. This is still a growing site and promises to remain one of the major sources of WP information on-line.

WP Virtual Museum.  
wpmuseum.railfan.net

A very visually oriented site, Alan Radecki's WP Virtual Museum includes such unique items as examples of Western Pacific postcards, photos of WP china, Annual Report covers, and scans of timetables and literature issues by the railroad. There are also tables of surviving WP and Sacramento Northern equipment, with photos, as well as links to other lists of surviving equipment.

Ken Rattenne's Western Pacific Pages.  
www5.pair.com/rattenne/WP/WPPages.htm

Part of a larger complex of webpages created by Ken Rattenne, his Western Pacific Pages include very in-depth sections on the WP's GP40s, a class roster of diesel locomotives, articles on Niles Canyon and Niles Tower, a short article on the famous San Jose Turn and errata from his Feather River Route volumes 1 and 2. Of particular note is an excellent page on the WP's Bicentennial GP40 locomotives which includes photos and dispositions of the pair.

### SACRAMENTO NORTHERN

Sacramento Northern On-Line.  
[www.people.virginia.edu/~ggg9y/home.html](http://www.people.virginia.edu/~ggg9y/home.html)

Maintained by Garth G. Groff, this excellent site consists mainly as a series of articles covering such items as the SN's Parlor Cars, 40' boxcars, electric motors, the road's stone depots and suburban passenger service. Several of the pieces are personal memoirs from individuals who lived and worked with the SN. The site also includes photo rosters and articles about the railroad's cabooses, diesels and steepcab electric locomotives, lists of surviving equipment and museums with SN material, modeling guides and a list of SN related books and magazine articles.

In the next issue...

Part 2 covers websites featuring the Tidewater Southern, California Zephyr and Central California Traction Company.

## 2002 Events Calendar

### January

5 Board Meeting 1 p.m.

### February

2 Board Meeting 1 p.m. Sacramento

### March

2 Museum Open to Public,

Board Meeting 1 p.m.

9 Winterail

### April

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

12, 13 WPRRHS Convention, Marysville

### May

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

4, 5 Crew Training, Rules Exam

25 Operating Season Begins

### June

1 Locomotive Maintenance Clinic, Board Meeting  
1 p.m., Bar-B-Que 5:30 p.m., Annual Membership  
Meeting 7:30 p.m.

### July

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

### August

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

### September

2 Operating Season Ends

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

21 Railfan Photographer Day

### October

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

### November

2 Museum Closes to Public,  
Board Meeting 1 p.m. Sacramento

### December

7 Board Meeting 1 p.m., Santa Train 5 p.m.

14 Santa Train 5 p.m.

## Membership Corner

By Kerry Cochran, Membership Services

### Change of Address

When a FRRS member fails to inform the FRRS of a change of address their Train Sheet is returned to the FRRS by the Post Office. The Train Sheet is sent out "bulk rate" which is third class and the post office will not forward it even if you have a change of address on file with the post office. The FRRS has on file with the post office a request for a new address if there is one on file.

The new address is listed on the returned Train Sheet. However there is a fee of 60 cents for each returned Train Sheet. So two things happen when you fail to notify the FRRS of your change of address, it costs the FRRS money and delays your publications by weeks or even months.

The post office is very slow to return them. Often a second Train Sheet has gone out before the first one comes back. The FRRS does NOT re-mail the Train Sheet if it is returned. So, we are requesting that all members notify the FRRS of a change of address at least one month in advance.

The only person who can change an address is membership services. Membership services maintain the master computer file and all changes are made on it and copied to other FRRS files and documents. Since the membership services person lives some 250 miles from the FRRS, he does not pick up mail every week and needs some lead time to make the change before the person actually moves. It is very helpful if the change of address includes the effective date of the change. The post office supplies change of address cards but just a note with your name, membership number, old address and new address works just as well.

You can mail it to the FRRS or drop it off at the gift shop. Mark it Attention: Membership Services. A few minutes of time will save money, make sure you get your Train Sheet timely and result in less work for the staff who have to process the returned Train Sheets.

Another item, There is usually at least one Train Sheet every month returned as "temporarily away" since the post office does not hold third class mail. We also have to pay 60 cents for these. These Train Sheet's are NOT re-mailed because we have no idea when the person is returning. They could well be sent back more than one time by the post office.

### Renewals/Membership Cards

The FRRS has been experiencing some very serious problems with mail delivery by the post office. It is certain that sometime mid-year at least one bundle of mail containing renewals were lost by the post office and never found.

It appears there has been some other missing mail. Therefore if you do not receive your new membership cards within six to eight weeks of paying your dues please contact the membership services. If it has been over eight weeks there is a definite problem. If you get a "Don't Derail reminder", yet have paid your dues, call immediately. Do not assume the dues and the notice crossed in the mail. Please, when you call make sure you note the date and who you talked to, as sometimes the telephone messages

do not get to the membership person in a timely manner. You may also call the membership person directly at (650) 952-7127, or use E-mail, sending your request to KC6KNT@Compuserve.com.

It is important we know quickly that there is a problem so we can attempt to resolve it. Also if you fail to receive a dues notice call and we will send a duplicate or you may just mail your dues to the FRRS. If you mail in regular envelope please mark "dues" on the outside so it is routed to the right person. And if you know your membership number please write it on your check or letter.

If dues are not received within 90 days after we send the "Don't Derail reminder" the member is dropped. For any other membership problems or questions such as missing cards for family members please contact Membership services.

In addition if you know of any new member who has joined and has not received their membership card within eight weeks of joining please have them contact us immediately so the paper work can be located and processed.

## CMO Report

By Hank Stiles

This report has been absent from The Train Sheet for a while due to the fact that I have been very busy and the lack of much going on in the winter season. This, as you all know is the sleepy time at the museum. After the Santa trains most of us that are at Portola or there a lot, kind of hole up for the winter and dream of warmer days to come with spring. It may take a while this year as the snow is deep so far this winter.

Some progress is however being made, I have found a source, after much searching, for the 12 1/2 x 1/4 inch silicone o-rings to fit the oil cooler on our Fairbanks Morris switcher. The company that made the oil cooler merged with another company and at this point they are not aware that they even made that oil cooler, all this in only 48 years. It is hard to work when the temperature is so low. We don't have the where with all to heat the shop building, it is just a steel building and the "R" value of corrugated steel being what it is puts it out of our league.

The Fairbanks Morris is the preferred locomotive for winter and acting president Andy Anderson asked me to repair it so we could use it. So it moved to the top of the list. Anyone that would like to help with this project please call me.

Locomotive Maintenance Clinics will start again this April, so please come up and help. They will be the first full weekend of each month April through October again this year. After we get the routine maintenance done, if you would like to see something repaired or running please get in touch with me and we will put together a project plan and if feasible we will make it happen. Some restrictions apply, of course, like money, shop space and man/woman power.

I would like to see many of you at the museum this year, so please come up and take a look at your museum.

I hope all of you had a merry Christmas and a happy New Year. May it be better than the last.

## Operating Department 2001 in Review

By Kerry Cochran

First off I would like to take the opportunity to thank all the members of the Operating Department for your help with the 2001 Operating Season.

There were many more members who showed up and worked around the museum. Without all the help I am sure we would not have had such a successful operating season.

I appreciate your support in the Operating Department this year and hope that you will consider returning and volunteering for next years season.

Again thanks for the help, and should you have any questions on the Operating Department please contact me. Email KC6KNT@Compuserve.com, Home telephone (650) 952-7127, Fax (650) 588-5490 or you can write me at 649 5th Ave., San Bruno, Ca. 94066-4517.

### Promotions during 2001

Paul Finnegan	Qualified Yard Engineer
John Hittner	Qualified Fireman, Qualified RAL Engineer, Student Yard Engineer
Don Nelson	Qualified RAL Engineer
Loren Ross	Qualified Brakeman, Student Passenger Engineer, Student RAL Engineer
Lew Barnard	Qualified Conductor
Dave Kantoff	Qualified Brakeman
Jack Zygnier	Qualified RAL Engineer

### Student Positions during 2001

Bill Chappell	Student Brakeman
Dick Citrino	Student Brakeman
Robert Forren	Student Brakeman
Chris Jozwiak	Student Brakeman
Matt Parr	Student Brakeman
Tom Parr	Student Brakeman
Ed Powell	Student Brakeman
Stephanie Sprague	Student Brakeman
Eric Stephens	Student Brakeman
Steve Stephens	Student Brakeman
Nick Tynan	Student Brakeman
John Walker	Student Brakeman
Eugene Vicknair	Student Brakeman Student Fireman
Dwight Folfinger	Student Brakeman
Jack Zygnier	Student Brakeman
Dan Zukowski	Student Brakeman

### IMPORTANT NOTICE – CREW TRAINING DAYS FOR 2002

The dates for the crew training shown in Issue 109 of the Train Sheet are incorrect. Please change the dates to Saturday May 4th and Sunday May 5th.

Watch the Train Sheet for more information on Crew Training Days in early 2002.

## WPRRHS

By Thom Anderson

Tom Lawler is making significant progress on the 2002 convention, to be held April 12-13 at the Best Western Bonanza Inn in Yuba City, California. If you would like to present a clinic or slide show, or help out Tom organizing or running the convention, he can be contacted at 530 749-1157 or e-mail at [tlawler@infostations.com](mailto:tlawler@infostations.com) Registration forms are available from Tom and can be downloaded at the WPRRHS website at [www.wprrhs.org](http://www.wprrhs.org)

Convention Coordinator Steve Hayes is always looking for future convention organizers. It's not really as overwhelming a task as it appears to be. Steve has prepared a handbook to help guide you. Former convention organizers such as Steve, Jim Dias, John Walker and I are also available for advice and assistance. If you're interested in hosting a convention at a site on or near the former WP/SN/TWS lines, contact Steve at P.O. Box 1083 Soulsbyville Ca 95372, 209-536-1847 or [HAYESWP@hotmail.com](mailto:HAYESWP@hotmail.com)

The Arthur W. Keddie Memorial Library, housing the FRRS/WPRRHS archives is one of our long-term projects. Not much has happened in recently with winter settling in at Portola. Time and weather permitting, Archives Curator John Walker has made progress in organizing and cataloging the materials we have on hand. If you would like to help John out, please contact him at 530-671-9584 or at [run8john@clear-cxn.net](mailto:run8john@clear-cxn.net). John wants to let everyone know we do not need any additional donations of Model Railroader or Railroad Model Craftsman magazines – “our cup runneth over” with them. We can still use copies of CTC Board, The Short Line, and other similar publications.

By the time you read this, Issue #18 of the Headlight has been sent to the printer. This issue contains the second half of our coverage of the California Zephyr train. Future issues will include articles on U23-B and SW-1500 locomotives, Binney Junction, and covered hoppers. If you have material for these articles you would like to submit for inclusion in the magazine, or have other material you would like to submit for publication in the Headlight, please contact Editor Dave Pires at 707-747-6772 or by e-mail at [dpires@pacbell.net](mailto:dpires@pacbell.net)

See you at the convention!



The FRRS recently ended its six month free use period of the tools graciously provided by Makita. They proved to be extremely useful and provided assistance in a wide variety of projects. Makita has donated outright the extra batteries and various attachments, while the rest of the tools have been purchased at a discount. The tool collection is currently being evaluated and some of them may be offered for sale to the membership as part of a fundraiser for the Society. Look for complete details in the next Train Sheet.

And thanks again to Makita Tools and Makita Rep Ted Hendricks for making this possible.

## Minutes of Past Meetings

**November 3, 2001**

California State Railroad Museum  
Sacramento, California

President Jim Murphy called the meeting to order at 3:00 p.m. The following directors were present: Andy Anderson, Jim Murphy, Norm Holmes, Kerry Cochran, Eugene Vicknair, Hank Stiles, Jan Breitwieser, Frank Brehm. Director Pat Brimmer participated telephonically. Visitors Present: Dan Brady, Marta Egan, Wayne Monger, Vic Neves, Eric Stephens, Charles Wickman, Debbie Murphy, Barbara Holmes, Rod McClure, Gail McClure, Judy McGrath, Gary Hall, Alan Turner, Tom Graham, Phil Guidera.

President Murphy requested the Board consider reordering the agenda by moving the closed session to the front of the agenda due to Director Brimmer's schedule. It was the consensus of the board to honor the request.

President Murphy recessed the meeting to closed session at 3:05 p.m.

Silver Hostel Litigation

The meeting was reconvened to open session at 3:20 p.m. The Board reported that no action was taken, they were provided information on the litigation and it was the consensus of the Board to have Alan Turner contact the Illinois attorney and report back to the Board.

President Murphy then requested the Board move to the Administration portion of the agenda.

### ADMINISTRATION:

Mr. Murphy handed out various correspondences to the directors. He requested the Board appoint a voting delegate to the TRAIN organization.

Motion #01-11-01

Made by Director Cochran, seconded by Vice-President Anderson to appoint Director Holmes as the voting delegate. All members present voted in favor.

Mr. Murphy discussed a bill for the satellite dish and missing boxes. It was the consensus of the Board to cancel the service.

Mr. Murphy continued with brief discussions relating to following:

WINTERAIL: Director Stiles will handle the logistics

Alan H, has been getting a lot done, his last day will be November 30, 2001

The recent work day and bar-b-que.

Insurance issues will be handled by Gary Hall and presented at the December 1, 2001 meeting.

Once vacancies are announced in the Train Sheet, department heads will be appointed.

Director Brimmer will handle Santa Train.

A future agenda needs to have an item to discuss locks missing in the business car and the digital camera has not been found.

President Murphy then addressed the Board and read a letter announcing his resignation from President and a member of the Board. The letter is attached in its original unedited form as Exhibit "A". Mr. Murphy also requested the letter be published in its original unedited form in the Train Sheet.

Mr. Murphy turned the meeting over to Vice-President Anderson and departed at 3:40 p.m.

Vice-President Anderson explained that he understood he was authorized to ask another Board member to Chair the meeting and asked Director Vicknair to continue. Mr. Anderson left the meeting at 3:45 p.m.

### CONSENT AGENDA:

The following items were removed from the Consent Calendar

2. b. Profit & Loss Report (to be covered in item OB 7
4. Computer Network Plan – No information available
5. Administrative Service Department Report – No information available.

The following items were considered:

6. October 6, 2001 Minutes
7. Finance Reports
  - a. Transaction Report – October 2001
1. Master Plan Report.

Motion #01-11-02

Made by Director Stiles, seconded by Director Brehm to approve the consent agenda reports with the exceptions noted. All directors present voted in favor. Vice-President Anderson was absent.

### OLD BUSINESS:

POLICIES & PROCEDURES: Director Cochran handed out a list of policies being worked on along with update to the manual. He also presented the old mail policy and a revised version for future consideration.

LEGAL ITEMS: Alan Turner presented the Board with updates on the following legal issues: Silver Hostel, Magnolia Tower, Tanks. He noted that these were the three legal issues he would be investigating and requested Board members provide him with any information regarding the items that they have.

CRYOGENIC BOX CAR: The A & D Committee reported that they had determined the car should be considered for acquisition. They also noted that the sealed nature of the car made it ideal for storage. Director Breitwieser questioned the cost of the car. It was explained that the only cost would be for transportation.

Motion No. 01-11-03

Made by Director Brehm, seconded by Director Stiles to direct Director Holmes to proceed with acquisition of the car and try to get the Feather River Car. All members present voted in favor. Vice-President Anderson was absent.



## Minutes of Past Meetings

**BAGGAGE CAR/GIFT SHOP:** Ms. Tigan explained that this item was placed on the agenda at the request of Vice-President Anderson. It was the consensus of the Board to table this item to the next meeting.

**BUDGET INCREASE WP779, CLV 2:** Director Holmes requested a \$1,500 increase to the budget to acquire the cars. The additional funds will be used to purchase a storage unit for the donor.

Motion No. 01-11-04

Made by Director Holmes, seconded by Director Breitwieser to increase the budget for the cars by an amount not to exceed \$2,500. All members present voted in favor. Vice-President Anderson was absent.

**2001/2002 CALENDAR:** The calendar presented at the last meeting was discussed. The dates for Portola and Truckee Railroad Days were still not final so they would be left off the calendar. Railfan day will be moved forward one week. The board directed the calendar to be finished and published.

**2002 BUDGET PROCESS:** Treasurer Dan Brady presented an updated Profit & Loss Report and cash report. He updated the Board on the current financial standing of the Society and requested Board members provide figures for projects to be included in next years budget.

### NEW BUSINESS:

**RESTORATION PROJECTS:** Director Brimmer presented a motion to stop all restoration projects for the Board to consider. He explained that he felt the slate should be wiped clean and all projects should be approved before any more work is done. He noted that past approvals should be considered null and void. He also explained that this action would affect all projects with the exception of the Silver Hostel Project. The Board discussed the wording of the motion and the need for a policy relating to restoration project.

Motion No. 01-11-05

Made by Director Brimmer, seconded by Director Breitwieser that the restoration projects list for the FRRS is now blank and contains no items for restoration with the exception of the Silver Hostel Project which may continue as long as funds remain in the Silver Hostel project temporary restricted fund. Directors Brimmer, Breitwieser, Vicknair, Brehm, Cochran voted in favor. Director Vicknair abstained. Director Stiles voted against. Vice-President Anderson was absent.

Director Brimmer left the meeting at 4:50 p.m.

**2002 ELECTION PROCESS:** Tom Graham presented the election schedule and process to the Board. He explained that the resignation today would change the election by adding an additional one-year term. The Board discussed the process that would be used for a member to see proposed by law changes, the need for the Train Sheet notice to constitute the official notice to the membership. It was then consensus of the Board to accept the proposed report, minor correction would be made and a new copy gotten out to the Board.

**MEMORIAL GROVE:** Director Vicknair presented his report regarding the addition of a Memorial Grove to the master site plan. The Board directed the Site Committee to move forward with the proposed change.

**RELOCATION OF OFFICE & BUNK CARS:** It was the consensus of the board to table this item to the next meeting.

**ROADMASTERS REPORT:** Rod McClure presented his report to the Board and asked them to review it for discussion at the next meeting. He noted that he needed a date for next years Portola Railroad Days so he could work on a passenger train. He noted that the UP was going to reconstruct track in Portola and that he would try to get any old track for the museum.

### GOOD OF THE ORDER:

It was noted that the tamper and gift shop ordering both needed to be addressed.

### ADJOURN:

Meeting adjourned at 5:20 p.m.

### December 1, 2001

Portola City Hall  
Portola, California

Vice-President Andy Anderson called the meeting to order at 1:00 p.m. The following directors were present: Andy Anderson, Pat Brimmer, Frank Brehm, Kerry Cochran, Eugene Vicknair, Jan Brietwieser, Norm Holmes, Hank Stiles.

Visitors Present: Eric Stephens, Rod McClure, Gail McClure, Judy McGrath, Alan Turner, Tom Graham, Ed Wagner.

### CONSENT AGENDA:

1. Minutes – Approval of the minutes of the Regular Meeting held on November 3, 2001.
2. Finance Reports - Transaction report through November 20, 2001 Profit & Loss
3. Convention Report
4. Revision of Motion #01-11-05

Motion #01-12-01

Made by Director Vicknair, seconded by Director Brehm to approve the consent agenda reports as presented. All directors present voted in favor.

### OLD BUSINESS:

**ELECTION SUGGESTIONS:** Director Vicknair reviewed his report that listed five items relating to the election process which he felt should be addressed. After reviewing the items, the Board determined that the items were addressed in the Nomination and Election Policy already in place and that no action needed to be taken. The Board did agree that members of the Election Committee should not publicly indorse any candidate or legislation to the membership.

**ROADMASTER REPORT:** Rod McClure presented his report regarding the roadmaster position and the state of the railroad. The Board thanked Mr. McClure for the report and complimented him on the report's content.

## Minutes of Past Meetings

**TRUCKEE LIAISON:** The Board discussed follow up items from this years Truckee event and expressed a need to have a "project coordinator" for next year's event. Director Brimmer suggested that the Board should ask any members who are interested in working on the project to respond to the Board. After further discussion it was the consensus of the Board to advertise for the project coordinator on the Web site and set the deadline for responses as December 20, 2001. Director Vicknair noted that he would communicate with Sam Herschbine to get an announcement on the Web.

### NEW BUSINESS:

**100 TON ROLLER BEARING TRUCKS:** Director Brehm reviewed his report regarding the proposed trade or purchase of 100 ton roller bearing trucks from the Dobbis site in Roseville. He explained that the trucks were available and why he felt the museum could use them. After a brief discussion it was the consensus of the Board to direct Mr. Brehm to go ahead with is proposal.

**MAINTENANCE OF WAY SUPERVISOR:** Vice President Anderson appointed Rod McClure as Maintenance of Way Supervisor.

**FAIRBANKS MORRIS 1857:** Director Holmes asked the Board if they would like him to pursue acquisition of the equipment. After a brief discussion it was the consensus of the Board to have Director Holmes pursue the acquisition and bring back specifics to the board when they were available.

**FACILITIES APPRAISAL:** Vice President Anderson indicated the need to have the facilities inspected, appraised and brought up to code.

### GOOD OF THE ORDER:

Director Brimmer reported that the Santa Train preparation were going well, he thanked Gail McClure for her help and suggested that the Board may want to consider moving the meeting to the Sunday of the Santa Train weekend next year.

Director Holmes reported that he may be able to schedule the CDF crew to work on the caboose.

Director Vicknair reported that the Zephyr dome is complete.

Director Brehm noted that the trainsheet deadline is the end of the month.

Director Brietwieser explained that Portola had not set a date for 2002 Railroad Days.

Vice President Anderson noted that the January meeting agenda would be quite long and requested the Board have a split meeting with am and pm sessions. He also noted that he had received a copy of the Magnolia Tower contract. And explained that the board vacancy would be advertised on the Web site with a deadline of December 20, 2001.

Attorney Alan Turner reviewed closed session with the Board and explained what type of items could be discussed in closed sessions. He also requested that future agendas have a section for a report for counsel. He then reported that the board would receive a report over the phone from the litigation attorney at the next meeting.

Director Brietwieser and Gail McClure each expressed the desire for the Board to consider proposal on setting up an organizational structure,

strategic planning retreat and funding processes. They would each have items for the January agenda.

### CLOSED SESSION:

The Board adjourned to closed session at 2:15 p.m.

1. Loyalton Branch
2. Museum Property

The meeting was reconvened to open session at 2:21.

The following action was reported: It was the consensus of the Board to have the President communicate with UP regarding the Loyalton Branch. And the Board received legal advise about the status and legal effects of the existing lease.

### ADJOURN:

Meeting adjourned at 2:22 p.m.

Next Meeting: January 5, 2001

Portola

Respectively Submitted

Leslie Tigan

## Membership Benefit

Feather River Rail Society members can receive a 10% discount on any shoes/boots purchased at the Red Wind Shoe Store in Reno, NV. All you have to do is show your current FRRS membership card to receive the discount. A flyer will be posted at the museum in the spring from the store also. This discount is only available at the Reno Store. If a member finds a model shoe/boot they like and can't make it to Reno, Rod McClure has volunteered to assist by visiting the store after confirming membership status and payment has been made to pick them up and deliver them to the museum.

The store is located across the street from the Park Lane Mall, next to McDonalds.

Red Wing Shoe Store

347 E. Plumb Ln.

Reno NV.

775-323-4966

## Help Wanted

By Kerry Cochran

Would you like to become a member of the Portola Railroad Museum Train Crew?

Requirements are; 18 years of age, active membership (\$30.00) or above, leather gloves and leather footwear that protects the ankles

If you are interested ask any crew member for information, see one of the train crew supervisors who are Don Nelson, Pat Brimmer and Paul Finnegan or contact me directly either at the museum or by phone at (650) 952-7127.

**The Western Pacific Railroad Historical Society & Feather River Rail Society Convention  
April 12-13, 2002  
Best Western Bonanza Inn, 1001 Clark Ave. Yuba City, CA**

1:00-11:00 PM Friday    **Registration form and Information**    9:00AM-11:00PM Saturday

Clinics every hour, swap area, WPRRHS/FRRS sales, model and photo displays, memorabilia displays, slide shows, clinics and raffles. Please limit your models and photos to WP and subsidiary topics.

**Rooms:** Best Western Bonanza Inn is holding a block of rooms for us. Cost is \$58.00 up to 2 persons (King or double Queen), \$62.00 3rd person, \$66.00 4th person. **Reservations** should be made by calling the Hotel direct at **(530) 674-8824** or **1-800 562-5706**. Mention the WPHS 2002 convention. There is a restaurant on site and many other dining establishments nearby.

**Alternate motels – call for rates**

Holiday Inn Express (1 mile from convention site)	Amerihost Inn (3 or so miles from convention site)
894 Onstott Rd, Yuba City	1111 N. Beale Rd, Marysville
530 674 1650	800 434 5800
	This Inn backs up to UP (ex SP) main

**Banquet:** Saturday night, buffet featuring beef, chicken, vegetarian and side dishes. Banquet no-shows are NON-REFUNDABLE. ALL banquets MUST BE PREPAID.

**Swap Meet:** We will provide you an area to swap/sell your **W.P.** related items. You are responsible for your items and **NO SELLING WILL TAKE PLACE DURING PRESENTATIONS**. If this occurs you will be asked to remove your items from the premises

**Clinics:** TBA – These will be posted to the WP, SN and FRRS Yahoo discussion groups.

**Any of the above is subject to change, as we all know!**

\*\*\*\*\*

**REGISTRATION FORM—FILL OUT & SEND WITH YOUR CHECK**

**Name(s):** \_\_\_\_\_ **Address:** \_\_\_\_\_

\_\_\_\_\_ **City:** \_\_\_\_\_ **ST:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **E-Mail:** \_\_\_\_\_

**Note:** There is no charge for non-rail spouses to attend, except for the Banquet. No paper confirmation will be sent. If you are email enabled then you will receive an email confirmation. Your check is your receipt. **We must submit number of banquet tickets one week prior to event.**

**Regular** Fare Ticket **\$25.00**, \$28 at the door  
**Deluxe** Fare Ticket includes Banquet **\$50.00**  
\_\_\_\_\_ **Banquet only(\$28.00)**

Please make checks to: **Western Pacific Convention 2002**, and send to:  
**Tom Lawler**  
**561 Saddleback Drive**  
**Marysville, CA 95901**

(530)749-1157 or tlawler@infostations.com

PRESERVING "THE FEATHER RIVER ROUTE"

Upcoming Events

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

February

2 Board of Directors Meeting 1 PM
Portola, CA

March

2 Board of Directors Meeting 1 PM
Portola Railroad Museum Opens to the Public
Portola, CA

9 Winterail
Stockton, CA

April

6 Board of Directors Meeting 1 PM
Portola, CA

12-13 WPRRHS Convention
Yuba City, CA

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