



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 126

July/August/September 2004



- The Train Sheet -

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

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Contribution Deadlines: Last Day of
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December.

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- Portola Railroad Museum -

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

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

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

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

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

The FRRS is not associated with the Union Pacific Railroad.

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

- Board of Directors and Officers -

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Cover Photo: Clear Block, just what we like to see. -Crew Photo

Back Cover: Speedometer of the 707 on the way to Sparks. - Crew Photo

Web Pages of Interest

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

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

- FRRS Membership -

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

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

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

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

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

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

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

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

Send all applications, renewals and address changes to:

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

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

A Message From the FRRS President

By Rod McClure

The operating season is over for this year and both Portola Railroad Days and Truckee Railroad Days are behind us. The Operating Department as well as the Mechanical Department both deserve big Atta-boys and Thank You's! Both departments have performed safely and productively. We cannot operate the Caboose Trains or the RAL program without these people's hard work and cooperation. THANKS!!! Of course as the FRRS Roadmaster, a derailment free season makes me real happy also..... Both Portola and Truckee were a success for us financially, and once we have the exact numbers for both we can post the information but it is safe to say that we did better at both events than last year. John Walker and his crew did lots of work around the Museum preparing for Portola RR Days, all that hard work paid off John!!! THANKS! I leave the details to reports elsewhere in the Train Sheet. I hope to have a detailed report on this years Truckee Trip along with details of our latest addition in the next edition. I will say we are now the proud owners of SPMW208 - Rotary Snow Plow. This plow worked the WP in 1971 on loan. More next issue on this.

Now the fun begins. We are beginning the process of getting the equipment we are taking to and bringing back from Rio Vista ready to go. This is not the easy job it would seem. Right now, our biggest problem is how we are going to get the SN caboose moved without taking the cupola off. This caboose is taller than any other we have and if loaded on a regular flat car,

would exceed the 22 foot maximum height. We are looking at all different ways to do this, but trucking it actually causes more problems. I am sure we will figure something out, but we also have the other friction bearing equipment that has to be loaded on flat cars or go by truck. By the time you read this, the two 44 ton locomotives should already be at Rio Vista, going by truck. Our good friends at Rio Vista have been working with us to get the equipment in position for inspection and repairs prior to movement. They have had their hands full getting the track back in service, along with all the other normal items they do in an operating season. This move is complicated and is requiring a lot of planning and cooperation between our organizations and of course with the UP. I hope that I can start my next Presidents report with the details on how we got this job done.

This is not the only equipment move we have going right now. As soon as we free up our heavy duty flat car from the Rio Vista move, it goes directly to Niles Canyon to load the WP 165 for its trip to Portola. We also have a beet gon going to the Santa Maria Valley Museum and a pristine SN wood box car coming back. We have closed the deal with the sale of the SP 1215 to the CTRC group in San Jose, but it won't be leaving Portola anytime soon. On top of all this, we have a couple of other deals working that will benefit the FRRS upon their completion. I hope the snow comes late this year.....

As you can see, we have a lot on our plate this year and we all have to work hard to continue to push the FRRS in the right direction for our future. I find sometimes that I am frustrated with

things not going as planned or as fast as we would like them to but when I get to that point, I stop and look around at where we are now versus a few years ago. The changes are dramatic and impressive. How do we keep this momentum going? Hard work and dedication of all of our members. Something else that helps keep me going is that the WP lives in Portola. The WP was and still is a *family*, and that makes our Museum different from most of the others. There are very few organizations that have committed themselves to preserving the complete history of *one* railroad, and we are one of them. It has been said to me by not only a few of our members, but by people outside our organization that the WP is the best preserved US Class 1 railroad that exists today. We have a long way to go, but take pride as a member of the FRRS that we can present the WP to the world as it was and still is.

Until next time, WP Lives

2005 Elections

By Ed Wagner- Election Committee Chairman

As hard as it is to believe, 2005 is peaking around the corner at us and soon will be staring us in the face. President McClure has once again appointed me Election Committee Chairman, and even though as I write this Jan. 1 is over two months away, preparations for the 2005 Board of Directors election are well under way.

As usual, there are three seats up for election this year. They are the seats currently held by Andy Anderson, Frank Brehm, and Hank Stiles.

Anyone who would like to be a candidate for election to one of the open seats may submit his or her name to the committee in writing in the form of either e-mail or regular U.S. post office mail between Jan. 1 and Jan. 31. Names submitted prior to Jan. 1 or after Jan. 31 will not be considered. It is not necessary to send a candidate statement with your name.

The deadline for candidate statements is Feb. 15, and these statements are optional.

A full timeline for the election process along with the procedures will appear in the next TRAIN SHEET.

My e-mail address is lonleyscarecrow@aol.com

My home address is 711 Old Canyon Road, Space #48, Fremont, Ca, 94536.

During the 2004 election earlier this year there were several comments concerning the fact that there were only three names on the ballot and why bother. I for one and I don't feel I am alone, would love to see more names on the ballot. But in order for that to happen, more members will have to put their name on the ballot as a candidate for office.

The Feather River Rail Society belongs to the entire membership, and as members we must accept the fact that the future success or failure of the society rests entirely on our shoulders. If distance, time, or other issues prevent you from taking an active role, then please at least take the time to vote in the election when you receive your ballot. Each and every member is important to the society, and we do need you.

FRRS List

By David Epling

In the past, one of the primary concerns for the FRRS membership, was the lack of communication. We have the Trainsheet for the Museum, and the Headlight for the WPRRHS/FRRS, but those are not always timely with information for a variety of reasons, primarily that by the time they go to press, the information is old. This plagues all the magazines of our hobby. A solution to this is the creation of the FRRS list at Yahoo groups. Currently, the FRRS group at yahoo groups has 80 members, I am sure that the FRRS with close to 1200 if not more members have a computer at home, and participate in E-mail groups such as the WP List, or the Real WP list, or other railroad oriented lists. I know, I can hear the groaning now, I am already a member of x amount of lists, why do I need to join another one?

Simple, sometimes there are discussions that do no need to be on public lists, sometimes there are discussions that only need concern FRRS members. This is not to take way from the existing WP related lists out there. It merely gives one a quick way to ask a FRRS related question and get a quick answer. To join the FRRS list at yahoo groups, you must first be signed in to yahoo groups, then go to this URL:

<http://groups.yahoo.com/group/FRRS/> click on the link to the right of the page that says "Join this list" and then follow the instructions. You will get a notice stating that you will need to be approved. Jim Ley or myself, whoever sees it first will verify your membership and approve you as soon as possible.

An alternative way to join is to send an E-mail to: FRRS-owner@yahoo.com and we can send you a direct invitation to join that bypasses the approval system. Make sure the E-mail contains who you are, your FRRS member ID number, and the E-mail address you want to be subscribed under.

This is a great resource for Feather River Rail Society members. We encourage all of our internet using members to join this list, And not only join it, but to utilize it as well. IE let the FRRS management hear your voice through your messages to the FRRS list.

2003 Glad Hand Award Winner

Ed Powell was selected by the Glad Hand Committee to receive the 2003 award.

Ed has been with the museum for many years and you will always find him working on our equipment. Ed is also a member of the Operating Department, but spends most of his time at the museum working with the Mechanical Department keeping our equipment running.

Congratulations Ed, good going, keep up the good work.



Ed Powell, recipient of the 2003 Glad Hand Award
- Norm Holmes

Some history on the Glad Hand Award.

In the early part of 1990, Feather River Rail Society's Founder, Norman Holmes made the statement "That the Railroad Museum should do something to award members who do outstanding service" From this statement and Bruce Cooper's work, the Glad Hand Award was created.

Each of the awards is hand made. Bruce Cooper made several of the first awards, and when Bruce passed away, Jim Gidley Sr. with the help of Kerry Cochran made sure the awards continued. Unfortunately Jim Gidley Sr. soon thereafter passed away, and Kerry continued to press on making the awards.

There are some guidelines governing the presentation of this award. The person must give service to the Feather River Rail Society above their normal museum duty. Be enthusiastic, always looking out for the museum's best interest. The award is not restricted to any one department of the Feather River Rail Society. There may be one or more given out a year. The Superintendent of Operations does presentation of the award, during the summer operating season or at the annual membership meeting.

The first award was given to Gordon Wollesen in 1992. The Glad Hand Award is the highest award the Feather River Rail Society can give and is a very special award.

If you feel there is someone who should receive the Glad Hand Award in the future, nominate the person by writing to the Glad Hand Committee, in care of the Operating Department. Be sure to list what they have done and why you feel they should be considered for the Glad Hand Award.

We want to thank the spouses of the all the members receiving the Glad Hand Award, for without their support these members would not be able to receive this award.

Past recipients Name	Year	Year Given
Gordon Wollensen	1991	1992
Jim Gidley Sr.	1992	1993
Steve Habeck (Past President)	1993	1994
Norman Holmes (Founder/Past President)	1994	1995
Sue Cooper	1995	1996
Tom Graham	1996	1997
Barbara Holmes	1996	1997
Kerry Cochran	1997	1998
Ken Iverson	1998	1999
Bruce Cooper	1999	2000
Jack Palmer	1999	2000
Ken Roller	2000	2001
None Issued	2001	2002
Samuel Herschbein	2002	2003
Ed Powell	2003	2004

A Little Known Fact

For the last two years the average monetary donation from members is less less than \$4.00 per year.

Can't we do better than this to support our
Society?

Western Pacific 805-A Runs Again

As told to and written by Dave McClain
(Part 2)

After doing the final repairs on Tuesday, April 13th, the oil suction line to the block, and Larry Hanlon getting all the electricals to work, we were done. But since the locomotive was sparkly clean, we did not fire it up and do a test.

Wednesday was D-Day for the museum and its contribu-



tion to the collection and display at Sparks for the Western Pacific Convention. One more task at hand before the zero hour, was to remove a head from 708 and load it on to the 805, with the expectation that the low compression problem in #13 cylinder was due to the lack of good valves.

With everything supposedly in order, Rod and Steve fired up the other 3 units. On the front was the venerable GP-7 707, second out was EMD's answer to the second generation of diesel locomotives, the first turbocharged locomotive they ever built, GP-20, 2001. Third was our F9-B, 925 C, originally CN 9190, and fourth out, the pride of the fleet our very own FP7, 805-A. Along with Habeck's hack, we had the other WP caboose in tow. What a consist of color, mighty sound, and history were in the making for us and the Union Pacific. Silver and Orange are our trademarks, every unit clean and tidy, just as when they were built. All engines running, but the B, she would not load, (power into the traction motors), anyway, it was good to hear her engine rev-up. One small step for the Union Pacific, one large step for the Feather River Rail Society!

All engines watered and running, (nee805), we backed

out of the # 4 onto the West Pass. A throw of the switch, and Eastbound here we come. With Rod running and smoke pouring out of our stacks, all these babes were anxiously ready to be exercised on the High Iron. To finally be out of the confines of a museum ground, never run above Run 4, I just know our steeds were knocking the fence down to be let loose. With a stop at the yard office, Rod and Steve exchanging orders, Steve hopping into his caboose, and Rod into the golden right hand seat of the 707, Chooch from the UP as fireman, the mainline switch was thrown and we were on our way.

My job was to keep these old girls running, the youngest of our fleet at 45 years! We never knew what kind of problems we would incur until a consistent load was run through their motors. But with only two cabooses, we could make it with only one on line.

As usual, the B was not loading, so we isolated her to idle. Out on the main past Hawley, we passed a no name train on the siding doing 50! 707 and 2001 were running smoothly with clear stacks. Through the tunnel at Beckwourth and around the bend, we had our first red over yellow signal indicating that as previously known, a train behind us had to pass. A blast from

their whistle, a roll-by and we had a green.

Back out on to the mainline, we whisked past Doyle, only to take the siding at Herlong. Here, we paused for pictures,



as we had quite a wait for the FRA Track detector that was checking rails behind us. They rushed by at speed, we hopped into our respective seats, and we were on our way again to Winnemucca.

Out across the flats to the Modoc connection at Flanigan, thinking of all the activities and trains that vied for the WP Rails here, and now knowing that time may be at hand the end of any interchange traffic meeting at the switch, my feelings and emotions were swaying back and forth along with our train, of a once

orange and silver against a backdrop of desert and blue sky made for a great picture. And again thinking of history again, these are the first F's east of Portola since 1975, when Bob Larson pictured our 921-D in Winnemucca, last run of a WP F East. And since Gerlach has a water hose, we watered all the units before crossing

the Black Rock.

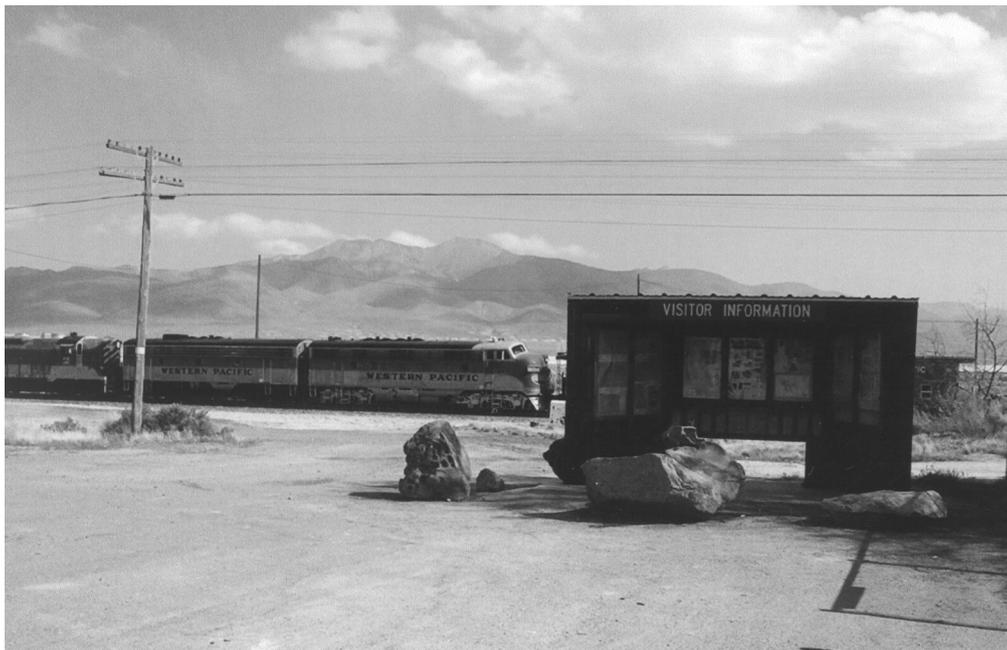
An Eastbound green at the east end of Gerlach siding, and we were back on the main. Desert colors were beautiful, blue skies, setting sun, and of course the sounds of our beloveds. Seeing braces of F's on the WPE's and WPW's, and sets of six GP-20's on the TOF's make for me Black Rock synonymous with the WP. And lucky for me, I had a tape deck to record those sounds.

Then the 2001 started having trouble with transition. Every time increasing speed through 30-45 mph, wheel slip lights would illuminate, unloading all units. Isolating her, and then putting her back on line, she would be fine, as long as Rod kept our speed up. Through Trego, Ronda, Sulphur, Floka, Coyote and Phil,

no more stops until arriving Winemucca. We decided to wye the train at Winnemucca, on their short lead. It was so short, that only the four units and one caboose would fit. So we dropped Habeck's hack on the forward leg of the wye, turned the rest, ran down west past that leg, backed in and reconnected it.

Only this time, it was running opposite direction, but with a little attention, Steve had her set up for the trip to Sparks.

We backed down the siding, and switched into the yard spur, where upon our arrival, a passing EB UP Freight had to stop, take notice of us, and salute our WP babes. With their hats held to their hearts, ceremonies were consummated and on the way they went. We shut the units down, locked all the doors and rode to our destination motel. Thanks to Rod and Steve, I had a bed for the night. I offered to bunk out in the 805, but I would have to leave her idle the night burning sweet diesel!!



mighty joint operation of the Southern Pacific and Western Pacific. Camping here in 1975, and seeing 6 SP lumber drags, and 10 WP freights, Flanigan was a busy spot, and probably busier before the SP abandoned the Pyramid route to Wadsworth. One remnant of the abandoned SP that could be seen from the window of the 2001, was a SP trademark concrete phonebox. My, the history here.



On our way through Sand Pass, and then on to the Smoke Creek Desert, we confronted a sand storm. Signals could only be seen from a couple of hundred yards. Windows closed, engines running, we arrived Gerlach around 1pm.

Decision was made here to take the siding and have lunch at Bruno's. This brought memories of my father and I having breakfast here with the #18 CZ crew beckoning the arrival of WP's finest in November 1966.

After lunch, coming out of Bruno's, seeing the bright

Portola Railroad Days 2004

Special report from “Hot Box” the Museum housecat.

I know what your thinking, why am I writing this report? Well, truth be told, I've been writing for some time. Most of you know me as a lazy cat and infrequent mouser. But I used to write for Feline Monthly. I was a ghostwriter for the letters column of National Lampoon magazine and if you look real hard at the credits on the last Leslie Neilson movie.... well, I don't want to blow my own horn. Just don't forget to feed me every morning.

This was the 22nd annual Railroad Days. It is hard to believe that Portola and the museum have been doing this for 22 years now. In the past, there were a couple of years when it seemed like the event was dying out. But the city has really pushed to get this event back up to speed and the last two years have seen a renewed interest on the part of the local community to really spruce up the event.

I was very impressed by this year's Railroad Days. Usually on Railroad Days, I get up early, grab a bite to eat and find a nice quiet spot to hide for the rest of the day. But the museum has really undergone a makeover and there are fewer and fewer places around the museum for a cat to hide anymore.

The buildings and grounds are been cleaned up considerably. There is fresh paint on the walls and doors, new signs, new walkways, the shop has been cleaned up and most of the corners where I used to hide, which had not been swept in ten years, have been cleaned out. So it was really exciting to see the eyes of visitors who had not come to the museum for a few years, light up when they came over to see what was new.

Speaking of new things, several people worked diligently to put together a new photo prop in the engine house. The prop has a cartoon of an engineer and a conductor with the faces cut out and visitors can stick their heads in the holes and have their pictures taken. It was a big hit over the weekend with lots of children posing for pictures. Andy Graham spearheaded the effort by producing the artwork on a transparency, which was projected onto a 4 by 6 sheet of plywood. John Walker, Jay Sarno, Brittany K, Cheri Stedge, Heidi Miller and several others pitched in to finish the painting so it would be ready for the weekend.

There was a nice art display in the engine house with nine nicely framed images of Western Pacific artwork. Some of these were produced by the WP's public relations department back in the 1940's while others were expanded, digital images of some of the famed California Zephyr advertising. There was also a nice color photo of the WP 805A coming around the balloon track at night under a starry sky, which helped to tie all the old images in with our efforts to preserve the past.

Bill Strahle from Operation Lifesaver had a very popular booth, which the kids and adults really enjoyed. Frank Beavers was selling surplus items from the archives and was doing a thriving business. Vicki Epling, Alicia Labrecque and Tim Carter manned the beer booth while Brittany K, Heidi Miller, Cheri Stedge and Debra Epling sold snacks, sodas and train ride tickets. Debbie's Dogs sold great tasting hot dogs for lunch.

We had three model train layouts on display this year. Gary VanTreese and family set up their live steam layout on the

loading dock while the Donner Pass Gandy Dancers ran HO scale inside the building. My favorite was the Truckee Meadows N scale layout because in the evenings after everyone went to bed I could sneak up on the layout, turn on the trains and chase the little cars around the layout. Wow, that was fun!

Hank Stiles, Sara Eidman, Rod and Gail McClure, Steve Habeck, Norman Holmes, John Walker and Frank Brehm roamed around the museum offering assistance where needed. Don Keller swept sidewalks and Ken Roller dressed up to play the part of the classic railroad hobo. A new volunteer for us this year was Wayne Williams from the California State Railroad Museum who came up to help monitor the UP 105 Business car. Wayne enjoyed himself so much that he pitched in and swept out the Silver Hostel. Thanks Wayne, it was great having you here. Roger and Rochelle Burdick watched over the parking lot, helping people find parking spaces, which Norman Holmes had marked off with some gypsum earlier in the week. Russ Johnson and Mark Granados worked on the layout in the gift shop. The guys completed several repairs and servicing of cars and engines and managed to keep the old layout running most of the weekend for the enjoyment of the visitors.

Andy Graham also used his artistic talents to put together an impressive new fundraising display for the Silver Hostel. The display shows the original floor plan of the car, photos in service and a thermometer showing how much more money we need to raise to replace the window frames and install the new glass. The display seems to be working well as donations are picking up for the restoration of this car. I'm trying to help by taking my afternoon naps next to the sign hoping that whenever people come over to pet me they will read the sign and make a donation. Good idea Andy!

Kerry Cochran, Sam Herschbein, Don Nelson, Lew Barnard, Pat Watkins, Frank Villante, Loren Ross, Charlie Spikes, Spencer Walker, Terry Decottiginies, Rick Edwards, Jack Palmer, Dave Epling and Ed Powell capably staffed our passenger trains.

Speaking of Ed Powell, the crew gathered together to present Ed with the Silver Glad Hand Award! This award is presented every year to a museum volunteer in appreciation for their contribution to our continuing success. Ed has been a valuable volunteer for many years here at the museum. You will usually find Ed under a locomotive or deep inside an engine compartment. Ed also helps out with all kinds of electrical repairs around the museum. The great thing about Ed is that he is not afraid to get dirty and he never complains about anything. And he doesn't give a wit about museum politics. Even when there is an evening Board of Directors meeting on a Saturday night, Ed and me will just sit out in the engine house and watch a video.

Another popular hit this year was setting up the big TV from the volunteer break room up in the engine house and showing WP videos. This went over very well and there is talk of renting a big screen next year. The gift shop was busy with John Walker, Linda Knudson, Julie Anderson, Janice Stiles and Cheri Stedge working behind the counter.

Rod McClure and Steve Habeck (both UP employees) made arrangements for the UP to loan us a couple of big locomotives for display over the weekend. This year we had UP6936 parked behind our very own UP6946 creating, in effect “Bi-Centennials” (Sorry about that, it's cat humor). The 6936 had a

rash of small problems, which our capable mechanics set out to fix. A radiator water pipe was leaking badly, the number boards were held in with duct tape, the classification lights didn't work and seven brake shoes needed replacing. Hank Stiles, Rick Edwards, Alan Hirasawa, Ed Powell, Rod and Steve, Frank Brehm and Howard Hanson did a great job of making sound repairs and the locomotive is now better than when it arrived. UP5800, a two year old AC equipped GE was also a big hit. Jason Krois did a good job of power washing both units so they would look good on display.

Overall, the event ran very smoothly and everyone seemed to have a great time. This event is growing again and I've overheard the museum staff talking about the possibility of doing a lot of new things next year. Hopefully, there will be speeder and handcar rides, a track laying demonstration or contest, some antique cars, farm equipment and maybe even some logging equipment on display. So if you didn't make it up this year, make plans to be here next year. Mark your calendar now as next years Railroad Days will be August 26th – 28th 2005.

<Insert paw print here>

Operating Dept. and RRDays 2004

By Kerry Cochran

It's a never-ending challenge during Portola Railroad Days to get crew members lined up for each day during Railroad Days, But not this year.

We were fortunate to have several members on hand to give us a hand this year.

Here is just a few of the members present, Don Nelson, Tom Andrews, Lew Barnard, Rick Edwards, Dave Epling, Jack Palmer, Frank Villante, Spencer Walker, Pat Watkins, Terry Decottignies, Norm Holmes, Matt Parker, Charlie Spikes, Loren Ross.



Here is Vicky Epling hard at work in the shop.



Student Brakeman Pat Watkins gets pointers from Rick Edwards and Spencer Walker look on.



Yard Master Steve Habeck helps keep things running.



Engineer Don Nelson at the controls of the WP 707

Thank you, Thank you, Thank you,

Without all the crew it would have been difficult to keep the trains running all day for all the visitors.

Operating Department 2004

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 2004 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.

There are so many volunteers who help the Operating Department get through the season each year, and this year was no exception. From Linda and Brittany Knudson with lunches, Hank Stiles, Rick Edwards and Ed Powell keeping the engines running, John Walker and Rod McClure with all the water and drinks, Don Nelson, Paul Finnegan, Pat Brimmer, Steve Habeck and Norm Holmes filling in when I am not present.

Without the help of all the Museum volunteers, we would not be able to keep the caboose train running each week-end.

Thank you, Thank you, Thank you,

There are many other volunteers who help the Operating Department out during the year and without their help we just would not be able to handle all that need to be done. THANKS to everyone.

It's a never ending challenge to get crew members lined up for each weekend during the operating season. There were a few weekends that all we had was a Push-Pull operation.

I would ask at you check the FRRS WEB site, www.wplives.org and use the link to crew pages. Check to see what weekend that we are short on members and try to sign-up on that weekend.

Again thanks for the help, and should you have any questions on the Operating Department please contact me. Email KC6KNT@Covad.net, Home telephone (650) 952-7127, Fax (650) 588-5490.

Promotions	during 2004
Paul Finnegan	Qualified Passenger Engineer
Lew Barnard	Qualified Passenger Engineer
Loren Ross	Qualified Yard Engineer
Charlie Spikes	Qualified Conductor
Dave Epling	Qualified Fireman
Bill Parker	Qualified Brakeman
Frank Villante	Qualified Brakeman
Spencer Walker	Qualified Brakeman
Pat Watkins	Qualified Brakeman

Student Positions	during 2004
Kenneth Finnegan	Student Brakeman
Garret Johnson	Student Brakeman
Jason Krois	Student Brakeman
Frank Villante	Student Conductor
Bill Parker	Student RAL Engineer
Rick Edwards	Student Yard Engineer
Charlie Spikes	Student Yard Engineer
Rick Edwards	Student Fireman

Charlie Spikes Student Fireman
Sure hope I did not miss anyone. If I did Sorry
All the Operating Department Crew members work very hard through the year in volunteering there time to the museum,. The time they spend working on the crew in their student positions or qualified positions helps us run the trains during the weekends.

Members returning to the Operating Department in 2004:

Jim Ley
Mark French
John Ryczkowski
Wayne Monger

New Members to the Operating Department in 2004
Jason Krois

Welcome aboard, hope to see all of the new crew members in 2004

IMPORTANT NOTICE – CREW TRAINING DAYS FOR 2005

Please watch the Trainsheet for more information on Crew Training Days in early 2005

The dates for the 2005 training will be Saturday April 30 and Sunday May 1st , 2005. Held at the Portola Railroad Museum, starting at 9 AM each day, lasting until about 4 PM.

Crew members and prospective crew members are encouraged to attend the training weekend. You only need to attend on one day (NOT both).

Operating Season for 2005 will start on Saturday May 28, 2005 at 11 AM. Crew Call will be at 10 AM.

Should you have any question, please be sure to contact me.

View From the Crummy

by Gail McClure

Volunteer

Definition: To do charitable or helpful work without pay. A person who renders aid, performs a service, or assumes an obligation voluntarily.

The Feather River Rail Society was formed in 1983 to preserve the recently fallen flag Western Pacific Railroad. In the past 21 years, the Society has grown to include a membership over 1,000 strong and what is quickly becoming recognized as one of the most comprehensive collections representing one railroad in the entire country. How is it possible that we, as an organization, have been able to accomplish so much in such a short amount of time (which it is in the world of Railroad Museums)? It is through the sweat and hard work of dedicated volunteers, that's how.

We have a rather unique visitor experience in that we encourage our guests to touch, climb and ride on our equipment – we are not a velvet rope, walk-through display. Our shop is open to the public and at any given time, they may see equipment under restoration or repair. They can experience an “Hour of Power” in our Run-A-Locomotive (RAL) program, good for a thousand smiles and for some, the fulfillment of a lifelong dream.

It is our volunteers and our visitors that keep the Portola

Railroad Museum growing. The visitors provide a majority of our cash flow and our volunteers do the work that makes the visitors come, or better yet, come back. There are always ties and spikes that need to be replaced, locomotives to maintain or repair, equipment to restore, cabooses trains to run, and grounds to keep clean. Without our volunteers, we would be like so many other museums with static displays. It is through their tireless efforts we are who we are today.

“I don’t have time to come to Portola so I can’t volunteer,” you say? Wrong, I say! There are many ways you can volunteer without making a long drive, although we always need bodies willing to get dirty turning a wrench, running a broom or shovel, being part of an operating crew, or greeting our guests. You can tell anyone willing to listen about our organization and encourage them to become a member. We need expertise in the fields of architecture, construction, structural engineering and space planning for the WP Portola Hospital reconstruction and erection of the Jeffery Display Building, much of which could be done remotely from the Museum. Experience in the field of advertising? Grant writing or fundraising? We could certainly use your help...

Of course, one of the easiest ways to volunteer is to donate: There is always a critical need for money and artifacts for the historical collection. It costs an average of \$25,000 to paint a locomotive (assuming no major bodywork required). If each FRRS member would donate just \$25 per annum, we could cosmetically restore one Western Pacific engine a year. Just \$50 per member would paint a locomotive AND three to four boxcars or cabooses. Donate the money it would cost you to drive to the museum and back – Imagine what we could accomplish with these funds.

Looking to upgrade your home or business workshop? We are in desperate need of quality woodworking tools such as saws, lathes, sanders, planners, dust control systems and other items which will allow us to restore several pieces of historic wood equipment under our care. We never seem to have enough mechanical tools, either. Donations of these critical items frees up valuable cash for other projects such as the reassembly of Magnolia Tower. How about a good, used pickup truck? Our beloved “Green Death” (so called because she is an ugly olive green Dodge Ram which driving at more than 30 miles an hour is the equivalent of taking your life into your own hands) is on her last legs. We need the hauling capacity for transport of building materials, supplies and trash.

While our historical arm, the Western Pacific Railroad Historical Society, has made great strides in expanding, refining, organizing and documenting our artifact and documentation collection, we have many holes that need filled. Any WP items you have and may be looking for a safe, new home would be welcome in Portola.

Remember, we are a 501 (c)(3) corporation. Many donations are tax deductible to the fullest extent allowed by law, so consult your tax professional for ways your contribution can benefit not only the Society, but you as well.

As a member of the FRRS, you obviously have an interest and stake in our mission: To preserve the history of the Western Pacific and its people (abbreviated version). We are a volunteer organization and we rely on the participation of all our

members to be able to accomplish our goals.

We want your feedback. Please contact me at 2.cents.worth@charter.net. I’ll see that your commentary is forwarded to the appropriate member of the Board of Directors or Department Head for response. Without your feedback, we have to assume that you, the membership, like the direction we are taking the organization and you know what they say about assuming things...

Activities Around the Museum

By John Walker

07.10.04 Rick Edwards worked on various mechanical items including repairs to a weed wacker and a sand blaster. Then Rick, Hank Stiles, Ed Powell and Phil Sacks worked on restoring our old Racine Power Metal Saw. Ed also worked on “this, that and the other things”. Phil Sacks helped clean up the shop area, sorted loose tools, parts and getting all of these put back into their proper homes. Dan Brady worked on various projects including some sand blasting. Hank Stiles supervised a very busy mechanical crew. Passenger trains were run by Kerry Cochran, Jack Palmer, Pat Brimmer, Charlie Spikes and Frank Villante and Pat Watkins who have recovered from the dreaded Portola water gremlins on their last visit. Brittany K helped the crew out by throwing switches. Howard Hanson repaired the overhead air hoist. Also enjoyed a visit from Paul Hollidge, Harrison, Andrew McCarron and Shane and Kevin ((Don’t call them “Bucketheads” Rod). Linda K. returned from a weeks vacation in Minnesota to run the gift shop and prepare crew lunches. Board of Directors meeting that evening.

07.12/15.04 Slow week with Norm Holmes, Ken Iverson and Bob Larson running RAL’s.

07.17/18.04 Hank Stiles and Rick Edwards worked on various projects. Loren Ross, Ed Powell, Tom Andrews, Charlie Spikes and Norman Holmes ran passenger trains. Terry Decottingies and Andy Anderson ran a lot of RAL’s over the weekend. John Walker worked on weed abatement and painting projects. Frank Beavers and Jim cooper worked in the Archives Car. Alan Vaughn worked on the axles of the BN speeder flat. We were very pleased to have Julia and Amy Flannery and their families visiting with us this week. Hank Stiles took the family out for an afternoon RAL session.

07.19/20.04 Light days with Norman Holmes and Ken Iverson running RALs. John Walker continued weed abatement and painting projects. Don Keller worked on weed abatement and grounds maintenance.

07.22/23.04 Kerry Cochran and Ken Iverson changed out a bad battery on #1857. Kerry also helped John Walker do some clean up around the property. Jack Zygnier ran RAL’s.

07.23/24.04 John Walker and Dave Novarina of Watsonville worked for two days cleaning up several tons of pipe, conduit, scrap wood, metal and garbage around the museum grounds. All the conduit and pipe was cleaned out from underneath the crew cars. All the scrap wood, which had been piling up under the wood storage boxcars on Rip Track Four was cleared out and moved to a scrap pile in the center of the balloon track. Seriously, at least two tons of debris was picked up out of the toe

paths and out from underneath cars making the museum look much better and eliminating several safety and fire hazards. This work required crawling under cars on hands and knees to reach things that have been laying underneath the cars for years. Luckily, no Rattlesnakes were discovered although we did relocate some spiders and stirred up several wasp nests. Thanks Dave!

07.24.04 Charlie Spikes led a crew of Lew Barnard, Dave Epling Spencer Walker and Eddie Chase for passenger trains. Norman Holmes ran RAL's including a session for twenty blind teenagers from the Society of the Blind. It was quite inspiring to know that we were able to help these fine young people do something exciting that many people take for granted. Many of the kids did better at running the locomotives than some of the ex-SP hogheads who slam cars around the yard in Portola!

07.25.04 Charlie Spikes, Lew Barnard, Spencer Walker and John Walker crewed passenger trains while Norman Holmes ran Ral's.

07.26/29.04 Norman Holmes, Jack Zygnier and Ken Iverson ran RAL's while John Walker cut more weeds and did paperwork, ordered supplies and updated the museum's roster of equipment. Charlie Spikes drops by once a week to train as a student engineer and does various projects around the museum. This day, Charlie reinstalled the crossbuck on the east end of the building that had been removed for the new sidewalk construction. Tom Morgan began sanding down the USAX8300 troop sleeper in preparation for painting. Steve Habeck supervised and checked batteries in between his trips down the canyon. 07.30.04 Lew Barnard ran RAL's. Tom Morgan continued sanding. Brittany K. and Spencer Walker did touch up painting on the north side of the building. Paul and Ken Finnegan arrived and Paul finished off the last hour of Lew's RAL.

07.31.04 Tom Morgan worked on the troop sleeper. Paul and Ken Finnegan, Spencer Walker, Rick Edwards, Charlie Spikes, Norman Holmes and Loren Ross ran passenger trains while Don Nelson ran RAL's. Steve Habeck and Wayne Monger worked in the office for most of the afternoon while John Walker took a break from cutting weeds to catch up on his paperwork. Julie Anderson and Brittany K. ran the gift shop and prepared a lunch for the crew. A visit from the President of the California – Hawaii region Elks Lodge brought in a large contingent of visitors. Charlie Spikes finished installing the crossbuck on the east end of the building with some help from Rick Edwards who dug out the last 6 inches of the hole.

08.01.04 Charlie Spikes had "honey do's" to take care of today but the rest of the crew soldiered on with Don Nelson running the passenger train while Norm took over the RAL's. Linda K. served chili dogs for lunch, so the crew was all gassed up to get back to work that afternoon. John Walker cleaned up the paint storage area and did general cleanup around the building.

08.04/05.04 Thom Anderson and Dave Pires came up and worked in the Archives car. Charlie Spikes helped John Walker with Weed abatement.

08.06.04 Thom Anderson repainted the lettering and handrails on the WP 3051. Thom has the unit looking a lot better now that the rusty battery box covers, snow plow and some of the rust spots are repainted.

08.07.05 Alan Hirasawa and Ken Finnegan worked on pulling four heads off the UP849 to ascertain the cause of a per-

sistent oil blow by problem which has the locomotive throwing oil on everything around it everytime it is used. The problem seems to be some worn out fire rings that will be replaced. Eddie Chase, Paul Finnegan, Lew Barnard, Spencer Walker, Norman Holmes and Frank Villante and son ran passenger trains. Rick Edwards and Ken Iverson worked on reinstalling the cooling fans in the WP 512. A right angle drive which runs the cooling fans had worn out after 60 years of operation and this was removed and repaired by Phil Liedblad of Blairsdan who reshaped the teeth of the gears and the threads of the shaft. Phil also manufactured new castle nuts which lock the shaft into position and keep it from vibrating. Thanks Phil! John Walker drove to Quincy to pick up a donation to the Archives. Hank Stiles and Doug Morgan unloaded locomotive parts which they had driven to Colorado to pick up.

08.09.04 Linda K. ran the museum while Ken Iverson ran RAL's.

08.13/14.04 Linda Brimmer, Brittany K. and Vicki Epling painted display stands and trashcans. Train crew consisted on Pat Brimmer, Ed Wagner, Eddie Chase, Dave Epling, John Hittner, Bill Parker and Spencer Walker. Ken Iverson ran RAL's. Linda Brimmer painted the eaves on the north side of the building. Brittany K. and Vicki Epling painted the ticket booth in the parking lot. Kerry Cochran worked on various projects. Board of Directors meeting that evening.

08.15.04 Charlie Spikes, Bill Parker, John Hittner and Kerry Cochran ran passenger trains while Pat Brimmer ran RAL's. John Walker and Brittany K. finished painting and cleaning out the ticket booth in the parking lot.

08.17.04 Norm Holmes and Charlie Spikes ran RAL's. Charlie also trimmed trees and bushes along the balloon track and painted the crossbuck at the water treatment plant crossing. Norm tracked down parts and helped John Walker update the museum roster. Randy Wolfe and John Walker returned later that evening to perform a search and destroy mission on several wasp nests discovered earlier in the day. The wasps return to the nest after the sun goes down and we were successful in wiping out a dozen nests in the wheel garden, the GE's and lumber cars on the rip tracks. The ONW Baldwins also had several nests in them. This continuing program has cut the number of wasp stings down considerably this year but the little buzzards have too many places to hide to effectively eliminate the problem.

08.18.04 Portola has a steady breeze of some 5-12 mph that blows through the area every day. Occasionally, a thunderstorm or shift in the winds brings a lot of papers and trash into the museum where it collects on fences and bushes. The weed abatement and grounds cleanup projects have also loosened a lot of loose papers, bags, cans and other trash, which had been hiding in the weeds. Another recent problem has been finding our trash cans dumped over in the mornings. At first, we thought that a pack of dogs were doing this, but after finding garbage being pulled out of the dumpster we began to suspect that we were having nocturnal visits from a roaming bear. This was confirmed a few days later when we found one of the trash cans crushed and Alan Hirasawa spotted the bear at the front gate early one morning! Coincidentally, the Portola newspaper also ran a front page story on increased bear activity in the area with pictures of local spotings. Eventually, the bear moved on after having his picture

taken sitting in a backyard fish pond taking a bath (no doubt after eating all the fish in the pond)! John Walker made contact with Plumas County asking for some help in cleaning up the grounds and Don Hammack brought in a County work crew, which picked up the trash along our entry road and parking lot. The crew also cleaned up the engine house, wiped down barriers, tables, chairs and repainted a switch stand. We want to thank Don and Plumas County for their help in this area and look forward to working with them again in the future. John Walker and Linda Knudson spent most of the day restocking the gift shop while Ken Iverson ran RAL's.

08.19.04 Linda and Brittany K. ran the museum while John ran errands in Carson City and Reno. Ken Iverson ran RAL's and after unloading supplies, later that day, John painted the hallway to the women's room that evening.

08.20.04 Norman Holmes ran RAL's while John Walker ran errands, recycled aluminum cans and did touch up painting.

08.21/22.04 Eddie Chase, Ed Powell, Bill Parker and Matt Parker crewed an abbreviated "push-pull" passenger train while Norman Holmes did double duty as both passenger and RAL engineer. While Norm was running RAL's, the crew pitched in and helped get the museum set up for Railroad Days.

08.24/25/26.04 Ken Iverson ran RAL's, Matt Parker, John Walker, Hank Stiles and Charlie Spikes cleaned out one of the box cars and moved some construction supplies. Steve Habeck and Jason Krois checked batteries and brought in UP6936 which the UP loaned to us for the Railroad Days weekend. There was a flurry of last minute activity of cleaning, reorganizing and setting up the engine house for the big weekend. Norman Holmes and Hank Stiles washed the engine house floor while Rick Edwards did a lot of shop area cleanup. Rod McClure and Sara "Bubbles" Eidman moved stairs with the forklift and helped get the last of the garbage and scrap metal cleaned up for the weekend.

8.27/29.04 Railroad Days. Please see special report on the event.

WP Equipment Still Active!

By David Epling

WP LIVES

And we know it does. Back in the old days of railroad related newsletters such as (and particularly) Flimsies when it was run by Steve Sloan, always had a column dedicated to sightings. I remember this was before the days where we all had internet access, instead we had a 2400 baud modem and we dialed into BBS's for our information. I remember when my buddy and fellow FRRS member Russ Johnson got a 14.4 modem in his 486DX machine, how envious I was. But I digress and should get back to the subject.

How often are we driving past a yard, or out purposely railfanning, and we see a piece of WP rolling stock? All the time. Currently there are still a lot of WP locomotives still in service wearing the UP shield and who knows how many cars are still running around. I propose that we start a similar column in the trainsheet ala' Flimsies. If you are out and about, and you see anything with WP in it (Or if you know the car is a WP car but car-

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rying a different roadname such as the Centerbeam flats) then drop me a line at: frsweb@sbcglobal.net let me know the date, time, location, Loco/car type, number, and what direction you saw the train going (or parked). I will compile this info and then submit it every month at the end of the month to Frank Brehm for inclusion in the trainsheet. WP Lives, let's prove it by keeping track of what we see.

As an example here is what was collected from our readers in the past month;

08-07-04 Ryan Wilkerson reported via private E-mail, WP Boxcar 38538 and another WP boxcar # N/A SB on the UP on the Black Butte Sub at Black Butte MP 345.2.

10-06-04 Terry Poole reported via private e-mail, WP Boxcar 3154 on a NB CSX Train at the junction of the CSX and the NS just south of the Tennessee River Bridge in Decatur AL on the CSX's S&NA North Subdivision.

10-14-04 1735. Bulletbob reported via the UP list at Yahoogroups, WP Boxcar #38126 in a NB UP Freight on the Palestine sub just south of Conroe Texas at MP 197.6.

10-18-04 Gobl3gook reported via the Headsupnorcal list at Yahoogroups, WP Boxcar (no numbers reported), Big letters, no feather on the SB MRVSJ on the Martinez Sub in Davis CA at MP 75.4.

10-21-04 0900. Kevin Caldwell reported via the Calrailfans list at Yahoogroups, several WP box cars (no numbers) EB on the BNSF Seligman Sub in Kingman AZ at BNSF MP 512.3.

10-25-04 Terry Poole reported via private e-mail, WP Boxcar 66302 on a SB CSX Train at the junction of the CSX and the NS just south of the Tennessee River Bridge in Decatur AL on the CSX's S&NA North Subdivision. This is one of the boxcars carrying a UP shield with WP Marks.

10-29-04 G.G. James reported via private e-mail, WP Boxcar #38035 sitting in a cut of cars in Eugene Yard, Eugene Oregon.

10-29-04 1350. G.G. James scored again with WP Boxcars #38311 & #38070 in a NB train in Eugene, OR.

Remember to send your WP Equipment sightings to either myself at ccrails@sbcglobal.net or to your favorite Railfan list with a note to me as well to get the information there.

CMO Report

By Hank Stiles

It has been a while since my last report and for that I apologize. It seems that I have too much going on in my life.

This past summer we have accomplished not only all the running repairs and routine maintenance but also some needed repairs.

The WP 512 has had its angle drive on the radiator fan rebuilt. This gear case had been worked on at some time in its life and who ever worked on it did not bother to put lock washers on the output shaft bolts. Needless to say this allowed the cover to work loose and ruin the bearings. New bearings some machine

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work and it is almost new.

My new assistant Rick Edwards and I have made several trips to Rio Vista jct. in the last few weeks to inspect and service the equipment that we acquired in our historic trade with The Western Railway Museum (Rio Vista). All is well with the flat car, both cabooses, the WP 712 and the WP 917-A. We were not so lucky with the Amtrak F3-B, as the brakes will set but not release. When Amtrak made the F3-B into a power car they put all the brake equipment in one of the battery boxes using a #6-K distributing valve and that valve has been identified as the problem. So we are now looking for a replacement valve. When we find and install a replacement valve it should be good to go.

Things at the museum are pretty well bedded down for the winter but as you all know the list never ends. Having John Walker there full time has been one of the best things that we have done for the museum. Having someone there all the time gives us a continuity that we have never had. It makes everyone's time more productive while they are at the museum and while we are not there to oversee jobs when someone comes up to work.

Next year we will be truing the wheels on the WP 512, a job that has already started, we will also be working on the WP 501 (SW-1) with the goal of putting it back in service. I hope to have the WP 731 (GP-9) in service in 2005.

Please come up to Portola and see all the improvements that we have made lately, we are getting a lot of positive feedback from our members and visitors.

See you in Portola.

Winter Hours

The Portola Railroad Museum is open 10-5 daily March thru October. As we are coming up to the end of the tourist season, and winter has come early to the Sierra's, we will soon begin our winter schedule. Before traveling a long distance to the museum, please be aware of our winter hours.

Between November and December 15th, the museum will be open between 11 and 4 daily, weather permitting. On days when it is raining or snowing, we will probably be closed. The museum may be closed temporarily while our staff runs errands in town or attends to other museum business. Please call 530-832-4131 between 11 and 4 to find out if the museum will be open during this time.

The museum will be closed from Dec 16th to January 30th.

The museum will be open again in February, 11-4 daily, weather permitting.

The museum will resume normal 10-5 hours daily in March, as soon as the snow melts.

Summary of Recent Board Meetings

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

July 10, 2004

Installation of New FRRS Board: Wayne Monger, newly elected FRRS Board Member, was welcomed to the Board of Directors.

Correspondence: None at this time

Consent Calendar:

Motion # 04-07-01 – Removal of financial reports from consent calendar. Motion made by Director Brehm, seconded by Director Stiles. All Directors present voted in favor. Motion carried.

Motion # 04-07-02 — Approval of consent calendar as amended. Motion made by Director Brehm, seconded by Director McClure. All Directors present voted in favor. Motion carried.

Motions and Actions:

Motion # 04-07-03 – Authorization to proceed with printing services for the purposes of sale in the gift shop and fundraising. Motion made by Director Stiles, seconded by Director Brehm. All Directors present voted in favor. Motion carried.

Motion # 04-07-04 – Motion to approve Internet fundraiser to raise loading/transportation costs for donated Tidewater Southern Bunk Car. Motion made by Director Cochran, seconded by Director Stiles. All Directors present voted in favor, with the exception of Director Monger who voted against. Motion carried.

Motion # 04-07-05 – Agreement to participate in Truckee Railroad Days 2004 with authority given to President McClure to complete negotiations with the representatives of Truckee Railroad Days 2004. Motion made by Director Vicknair, seconded by Director Monger. Vote was taken by a show of hands at the request of Director Stiles. Directors Brehm, Holmes, McClure, Monger and Vicknair voted in favor. Director Stiles voted against. Director Cochran abstained. Motion carried.

Motion # 04-07-06 – Support to send one or two FRRS representatives to the FRA Conference, scheduled August 10-12, 2004 and with particular attention to gathering information for the possibility of sponsoring the Seminar in 2005, with a budget of no more than \$1,500 to be funded from budget line item 67310 – Administrative Support, Travel & Meals. Motion made by Director Stiles, seconded by Director Monger. All Directors present voted in favor. Motion carried.

Motion # 04-07-07 – Acceptance of offer to purchase SP 4004 RS-32 Locomotive from the Feather River Rail Society by the Southwest Railroad Museum for the amount of \$10,000, FOB Portola, pending inspection and acceptance of condition of said locomotive, and final contract review by legal counsel and Board of Directors. Motion made by Director Vicknair, seconded by Director Cochran. A hand vote was taken at the request of President McClure. Directors Brehm, Cochran, McClure, Stiles, and Vicknair voted in favor. Directors Holmes and Monger voted against. Motion carried.

Closed Session:

Meeting adjourned to closed session at 8:26 pm and re-adjourned to open session at 9:07.

Legal Counsel reported out as to the first item of business considered in closed session, the Board heard from counsel regarding the status of the Chicago lawsuit. The Board by consensus authorized the President to attend settlement discussions in Chicago, IL and gave direction as to how those negotiations should proceed. No reportable action was taken by the Board.

As to the second item of business, the Board heard from counsel regarding its obligations to provide business records and the obligations of Directors and their authority as individuals, as a group and as officers. Information and advice was provided by counsel. No reportable action was taken by the Board.

Adjourn: Meeting adjourned at 9:10 p.m.

August 7, 2004

Consent Calendar:

Motion # 04-08-01 – Removal of the minutes from the regular meeting held July 10, 2004 from the Consent Calendar. Motion made by Director Vicknair, seconded by Stiles. All Directors present voted in favor. Motion carried.

Motion # 04-08-02 — Approval of Consent Calendar as amended. Motion made by Director Vicknair, seconded by Director Stiles. All Directors present voted in favor. Motion carried.

Election of New Officers:

President – Floor opened to nominations. Rod McClure was nominated for President and no further nominations were offered. All Directors present voted in favor. Rod McClure reinstated for another term as FRRS President.

Vice-President – Floor opened to nominations. Frank Brehm was nominated for Vice-President and no further nominations were offered. All Directors present voted in favor. Frank Brehm reinstated for another term as FRRS Vice-President.

Secretary – Floor opened to nominations. Eugene Vicknair was nominated for Secretary. Gail McClure was nominated for Secretary and respect-

PRESERVING “THE FEATHER RIVER ROUTE”

WP Lives, in Portola!

Mission Statement

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and inter-change 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

fully declined the nomination. No further nominations were offered. All Directors present voted in favor. Eugene Vicknair reinstated for another term as FRRS Secretary.

Treasurer – Floor opened to nominations. Dan Brady was nominated for Treasurer and no further nominations were offered. All Directors present voted in favor. Dan Brady reinstated for another term as FRRS Treasurer.

Closed Session: Adjourned to closed session at 8:17 p.m. and reconvened to open session at 8:55 p.m. President McClure reported as to the only item of business considered in closed session, the Board heard from President McClure regarding the possible acquisition of equipment beneficial to the organization. No reportable action was taken.

Adjourn: Meeting adjourned at 8:56 pm p.m.

September 11, 2004

Consent Agenda:

Motion # 04-08-01 — Approval of consent agenda reports as presented. Motion made by Director Brehm, seconded by Director Vicknair. All Directors present voted in favor. Motion carried.

Motions and Actions:

Motion # 04-08-02 – Agreement to purchase Greenville Depot semaphore for the amount of \$2,500 with funding to be provided from a line item 13360 – Historical Collection. Motion made by Director Brehm, seconded by Director Vicknair. All Directors present voted in favor. Motion carried.

Motion # 04-08-03 – Agreement to Sell KCC RS-3 #3 for the sum of \$12,000 to San Diego Railroad Museum with shipping FOB Portola, subject to contract review by legal counsel and the FRRS Board of Directors. Motion made by Director Cochran, seconded by Director Monger. Directors Cochran, Holmes, McClure and Monger voted in favor. Directors Brehm, Habeck and Stiles voted against. Director Vicknair abstained. Motion carried.

Adjourn: Meeting adjourned at 8:15 p.m.

Upcoming Events

Santa Trains

December 4th and 11th.

Join us for these festive activities.



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

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