

THE

TRAIN SHEET

News from the Feather River Rail Society



Spring 2015
Issue 167

-THE TRAIN SHEET-

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

Editor – Matthew Elems
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Contribution Deadlines: Last Day of February, April, June, August, October, and December.

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FEATHER RIVER RAIL SOCIETY

**WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

PO BOX 608, Portola, CA 96122-0608

Museum Phone: 530 832 4131
Fax: 530 832 1854

The museum grounds are open to the public from 10:00am until 5:00pm daily from the last Sunday in April through the first Monday in November. The diesel shop is open during this time.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September, as well as on major holidays between these dates.

Museum grounds are closed to the public from the first Tuesday in November through the Friday before the last Saturday in April except for special events for which advanced arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum will be open.

Entrance to the museum for members is free. Non-members are required to pay an admission fee, details are inside this issue on the inside of the back cover.

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

The FRRS is not associated with the Union Pacific Railroad.

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

- BOARD OF DIRECTORS and OFFICERS -

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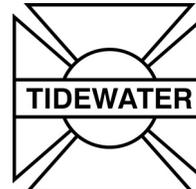
On the Cover

WP GP-9 725 is seen here on the Stockton to Modesto Local in Modesto CA on November 8, 1983. Behind it is the WP 2009, which was a frequent sight on the TS.

Greg Elems photo.

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- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.WPLives.org/SN
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www.5.pair.com/rattenne/WP/TidelIndex.htm
Central California Traction	www.trainweb.org/tractionco/

Presidents Report

—Rod McClure, FRRS President

As you read this, a new year has started both on the calendar and at our Museum. I hope you all had a good Holiday season with your families and friends. With the New Year at the Museum, we continue to move forward with ongoing projects and yearly activities we all look forward to. We are starting 2015 in a better financial position than we have had in the last five or six years. For the first time in several years we are going to open the Museum with a well-stocked Gift Shop, fueled and serviced RAL locomotives and a reorganized Shop to work in.

Our final event of 2014 was the Santa Trains. I do not want to take away Steve Habeck's thunder on this as he has written an in-depth article on the event and all the people who made it happen. I will only say that we did better financially than any previous Santa Train Events.

2014 Railroad Days was also very successful with our model railroad displays in the shop and a live steam model operation out of the Dock arranged by Gail McClure. Once again, Life Member Chris Skow organized a special Amtrak train consisting of all privately owned passenger cars to come to Portola on Railroad Days. This brought many new visitors to the Museum as well as Portola itself. In this train were three former California Zephyr cars. The air conditioning blower quit working on the Silver Solarium on the way to Portola, which made the car very hot and uncomfortable for the guests riding that car (being at the rear of the train). Upon learning of this, I made available our pit track inside our shop for the cars repair if needed. So, on Saturday night upon the return of the short round trip to Keddie, we switched that car into the pit for them to replace the burned out fan motor underneath the car. This took most of the night to complete and our members stood by to help and provide any tools needed. After an all-nighter for some of our volunteers, we switched the cars back out to the UP for their trip back to Oakland. A good time was had by all

despite very long hours and just one example of how the WPRM is willing to help out other organizations when possible. I hope to have an article for The Train Sheet by the Car Manager, Burt Hermeijer when he gets the time to put it together. Once again, the slogan of "WP means Willing People" survives in Portola.

Many of you don't always know what is going on at the Museum because you can't make it up from where you live or don't have the time off to be able to make the trip to Portola. I realize that there is also another reason for this, and that is we don't always get the word out about what is happening. I have already begun pushing those who are around the Museum most of the time to start writing things for the *Train Sheet* and our Blog. I also have found that those of us who are able to devote a lot of time at the Museum are reluctant to "blow our own horn", if you will. I could write ad-nauseum that "I did this and Steve did that and Gail did this and Eugene did so and so." None of us are doing this for a pat on the back or for personal gain. That being said, we need to let you know more of the things we do on a regular basis that give us the ability to open the doors and share the WP with the world.

We have seen some new members this year join us at the Museum to learn how to be on the operating crew and a couple have interest in the Steam Program. We also extremely excited have a lady diesel mechanic who has expressed interest in working on our diesel fleet. We have seen the return of a few members who were absent for different reasons but have returned to jump right back in and we are happy to see them.

One thing that has been brought to my attention recently is the behavior of a small number of our Membership. All organizations have this same problem in one way or another. I recently read an article by Charlie Getz of the NMRA titled "A Few Bad Apples". In it he describes the problem with a small few members who are "disruptive, arrogant [and] boorish". He gives specific examples within their organization that cause problems remarking they need to have a procedure or process to expel these members.

The FRRS has these policies and procedures in place already and have unfortunately had to have been used in the past. We are ahead of the curve on this potential problem so that is not something we need to revisit. But, we need to end these falsehoods and rumors before they start if possible, but if we cannot stop them at the source, then we need to counter them with truth and facts. The bad mouthing and general unrest these members cause is unacceptable and counterproductive to our organization and goals. One sure way to solve these issues is to provide our members with answers to their questions. True and factual answers are available to you, the members, for any of the questions you may have. Please email any or all of your Directors (their contact information appears at the beginning of all Train Sheet issues), or me at lolunar79@gmail.com. You can also call me anytime at the museum and I will get the message.

I have been involved in the Western Pacific since I was seven years old and first went to work with

my Dad on a switch engine. He was with the WP and then UP for 54 years, and both his Uncle and Great Uncle both were involved in the early days of the Western Pacific. I want to see the history of our beloved railroad passed on to future generations. There is nothing more satisfying to me than to see children's faces light up when they see our equipment, or ride on our caboose train. This is not a job for me: This is a passion which I want to pass on to others. I know that I am not the only member who feels this way. I also like to see our volunteers enjoy themselves and laugh. Having fun makes this a better place for all of us. Next *Train Sheet* I will tell you about some of the winter time work that is happening and who is doing it.

Until next time...

WP Lives
Rod McClure



WP 709 and 708 sit at 9th and D Streets at the Tidewater Southern/Western Pacific Depot in Modesto, CA on August 10, 1977. The Depot is now gone, as are the tracks seen here.

—Greg Elems Photo

Western Pacific Historical Archives, a Directors Perspective

—Tom Carter – Director FRRS

Recently, I and several Directors and Officers of the FRRS enjoyed the annual Western Pacific Historical Convention in Fairfield. It's always nice to visit with and see fans of the WP that we don't otherwise get the opportunity to connect with the rest of the year. In talking with several folks though, one disturbing sentiment kept coming up repeatedly, that "the Directors don't care about the archives". Folks, this couldn't be further from the truth.

I can tell you unequivocally that, yes, we *do* care *very much* about the Historical Archives owned by the Feather River Rail Society every bit as much as we do the physical rail equipment and artifacts at the museum. This is a constant source of discussion and effort on behalf of the Directors and Officers both at the regular monthly board meetings. The problems with access to the archives by the general public though are many and complex, so I thought I'd take a few moments of your time to clear the air and give you our point of view on them.

In the "olden days" of the FRRS, the archives were a mismatched, hodge-podge assortment of photos, drawings, books and other small sundry items. The solution to getting these pieces "archived" and cared for was often "Here, take these home, scan them and bring them back when you're done". As you can well imagine, this created numerous problems, including inventory tracking, accountability, safety and care of the archives and consistency in the quality and procedures of the scans themselves. For obvious reasons, we have had to tighten these well meaning, yet problematic attempts down into practical procedures. This has become even more important as our archives have grown tremendously over the years. We owe it to the donors and especially the legacy of the Western Pacific to protect these pieces and give them the protection, respect and due diligence they deserve.

We do, however, want *very much* to make these archives available to you, the members, as well as the modelers, authors, historians, fans, and those who are just plain curious in the form of digital scans of documents and photos, reproduced for a small fee to cover the cost associated with cataloging, archiving and re-producing these historical pieces.

We have heard grumblings from some folks who feel

that, as members, that they should have free, unfettered, unlimited access to scan, re-produce or borrow any of these pieces at will. I am sorry, but this cannot and will not happen. Some of these archives date back over 100 years and are *extremely* fragile. I don't even like handling them myself with clean hands and wearing cotton librarians gloves, due to the fact that I fully understand their historical value and, frankly, I am not an expert in handling archives. I have no formal training, or experience handling things like this, as much as I enjoy looking at them. I'm sure I'm not the only one who feels this way on our board. For this very reason though, we are not willing to let everyone who wishes to, to handle them either, as it would destroy a lot of these pieces. This has to be handled by folks who know what they're doing, scanned at a certain resolution and file format and *then* they are ready for anyone who wishes to, to do whatever they choose with them. This must be understood by folks for the safety of these priceless treasures entrusted to us. We also must charge a nominal fee for these duplications as there are very real, hard costs associated with this type of work, especially where professionals get involved. As a Non-profit, we simply cannot absorb this cost ourselves. We do, however, feel that these nominal fees are reasonable and in fact, are not unusual for situations like this with other historical organizations.

Speaking of our "Non Profit" Status, we are in fact, all volunteers. None of us are paid to do what we do for the society; however, we're *very* short handed lately. Add to that, the fact that not many of us have the experience or the knowledge to get these archives sorted, cataloged, scanned, and stored. FRRS Director Wayne Monger has been handling the Kenneth J. Meeker Western Pacific Corporate Archives and has done a tremendous job in that capacity. It's very top quality work, however, this only represents one *portion* of the total archives collection of the FRRS and he's only one man. This is also in the middle of all of the other "hats" Wayne wears at the museum. This is where we ask for *your* help. If you have the knowledge and experience to assist us in this capacity, we'd love to have the help. This would ensure that the archives do in fact get out to the general public eventually, hopefully, sooner rather than later. We need folks that can spend hours at a time in Reno and Portola scanning, cataloging, and archiving these pieces, however, again, per the policies and procedures of the FRRS Archives Department, and yes, there *is* a set of written procedures for this. We also need folks that are able

to scan each back issue of "The Headlight" magazine and convert them into individual .PDF files for eventual online distribution. That *can* be done in the comfort of your home. If you or a group of you would like to take on this task, please contact us.

With the issues with the archives themselves addressed, this doesn't even take into account the logistical issues. Where are we eventually going to long term store and care for them? (Think Library facility). We had *planned* to convert the basement of the WP Hospital in Portola into a climate controlled archives library, but that was a multi-million dollar project that was torched in an arson fire a few years ago. Aside from the diesel shop and a few small out-buildings at the museum, we don't have an adequate structure to convert to suitable archives facilities on campus. A replacement for the Hospital is being explored in the "Master Plan", but is many years and millions of dollars down the road. In the mean time, there have been a few plans and ideas floated about to turn a former baggage car into a climate controlled archives library, however, this is just in the early discussion stages, and even that presents a few

issues that must first be overcome.

The point is, there aren't any simple solutions just yet, but we *are* working on it. We welcome *your* ideas, comments, concerns, assistance, donations of funds and equipment and any other input you can offer. If you want to see this for yourself, I urge you to come to a Board Meeting. This way, you can see it first hand for yourself. I realize that the steel wheeled exhibits receive the majority of the attention and publicity, but, we do in fact, realize the equal importance of our archives and care as much about them as we do anything else we are entrusted with the care of at the museum.

We can be reached at archives@wplives.org for more information or to let us know how you can help.

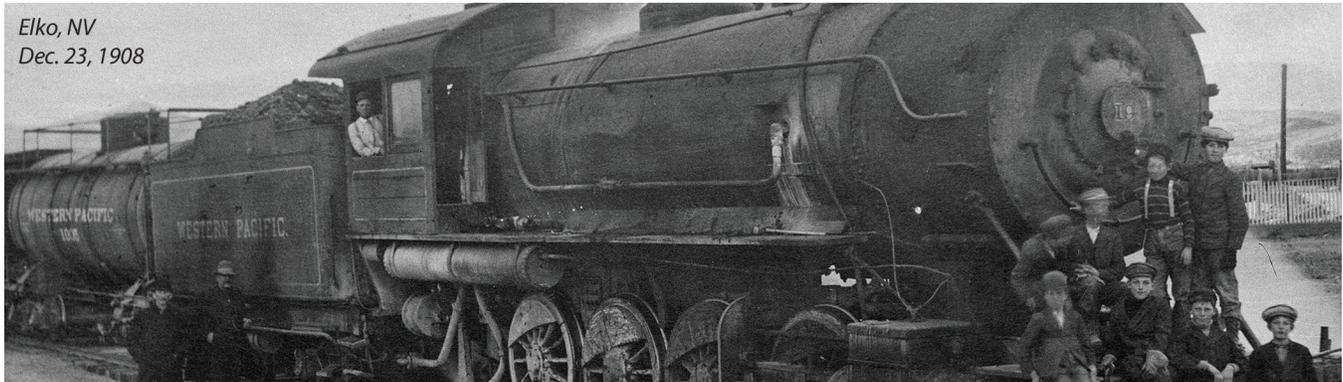


WP 1503 is seen here in Oakland, CA in January 1974, along with the WP Business Car "Feather River". The 1503 is currently part of the WPRM collection, and is slated to be painted back into this scheme in the near future.

—Photo by Greg Elems

The Feather River Rail Society is pleased to announce the...

2015 Western Pacific Historical Convention



“Exploring the East End”

April 24 - 26, 2016 - Friday, Saturday and Sunday

Hosted by the Red Lion Inn - located in Elko, Nevada

Featuring...

- Historic and Modeling Clinics
- Rare Films from the Virgil Staff Collection
- Our Ever Popular Raffle!
- Modeling Displays
- Presentations include: the WP and the Nevada Northern, Last Days of SN Electric, Deep Creek Railroad and more!
- Archive and Photo Exhibits
- Special Nevada Northern Excursion and Tour
- Vendors and Special Guests
- Saturday night Banquet and Guest Speaker

Fares...

Pre-Registration ending April 10, 2015:

- Combination Fare (convention and banquet): \$83 for FRRS members, \$95 for non members
- Convention only: \$42 for FRRS members, \$55 for non-members
- Banquet only (available until April 10): \$50

Convention only after April 10 until April 22: \$47 for FRRS members, \$60 for non-members

Convention only at the door: \$55 for FRRS members, \$65 for non-members

note: No charge for non-rail spouses to attend the convention, but they need to be registered and have paid fare to attend clinics, banquet and some special events.

Register on-line at <http://convention.WPLives.org>

or mail payments to: WP Historic Convention 2015, 5643 Sonoma Drive, Apt. 1, Pleasanton, CA 94566

MODELERS - don't forget to enter our model exhibition and contest. Bring your WP / SN / TS / CCT / OT / ABL / etc. models. Also, there will be a special tour of the Northeastern Nevada Museum! Check the next page and sign up when you register.

SPECIAL EXTRA FARE EVENT on Sunday at the Nevada Northern Ry Museum! Enjoy an exclusive steam excursion, lunch and tours.

Non-members wishing to join FRRS can receive a 1 year Active membership for \$25 more over cost of any non-member fare. This is a 50% discount over regular Active membership. As a special bonus, current members wishing to renew their Active memberships can also do so for 50% off (\$25 extra) when they register.

Guest Speaker, Times, Clinic and Event Line-Up to be announced soon. More info available at <http://convention.WPLives.org>.

Eugene Vicknair, Convention Chair

WPRM Historical Department

—Rod McClure, FRRS President

At the last convention, I heard comments that the FRRS Board of Directors does not care about the Archives or the Society's Historical Department. This was profoundly disturbing to me and very far from the truth.

The actual fact is that we all, Board and membership, want to see the Archives grow and become a learning and research tool for all. We are very lucky to be one of the few organizations in railroad preservation that has not only a big (in fact, probably the biggest) collection of equipment from a single railroad, but we also have many of its Archives and Artifacts as well. And it is an archive collection that keep growing as more and more material keeps on coming in. Gail McClure, for instance, has received a numerous items over the last year received from visitors in the Museum Store who have dropped in unannounced, or from families that have called the museum number after a loved one has passed on and their wish was for their collection to come to us.

I realize that the WPRM Archives have been a source of confusion and mis-communication for a while, perpetuated by misunderstanding and lack of true knowledge, and I think it is time to make known issues clear.

An Archive Policy was adopted by the Board of Directors in 2013 and it will be followed by all, member or not, who wish to access our collection. This policy also spells out costs and requirements for individuals who want to use our Archives in any of their own publications. If anyone would like to see the policy, it will soon be available for download from the WPLives.org website. Go to <http://policies.wplives.org> (editor's note— Not currently available at the time of printing).

In August of last year, Frank Brehm resigned as Manager of the Historical Department for personal reasons. In September, I contacted Mike Mucklin, our long time *Headlight* publisher, and we met in person at the Museum during the

Steam Work Week. After much discussion, including clarifications, ideas, goals, and basic rules, the following decision was reached: Mike will be the *temporary* Manager of the Historical Department, which includes all of our Archives and Artifacts.

In our discussions, the number one complaint was accessibility, followed by not knowing what we have and where it is located at the Museum. Right now, although we still do not have a complete and detailed inventory of each item in them, the best organized sections of the archives are probably the Virgil Staff collection and the Ken Meeker collection, both of which are in climate controlled, secure storage rooms in Reno. Mike and I agreed that, in accordance with and in addition to the adopted policy, the two main rules for all of the archives are:

- Archives will not be allowed to leave the property at anytime other than for *Headlight* use by Editor Dave Pires and other specific reasons (which are still being specified and agreed upon, but will include scanning for preservation and other conservation work)
- Reporting and Accountability of the Historical Department will be presented to the Board of Directors on a regular basis. That way the information is on the record and everyone can know what is occurring with our Archives and Artifacts.

So, with these items in mind, Mike suggested that we have a Custodian who was close to the Museum and Reno to allow research access by all and who would be accountable for keeping a detailed log of who, when and why the archives were accessed. Mike suggested Kirk Baer for this position and I agreed. To maintain protection of our Archives, Kirk will have the only access keys other than *Headlight* Editor Dave Pires. Kirk has mentioned in the past that he was unhappy with how archives and access were being handled and that he wanted to organize work parties to begin the process of documenting what we have and where. So now Kirk has the responsibility and the tools to improve the archives and provide access to anyone he gets a specific

request from. Mike is working on a document that will be used as a log for Kirk and Dave when they access any of the archives.

After discussion with a few Directors and Mike, we have decided to remake the ex-MOPAC baggage car I acquired from Steve Lee into an on-site location to sort, document and eventually scan all of our archives. This car is well insulated and was used as a mobile office for a concrete tie gang. It has a HVAC system, though we have not tested it yet. It is also set up for computers and phones along with overhead lighting. This car will take a little work to set up, but should be a great place to work in year round once it comes online. We are looking at moving the car to the dock track next to the Office car for easy access.

Thank you to Mike and Kirk for the motivation and enthusiasm they have for our Archives. And I also want to thank Dave Pires for his on-going, excellent work on the *Headlight*.

In my discussions with Mike, the annual historical conventions were also reviewed. For now, they will continue to be coordinated by Eugene Vicknair. He has co-chaired the last two very successful gatherings (along with Scott McAllister in 2013 and Wayne Monger in 2014), both of which received very positive feedback from attendees.

I hope that this clears up any questions and rumors out there regarding the WPRM Archives. Please work with Mike and Kirk to help get the ball rolling in the right direction. I would also hope that those members who have been disappointed and vocal about the way the Historical Department has been handled now come forward and help make it better for all of us.

If you have any questions, or would like to volunteer to help in the Historical Department, please feel free to contact myself or Mike Mucklin. You can find our contact information inside the cover of every issue.

Until next time...

WP Lives
Rod McClure



A light pole stands at the WP shop facility in Portola, California, between three and four rail, ready to illuminate night operations and repairs today just as it did when the facility was in regular use for Western Pacific. Now equipped with an energy-saving CFL bulb, it can do this using less power and with more light.

Starting in 2012, the FRRS began replacing all incandescent light bulbs (about 50 total) in and around the historic Portola Diesel Shop with compact fluorescent light bulbs. They not only gave more light, but reduced power usage by 35 - 45%. Even with the higher cost per bulb, the power savings paid for the bulbs within three months. They also have a longer life in our harsh environment, meaning more savings. Each CFL lasts about 3-5 years.

Similar changes have been getting made to the fleet of locomotives and cabooses, replacing the incandescent bulbs with their newer CFL equivalents as time permits.

—Photo by Matthew Elems

WPRM Steam Dept Update First Quarter 2015

—Chris Allan, FRRS Steam Department Coordinator

As many of you know, just because the Museum is closed for the winter, doesn't mean that work isn't getting done on the WP 165 project.

Recent efforts have been focused on completing the FRA Form 4, the extensive document being prepared by Dave Varley. This is the boiler survey we submit to the Federal Railroad Administration outlining the general condition of the boiler, as well as the calculations that lead us to the MAWP, or Maximum Allowable Working Pressure that the engine will operate at. The last of the details to be filled in include testing of the samples obtained from the two barrel courses by Channing. Both carbon content and tensile tests are now being performed to aid us in determining the stresses allowed in these sections of the pressure vessel.



Dave Varley crunches data on an out-rigger of the WPMW 37.

Our boilermaker Norman has been spending time prepping the patches for welding in March. He has also been tacking in a good number of the new staybolts in the patch areas as well as grinding out cracks, etc. This is the procedure on many of these boilers that have seen a good deal of service in their lives, and now we are asking even more.

Down here in Southern California, I have been busy in the shop repairing some of the fussy detail parts to place back on the engine in the spring, including the gauge stands, handles, and other components.

Kirk, Dave A. and Duane continue to clean up the



The forest of staybolts.

tender frame and miscellaneous locomotive parts as time allows. This helps greatly down the road, during work sessions it is simply a matter of bolting them back up. Thanks to these guys for keeping with it. Also thanks to Steve Habeck and the switching crew for making sure the engine and tender are in position when we need it to be!

Our next work session is **May 6th-9th 2015**. I hope to see some significant progress this season, so come on up to Portola and see for yourself! And as always, please consider a tax-deductible donation, in any amount, to the WP 165 Steam Fund. Let's keep the momentum going!



The gauge stand in progress.

Board of Directors Meeting

January 12, 2014 – 1:00 PM

WPRM Meeting Room – Portola, CA

Vice-President Steve Habeck called the meeting to order at 1:07 PM.

The following Directors were present:

Tom Carter (phone), Steve Habeck, Kirk Baer, Gail McClure, Wayne Monger, Charlie Spikes, Greg Elems (arrived 1:33), Kerry Cochran (phone)

Attendance

Matt Shuman (phone)

Deb Baer

James Mason

Frank Brehm (phone)

Rick Gruninger

Lynda Monger

David Elems (arrived 1:33)

Correspondence

None

Consent Calendar

None

Old Business

2014 Board of Directors Elections

- The Postcard previously agreed upon to be sent to all members extending the nomination period had, as of this date, not been delivered. Vendor has not replied to inquiries regarding status.

- Kerry Cochran, as of this date, is the only current Director who has been nominated.

- Information regarding extension to be placed on website.

- If postcards have not arrived by 01/20/2014, Election Chair Matt Shuman to send another postcard again postponing nomination period.

2014 Dunsmuir Railroad Days

- UP has now adopted a policy stating no third party equipment to be transported over their rails, so we will not be attending DRR.

- We will continue to hope for change in policy.

- Allows us to place more focus on main campus and equipment for public access this year.

New Business

Offer of California Zephyr sleeper car

- Written report provided.

- Car is in Mexico, has no windows and is not in very good condition.

- Trucks are not the style we need.

- Suggested we not pursue ownership of car for these and other reasons.

Motion 14-01-01

Accept report and recommendations as submitted.

G. McClure / Monger. Aye - 7, Nay - 0, Abstain - 1.

Motion carries. (NOTE: Vote taken after Elems arrival).

Collections Committee Recommendations

- Written report submitted.

- Correction to one item: KCC 3 should be KCC 2.

- Presentation of report starts one year clock for ARM/TRAIN best practices.

Motion 14-01-02

Accept report of committee and deal with items on the list one item at a time when they come up as issue

based on final paragraph of report.

Cochran / Spikes. Aye - 6, Nay - 2, Abstain - 0.

Motion carries.

Addition of Item of Urgency

Motion 14-01-03

Addition of item of urgency to agenda, specifically action to change WPRRHS checking account to

temporarily restricted account.

G. McClure / Monger. Aye - 8, Nay - 0, Abstain - 0. Motion carries.

Motion 14-01-04

Change in status of WPRRHS checking account to temporarily restricted account.

G. McClure / Spikes. Aye - 8, Nay - 0, Abstain - 0.

Motion carries.

Good of the Order

President's Report

none

Director's Reports

Financial Reports

- Written report provided.
- Approximately \$98,700 to be repaid to temporary account
- Explanation of Endowment and Budget at next meeting.

Event Reports

- *Santa Trains* – Excellent turn out overall. Approximately 500 lbs. of food donated to local food bank. Estimated 600 in attendance over two weekends. Looking at 3 weekends in 2014 and expanding the event to make more money. Also discussion about other themed events. One consistent issue is the lack of volunteers and coordinators for this and other events. Special thanks to all volunteers.

Department Reports

- *Archives* – Frank Brehm requested updates and information from Director Monger regarding the WP Corporate Archives / Ken Meeker Collection. Several issues were addressed including a contract between K. Meeker / Dr. C. Meeker and Dale Sanders / dba HyRail Productions to scan photos from his collections which have now passed to us as part of the donation contract. Director Monger has committed to draft and obtain signatures on a Memorandum of Understanding of the verbal contract between Dr. Meeker and Dale Sanders addressing this issue. There was also discussion on location of scanned discs of archive materials, scanning protocols, insurance coverage and the fractional donation allowance of the Meeker / FRRS contract. There was also the question of how to respond to Lawrence Meeker's request regarding special access to the archives and how best to respond.

Committee Reports

Previously addressed

Legal / Insurance Report

none

Status of Surplus Property Report

none

Safety Report

- Ice and water in the building and along northside.

Public Comments

- Matt Shuman commented he felt that the Board of the FRRS is doing a great job.

Notices

CAM convention in Napa, CA 03/05-07/14.

Closed Session – requested by President McClure and Director Vicknair.

Adjourned to closed session 3:23 p.m. and reconvened to open session at 3:35 p.m. "The Board heard a report regarding an ongoing legal issue: Worthen vs. FRRS. No action taken. The Board also heard a report regarding insurance issues. No action taken. Lastly, the Board heard a report regarding a proprietary business issue. Consensus direction given no action taken."

Adjourn

Respectfully Submitted,
Gail A. McClure
Assistant to the Secretary, FRRS

Around the Museum – 4 March 2015

–Poindexter

Another unseasonably warm day at the Western Pacific Railroad Museum brought Fritz and I up from Reno to begin the work of making the RAL fleet ready for use this coming season. Our goal: Pre-lube, check, and start WP 917D.

The day's work started out fine, if a bit annoying (Someone had pulled the crimp-connection on the water hose too hard, and caused it to come loose and leak significantly) with beginning to water up 917. No new leaks. Excellent.

A survey of the locomotive's other non-water fluids showed it was slightly low on oil, but fine on all others. This was not a concerning detail, since we would be pre-lubing it anyway, which adds some. We opened the cylinder relief valves on the block, and flashed the engine with the baring-over tool.



Fritz on the move with the Yale forklift, the tool of choice for moving barrels of oil while Big White is out of service.

A quick trip with the Museum's big yellow Yale forklift, and some running of extension cords, and we were ready to begin pre-lubing the locomotive. Pre-lubing is important when a locomotive hasn't been run in a while, since it ensures the bearings and moving parts are sufficiently lubricated after oil may have run out and off over time.

Pre-lubing complete, time to start it up! Complication: Not enough battery power. Out comes the charger, and the helpful mag-mount Battery Charging Flag. Maybe tomorrow.



Fritz manually turns over the engine of 917 using the specially designed tool.



- FRRS Membership -**Yearly Dues**

Associate \$25.00
 Active \$50.00
 Family \$80.00
 Sustaining \$150.00

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

Institutional - \$60.00 (annual membership for 501c(3) groups)

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 two votes and include two adults and all minor children residing at the same address.

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

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

Family Life memberships receive both The Train Sheet and the Headlight, include two adults and all minor children residing at the same address, and have two votes (one per member) for life.

Send all applications, renewals and address changes, including email changes, to:

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

Address / email changes may also be sent to membership@wplives.org

Mission Statement

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

Mission Goals

To preserve and interpret the history of the WP, the "Willing People" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads, and WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

WPRM Admission and Train Ride Fares for non-members (effective April 1, 2011)**Admission**

- Adults 19 and over... \$8.00
 - Youth 4 - 18... \$4.00
 - Child under 3... free
 - Family... \$20.00
- (2 adults plus any related children 18 and under)

Train Rides

- Adults 19 and over... \$4.00
 - Youth 4 - 18... \$2.00
 - Child under 3... free
 - Family... \$10.00
- (2 adults plus any related children 18 and under)

Admission and Train Ride tickets are good all day.

Cab Rides

Admission and Train Rides for FRRS members are free. Cab ride is extra fare with member discount.

- Adult 19 and over... \$20.00
- Youth 4 - 18... \$10.00

Cab rides are for one (1) ride only.

***The Train Sheet* needs your photos and articles!**

If you are working on projects for the Society, volunteering on restorations, performing archives work, helping out at off-site events, etc., or if you get some nice photos of FRRS or museum happenings that you want to share, please contact us to have them printed in *The Train Sheet*.

Photos should be at least 5" high by 7" wide and 300 dots per inch.

Articles should focus on FRRS related events, people or your own personal experiences with the Society.

To contribute, contact Editor Matthew Elems by email at trainsheet@wplives.org.

The Train Sheet
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P.O. Box 608
Portola, CA 96122-0608

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WP 917 and 921 move about Stockton Yard on 29 July 1982. Both of these locomotives now reside at the WPRM. WP921 is currently in need of some mechanical and structural repair, and WP 917 is operating with restoration of the body underway. –Greg Elems photo.