

- 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

Even though we have just begun a new season, lots of work has been going on in the snow and ice at our Museum. Last month, we spent a lot of time plowing snow and trying to get things done. We did load the UP 737 4-4-0 and its tender on a truck for its trip to the Double "T" Museum. It took two days of snow removal to get the front gate cleared and the track cleaned off to do it, but it is done. Thanks go to Norm Holmes, Steve Habeck and Doug Morgan for helping in this. We purchased 7 sets of locomotive batteries from a rail services contractor for a fantastic price. They are used, but the oldest pair is only 8 years old with the newest being only a year old. The newest set of batteries at the Museum was almost 18 years old! We have not had enough batteries to make all of the operational locomotives useable for sometime and new batteries are about \$4000 per set. Steve "Pop Tart" Habeck and I made a quick trip to Fresno to inspect them before we purchased them and found them to be in great shape and made some new friends. Our trucker and Life Member Scott Franklin hauled them up for us and Scott and I unloaded them in the middle of a snow storm. They are already being serviced and prepared to install in some of our locomotives. This opens up possibilities to see some of our other locomotives operating this year. But to make them run, Hank Stiles needs all the help he can get in the Mechanical Department. So if you can make one of his monthly clinics it would be of great help.

Another item of interest going on in the snow and cold is

the flurry of work happening inside the car body of the 805-A. Longtime member Dave McClain along with Dwight Whetstone have been working on returning the 805-A to operation. I am happy to report that a couple weeks ago I witnessed the 805-A start for the first time in over 4 years. Larry Hanlon has been seen inside the electrical cabinet on more than one occasion in the last month and even John Ryskowski was spotted with an injector or two in his hands. As of this writing, Dave and friends have solved her water leaks and are now working on the numerous little problems that exist. Big Thanks goes to these guys, and its nice to see old faces returning.....

John Walker has returned from his winter vacation to the sunny south. (I can't remember if he said Bahamas or Bakersfield???) He is braving the cold and has already begun working around the shop cleaning up puddles of water, dirt, along with getting the gift shop stocked and ready for this year. If you need anything or have questions about what is going on or when you can come up and help, give John a call at the Museum during the day and he can help you. John is a great asset to our organization. He always has a smile on his face and takes the time to say hello to everyone. Hey John, Thanks!!!!!!

The WPRRHS Convention is shaping up to be quite spectacular this year. Frank Beavers has an impressive list of shows and presenters lined up along with the "Return of the California Zephyr" excursion train that Trains Unlimited Tours is sponsoring. We are working on trying to have a few pieces of our equipment on display along with all the CZ equipment in Sparks

that weekend but nothing is confirmed yet. If you can make it to Reno for the Convention, then try and save some time to come by the Museum and check out what has been going on. You might be surprised.

Another project going on during the cold, miserable days of winter is the construction of our new Volunteer Lounge. Eugene Vicknair has been leading a crew that has stripped and begun rebuilding the old Silver Debris into a new, modern and comfortable place for all volunteers to relax, get together, and have fun in. He can use any help available in this project as I have asked him to have it ready to go for opening day of operations. Give him a call or Email him even if you can only be there for the day. Thanks Eugene.

Now, some of you might have noticed that the first track work weekend is at the end of March. If you haven't, I need as many volunteers as possible to get some important track work done before operations begin. We need to finish replacing the ties under the west 2-3 switch so we can remove the slow order. We also need to replace some ties under the track out by the picnic area and by the parking lot. Hopefully once these items are complete, we can begin building some new track this year!!!! I know that this work is about the worst of all, but it is needed to prevent derailments and keep us and our guests safe.

In closing, I would like all of you to remember that we operate on donations. We are always in need of donations from everybody to continue to grow and expand. Matching donations from employers is becoming more popular, and we continue to apply for grants for all different kinds of projects. Gail McClure is working hard to write and apply for grants for us. Thanks Gail! We will be starting a new fund raising drive real soon so if you can spare anything, or need a tax deduction please keep your Museum in mind.

CMO Report

By Hank Stiles

Hello to all. It has been a while since I have written a column for the Train Sheet. Life got busy winter came with its lull in activity and I had nothing to say.

Now spring is just around the corner and that means it's time to think about projects for this year.

Along with the maintenance that we do every year is this years projects. First thing on the agenda is repair of the WP 608. Cleaning and reassemble of the flex joint on the shaft that drives the air compressor and the cooling fan. Parts are ordered and by the time you read this I hope to have it up and running again.

Next on the list is the 1857 (Fairbanks Morris). After manufacture of oil and water lines for the oil cooler system, water was added and it poured onto the ground. We found that the exhaust manifold was there the water was coming from. After removal it was discovered that the water drain for it had clogged causing the failure. This engine has a water cooled manifold. So I had Howard Hansen repair the manifold and with the help of Jack xxxxxx it was discovered that the exhaust flange needs to be surfaced. Anyone know of someone with the ability to surface a six foot long manifold? When that is done it can be reassembled as soon as we get the rest of the gaskets, a job that Doug Morgan has

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been working on, with about 90% success. One set of "O" rings being all that we lack.

This brings me to the question, what do we do next? I was thinking about the WP501. It would be a nice engine to have running. Maybe we have enough EMD's. What about the whistle of a turbocharged ALCo 539, in the form of the WP563, how does that sound? We could run catenary around the balloon track and use the Kennacot electric.

It would be most helpful to have a project leader to lead a project along with the things already planed, much more could be done. Just like the Marines we are also looking for "Few good persons" Please come and help.

If anyone has any other suggestions please let me know it's your museum too!

Western Pacific 165



0-6-0 switching locomotive, built Alco-Schenectady, 1919

By Eugene Vicknair

As our collection has grown and developed, we have been fortunate to gather a significant variety of WP related equipment covering much of the early and mid diesel era, as well as some freight equipment from the mid and late steam era. However one glaring gap has been the lack of a WP steam locomotive. Both for historical and publicity reasons (one common question visitors ask is "Do you have a running steam engine?") the acquisition of an old WP "kettle" has been viewed as a priority by the FRRS.

With only 5 survivors, our options were limited. In late 2002, an opportunity arose to acquire 0-6-0 165 which had been at the Alameda County Fairgrounds in Pleasanton but was now in the hands of the new Triple T Agricultural Museum located in (Turlock?). Triple T was more interested in a flashier engine and inquired about our Union Pacific 4-4-0 737. After extensive negotiations, a trade was completed that sent the old 4-4-0 to the Triple T, where it will be cosmetically restored and displayed indoors, while bringing Western Pacific 165 home to Portola

Of the 5 surviving WP steam engines, 2 are 0-6-0s: the 164 and 165. Both of these engines are also second-hand locomotives, having been purchased with two additional sisters from the United Verde Copper Company of Arizona on September 17, 1927. The 165 was built as UVCC 87 in 1919, a stout little engine

THE TRAIN SHEET