

A Message from the Board of Directors

September 5, 2014

Dear fellow FRRS Members,

Recently several questions were raised as part of the election process which the Board of Directors would like to take this opportunity to address. While we hope this communication is helpful to you, we do encourage you to contact any member of your Board for additional clarification of the topics below.

Question #1 - When was the last time you received a "Train Sheet"?

You should have received one Train Sheet in the past few weeks and another one shortly. Obviously, there was a period of time where the Train Sheets were not being published in a timely fashion. There are two reasons for this: The first reason is that articles were not being provided to the Editor in a timely fashion; the second is that the original Editor found that life changes were interfering with his ability to get the Train Sheet together and he resigned from this responsibility. A new editor was selected, and shortly thereafter, he also experienced life changes that prohibited him from spending the time necessary to produce a quality publication. We now have a new Editor who is enthusiastic and looking forward to getting the Train Sheet back on track (pun intended).

Question #2 - Why is our Web Site so out of date?

We have a very complex web site with several hundreds of volunteer hours invested in producing a quality product that has received positive reviews from people in the business of building/maintaining web sites. There are some instances where information that appears in several places may have one or two places where information needing change is missed. However, the web site is very much up to date with information being added or changed as soon as it becomes available.

Question #3 - Where are the necessary financial support appeals to the membership of the FRRS?

For the first time in the five years since we began our annual winter appeal, we did not have one go out early this year. The volunteer who agreed to do this fell behind and due to the delay, the Board decided it would be a great opportunity to switch to a twice a year appeal (spring and fall). Our spring efforts raised in excess of \$20,000. Thank you to all of you who have provided financial support to the Feather River Rail Society and Western Pacific Railroad Museum!

Question #4 - What is happening with our insurance costs which have more than tripled in 10 years?

Rising insurance costs are nothing new – have you seen your car, home, or renter's insurance rise over the last 10 years? We carry a number of coverages including liability for certain pieces of equipment, auto/rubber-tired equipment, volunteer and visitor injury, and coverage for our Run A Locomotive program. Because of the unique nature of these coverages, there are only three companies in the country that write coverage for the equipment/volunteer/visitor issues and only one that writes coverage for the RAL program. Additionally, we were required to cover the WP Hospital property until it was victimized by an arsonist. We received donation of a home which required coverage until it was sold last year and any insurance agent will tell you that coverage for an empty building is far more expensive than an occupied one. Lastly, we received donation of a very unique and valuable collection of Western Pacific paper and other artifacts that by contract, required insurance coverage. Again, due to the unique nature of the collection, we were only able to find one company that would write coverage. In light of this information, it is not difficult to see why insurance costs have risen dramatically – we have a responsibility to protect the assets of the organization and insurance is one of the best ways to do that.

THE

TRAIN SHEET

News from the Feather River Rail Society



Fall 2014
Issue 166

-THE TRAIN SHEET-

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

Editor – Matthew Elems
Email: trainsheet@wplives.org

Contribution Deadlines: Last Day of February, April, June, August, October, and December.

Contents Copyright ©2014
Feather River Rail Society
All Rights Reserved

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 -

Rod McClure	President	president@wplives.org
Steve Habeck	VP, Director	vpresident@wplives.org
Kerry Cochran	Director	kcochran@wplives.org
Greg Elems	Director	gelems@wplives.org
Gail McClure	Director, Treasurer	store@wplives.org
Tom Carter	Director	tcarter@wplives.org
Wayne Monger	Director	wmonger@wplives.org
Kirk Baer	Director	kbaer@wplives.org
Charlie Spikes	Director	cspikes@wplives.org
Eugene Vicknair	Secretary, Director	secretary@wplives.org

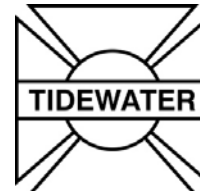
On the Cover

WP GP20 2001 sits in the morning sun in Portola, California on 27 April, 2014. WP 2001 was the first production turbocharged EMD locomotive.

Matt Elems photo.

Table of Contents – Issue 166

A Note from Your Editor	3
A Message from the Board of Directors	4
President's Report	7
WPRM Safety Dept News – Sept 2014	8
Spanson Inc Donates Computers to FRRS	10
Why We Do This	11
Board Meeting Minutes – Oct – Dec 2013	11
Steam Dept 2014-Year End Update	18
Membership Information	19
Admission and Train Ride Information	19



- 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/

A NOTE FROM YOUR EDITOR

–Matt Elems a.k.a Poindexter

I would like to welcome you to the newest issue of the Train Sheet. I hope this is the second of many to come, and hope to continue putting out informative and engaging newsletters for the membership of the Feather River Rail Society and the Western Pacific Railroad Museum.

In this issue, we have the usual department reports from directors and the organization president, but also have a few from the membership. I would like to remind everyone that anyone can submit an article for the Trainsheet as long as it pertains to the FRRS/WPRM and it's current events or recent past. If you don't think the article will work in the Trainsheet, feel free to submit it anyway, and I'll be happy to let you know. Articles of a more historical nature can be submitted to the Headlight magazine.

As always, the Train Sheet can't be published without articles. If you wish to contribute an article, a picture, or both, please send an email to <trainsheet@wplives.org>. If you have a photo to submit, please include a short description of the subject of the image, so that it can be properly captioned and credited.

Items of Note:

- The November 2014 Board Meeting will be held at History San Jose at Kelly Park in San Jose, CA on November 8. The Meeting will be at 1PM. Members are encouraged to enjoy the History San Jose Museum, which includes Southern Pacific 0-6-0 1215.

- For more immediate updates on the happenings at the Western Pacific Railroad Museum, visit the FRRS/WPRM Blog at <<http://frrs.wordpress.com/>>

**From the Blog:****Evening of 30 June, 2014:**

Steve Habeck has been busy for the last 3 weeks repairing and improving the steps that were used to allow access to the now shrink-wrapped Silver Hostel. Tonight, he and Fritz moved them to the end of the UP 105 Business Car, allowing visitors to pass through the car and exit without doubling back.

Top Image: Steve Habeck moves the freshly repaired and painted steps using the electric forklift while Fritz watches to make sure they aren't in danger of shifting.

Bottom Image: Steve stands by the completed step arrangement. Finished at 9:50pm, it joins a long list of projects completed after the gates close.

The 105 is now set up as a self-guided tour, so be sure to stop by during Santa Trains and take a look!



Feather River Rail Society 2015 Calendar of Events

January

- 1 New Years Day
- 1-31 Director Nominations open for 2015 elections
- 10 Board Meeting – 1PM in Portola
- 19 Martin Luther King, Jr. Day

February

- 7 Board Meeting – 1PM, Location TBD
- 16 President's Day
- 28 Trainsheet Deadline

March

- 1 Election Withdraw Deadline
- 7 Board Meeting – 1PM in Portola
- 8 Daylight Savings Time begins
- 14 Winterail in Stockton

April – Prepare for Operating Season

- 5 Easter
- 11 Board Meeting – 4PM in Portola
- 11-12 Crew Training / Rules Exam / RAL Meeting
- 13 Election Ballots mailed to membership.
- 24-26 Western Pacific Historic Convention – Elko, NV
- 30 Trainsheet Deadline
- TBD Facilities and Track Work Session

May – Museum Hours 10am – 5pm

- 1 Media Day
- 2 Museum Opens to Public
Volunteer Day
- Mandatory Training 2-5pm
- Dinner 6pm
- 2-3 Crew Training / Rules Exam / RAL Meeting
- 9 Board Meeting – 4PM in Portola
- Appoint Election Tellers
- 10 Mother's Day
- 16 RAL Meeting
- 23 Ballot Return Deadline 5PM
Operating Season Begins
RAL Meeting
- 25 Memorial Day

June – Caboose Trains – Museum Hours 10a – 5p

- 6 Board Meeting – 1PM in Portola
Members BBQ – 5:30PM
Annual Membership Meeting – 7:30pm
Election Results
- 21 Father's Day
- 30 Trainsheet Deadline

July – Caboose Trains – Museum Hours 10a – 5p

- 4 Independence Day
- 11 Board Meeting – 4PM in Portola
Installation of New Board
- TBD Steam Department Work Session

August – Caboose Trains – Museum Hours 10a – 5p

- 4-9 Hot August Nights
- 7-9 Portola Railroad Days
- 8 Board Meeting – 5PM in Portola
Appointment of Committees & Officers
- 31 Trainsheet Deadline

September – Museum Hours 10a – 4p

- 7 Labor Day
Operating Season Ends
- 12 Board Meeting – 4pm in Portola
Calendar Review
- TBD Steam Department Work Session

October – Winter Prep – Museum Hours 10a – 4p, Sat & Sun

- 10 Board Meeting – 4PM in Portola
Budget Deadline
- 25 Museum Closes to Public
- 31 Trainsheet Deadline
- TBD Facilities and Track Work Session

November – Winter Prep

- 1 Daylight Savings Time Ends
- 11 Veterans Day
- 14 Board Meeting – 1PM location TBD
- 26 Thanksgiving

December – Santa Trains

- 5 Santa Train – 5PM
- 12 Board Meeting – 1PM in Portola
Santa Train – 5PM
- 19 Santa Train – 5PM
- 25 Christmas
- 31 Trainsheet Deadline
New Year's Eve

A Message from the Board of Directors

September 5, 2014

Dear fellow FRRS Members,

Recently several questions were raised as part of the election process which the Board of Directors would like to take this opportunity to address. While we hope this communication is helpful to you, we do encourage you to contact any member of your Board for additional clarification of the topics below.

Question #1 - When was the last time you received a "Train Sheet"?

You should have received one Train Sheet in the past few weeks and another one shortly. Obviously, there was a period of time where the Train Sheets were not being published in a timely fashion. There are two reasons for this: The first reason is that articles were not being provided to the Editor in a timely fashion; the second is that the original Editor found that life changes were interfering with his ability to get the Train Sheet together and he resigned from this responsibility. A new editor was selected, and shortly thereafter, he also experienced life changes that prohibited him from spending the time necessary to produce a quality publication. We now have a new Editor who is enthusiastic and looking forward to getting the Train Sheet back on track (pun intended).

Question #2 - Why is our Web Site so out of date?

We have a very complex web site with several hundreds of volunteer hours invested in producing a quality product that has received positive reviews from people in the business of building/maintaining web sites. There are some instances where information that appears in several places may have one or two places where information needing change is missed. However, the web site is very much up to date with information being added or changed as soon as it becomes available.

Question #3 - Where are the necessary financial support appeals to the membership of the FRRS?

For the first time in the five years since we began our annual winter appeal, we did not have one go out early this year. The volunteer who agreed to do this fell behind and due to the delay, the Board decided it would be a great opportunity to switch to a twice a year appeal (spring and fall). Our spring efforts raised in excess of \$20,000. Thank you to all of you who have provided financial support to the Feather River Rail Society and Western Pacific Railroad Museum!

Question #4 - What is happening with our insurance costs which have more than tripled in 10 years?

Rising insurance costs are nothing new – have you seen your car, home, or renter's insurance rise over the last 10 years? We carry a number of coverages including liability for certain pieces of equipment, auto/rubber-tired equipment, volunteer and visitor injury, and coverage for our Run A Locomotive program. Because of the unique nature of these coverages, there are only three companies in the country that write coverage for the equipment/volunteer/visitor issues and only one that writes coverage for the RAL program. Additionally, we were required to cover the WP Hospital property until it was victimized by an arsonist. We received donation of a home which required coverage until it was sold last year and any insurance agent will tell you that coverage for an empty building is far more expensive than an occupied one. Lastly, we received donation of a very unique and valuable collection of Western Pacific paper and other artifacts that by contract, required insurance coverage. Again, due to the unique nature of the collection, we were only able to find one company that would write coverage. In light of this information, it is not difficult to see why insurance costs have risen dramatically – we have a responsibility to protect the assets of the organization and insurance is one of the best ways to do that.

Question #5 - Why have 3 locomotives been damaged in collisions in the past 7 years at the museum?

Running a locomotive is very different from driving a car and is one of the reasons we have a training program that includes many hours in lower positions before consideration of promotion to engineer. Damage to two of the locomotives was minor and easily repaired with no need to remove them from our operational fleet. Damage to the third locomotive was a bit more serious due to a snapped structural support, however, it is important to note that the locomotive is more than 60 years old and the support had been previously snapped and welded (badly) when it was hit by a cement truck while under WP ownership. Unfortunately, these incidents happened and full investigations were held with recommended rule changes and discipline assessed. We look at these events as an opportunity to further tune our operating rules as we continue to strive for zero incidents.

Question #6 - What happened to the Western Pacific Rail Road Historical Society (WPRRHS)?

A name change is all that happened. The Western Pacific Railroad Historical Society has always been a department of the FRRS. At some point in time, people began to think that the WPRRHS was a separate entity, running autonomously of the organization and the decision was made to change the name to the Historical Department to correctly define the relationship between the FRRS and the historical branch. This was also recommended by an outside consulting organization as it appeared to be causing a "branding" confusion. Those tasks handled by the WPRRHS, now called the Historical Department, including the organization of the Convention, publication of The Headlight, and management of the Archives continue as before.

Question #7 - Why are we selling rolling stock to pay our operating bills?

We are not selling rolling stock to pay bills. We are selling rolling stock that does not fit the mission of the organization, under the guidelines of the Association of Railway Museums de-assession policy, to refine the

collection and free up desperately needed track space. We have made every reasonable attempt to find new homes for equipment no longer relevant to the collection and when unable to do so, have arranged for scrappers to dispose of them. A side benefit of these activities is revenue. However, it is not the primary motivating force behind these actions.

Question #8 - Where are reasonable and profitable Business and Strategic Plans for our operations?

Organizations spend months and sometimes years to create these documents with full time or contract workers. We unfortunately do not have the resources to do this. We did begin a strategic plan several years ago, but did not complete it. We have a business practices committee formed to work on a business plan.

The last few years have been difficult for us as well as many of our contemporaries. An informal poll of organizations belonging to TRAIN (Tourist Railway Association) a few years back indicated that an excess of 50% of membership organizations felt they were in some to eminent danger of closing their doors due to the economy. We did not share this belief with respect to our future. With signs that the economy may finally be turning, we believe the future of the FRRS is bright and we look forward to continuing to preserve and present the history of the Western Pacific and its willing people for many years to come.

Sincerely,

FRRS Board of Directors



President's Report

—Rod McClure, FRRS President

First, some department changes:

Trainsheet Editor: Matt Elems is now the Editor for The Trainsheet. He is more than qualified to do this as long as we help him with articles. This has been a problem for the last few years, lack of input. I am guilty of that along with many of you, so let's change this. I will be first to start by writing my President's message for the next edition along with the future ones. I am no longer asking, but demanding that all of you on the Board and Department heads write something for publication at least every other edition. If I can do it, so can you.

Fund Raising Department Head: Eugene Vicknair has been requesting this for sometime and now that he has shed a bunch of his other duties, he will be in charge of Fund Raising, including year-end fund raiser, grant writing and the like. The Grant writing projects will be approved by the Board as before.

Historical Department Convention Manager: Eugene Vicknair will be handling the yearly process of finding a Convention Chairman, and all other details. This will include being responsible for any monies spent and an accounting to the Board of any Convention expenses and profits.

Santa Train Coordinator: Steve Habeck will now assume all duties and responsibilities for our yearly Santa Trains. This includes getting enough volunteers for all positions, advertising, and fund raising for this event.

Insurance Manager: Rick Gruninger will be our Insurance Manager. This will include making sure our existing policies are sufficient for our needs. He will explain any details of our coverage on an as needed basis and will inform the Board of any possible liabilities that may come up.

Other Items of Note:

Now, I have missed the last couple of meetings due to work and vacation. We have addressed a few things during the year that were needed. The biggest one has been the repairs to our White Fork Lift. I have put out instructions on its operation as a big chunk of the money we spent having it repaired is due to abuse and improper operation. If you have questions on operating it or need to be qualified to operate it, let me know. The days of anyone jumping on it only to abuse it are over. This also goes for other museum equipment like the electric cart, extending boom forklift, back hoe, etc.

Another is the need to replace the heater in the Shower Car with a more efficient one, as the old one wastes a lot of propane for little heat. I also have inquired into the cost of adding a heating element to the Sleeping Car. We now have more volunteers here working during the winter and the safety hazard of using the portable heaters is of real concern.

In talking with the De-accession Committee, they will be presenting a list of equipment for scrapping later this year. I am sure that there will be some resistance to this but it is for the benefit of our museum. As with the prior scrapping, we will hear from members and rail-fans that we are evil for doing this. We continue to refine the collection to focus on Western Pacific equipment, and while we are sensitive to these concerns, if naysayers don't come forward with a suitable home or the money to do something with it, then there ends the debate. As you may or may not know, with the changes in the UP policy of moving locomotives without alignment control couplers, we have to either have something moved on a flat car or trucked. This limits finding new homes for some of our de-assessed locomotives. Let's remember our Mission Statement and why we do what we do here. I have noticed that some are forgetting it or interpreting it their own way.

As I am talking about surplus equipment, the SP4404 has left Portola and arrived at its new home in Washington State where Western

Rail is going to give it a new lease on life. The MILW 5057 is ready to leave Portola and head to its new home with the Cascade Rail Foundation in Cle Elum, Washington after some last minute work to the brakes. The VIA Lounge car will be headed back to Canada early next year. We have a possible new home for the Baldwin AS616 #4, which will leave the #3 which we would like to get back into operation.

The WP 501 has had its engine problems repaired and though we are still working on many little issues, the 501 should be alive next year and you will see it on the caboose train! Thanks to Dave McClain, Dwight Whetstone, David Elems, and Charlie Spikes for all their work on this project.

Dave McClain and Dwight Whetstone also replaced a bad cylinder liner in the WP 707. David Elems (Fritz) spent most of the winter rebuilding the reverser drum, replacing water hoses, and machining new fittings in WP 917, making it reliable for all this years RAL's. His dad, Greg, has been slowly working on the body rot on nose of the 917. It looks ugly right now, but is necessary to begin the process of restoring the body and paint on this engine.

The Gift Shop is doing better this year than the last three years. Besides a increase in visitors and them spending more money, Gail has changed what the store sells in a lot of areas that seem to be popular with the general public who visit us. Interestingly, in reading other organizations newsletters (Western Rail Museum-Rio Vista, CSRM, to name a few) they are also seeing and increase in visitors and spending this year. I will leave a detailed report on the Gift Shop to Gail.

I will be sitting down with Mike Mucklin very soon and working together to get the Archives and Historical Department back up to speed and things getting done. I would like to have an outline and plan put together to tell you about in the next Trainsheet. Regardless of a few naysayers and untrue rumors, I, and the Board, care very much about the Archives and Historical Department and want to have it move forward in the best way possible for the organization as a whole. More on this soon.

Until next time,
WP Lives
Rod McClure



WRIX 4404 (Formerly SP 4404), still in SP's "Bloody Nose" paint, receives facial reconstruction surgery. The locomotive is seen here getting new alignment-control couplers for the move to Western Rail's shops.

—Bob Sims Photo

WPRM Safety Department News – Sept 2014

—Tom Carter, Director, Safety Officer

Recently, as our new Safety Officer, I took an extensive tour of the shop and grounds with Director Vicknair and was extremely discouraged by what I found in regards to fire hazards and general shop cleanliness. As a result and with Board approval, we have appointed David “Fritz” Elems as the Shop Safety Officer to assist me in getting the shop in a safe condition again.

The issues we discovered have been remediated and an extensive clean up of the shop is currently happening. President McClure and Vice President Habeck have been busy cleaning and organizing and discarding old junk laying around, eliminating several hazards. Director Vicknair and I have thoroughly cleaned, reorganized and re-set the Wood Shop so it can not only be productively used, it can be done so safely. New signage is going up, procedures are being adjusted and a few new ones will be added if necessary. This is being done with a very limited budget and on a volunteer basis; however, with your help and cooperation as members and volunteers, together, we can keep improving the safety culture at the museum.

In addition to the usual safety concerns of a shop like ours comes an additional concern for the safety of the facilities and the equipment. Currently, we are undertaking one of our most ambitious facilities improvement projects to date: Our new perimeter fence. It is a standard chain link constructed fence with new access gates and encompasses our entire property. This is to mitigate liability concerns with several of the locals using our property as a motocross track, dog park, and just plain theft and vandalism that we have experienced lately.

The “Silver Debris” volunteer lounge car recently had one of its doors smashed in by a burglar, causing several hundred dollars in damages. This, we as a society, are stuck paying for. One thief was even so brazen; he had the audacity to simply hook a piece of rail to his truck and attempt to drive off dragging it before

being caught by one of our vigilant volunteers. Switch stands have disappeared as well as dozens of supplies from our lay-down yard, some, ironically, that we had been collecting for the fence. Considering how we lost the hospital to an act of arson, and how many other museums and shortline railroads have been hit with copper traction motor cable thefts as well as thefts of horns and vandalism to equipment, the time has come to protect ourselves, our property and our collection.

Since a large moat full of alligators was far too expensive, the machine gun nests and checkpoints had far too many liability concerns, and the small fleet of surplus military vehicles was vetoed by the “Fun Police”, the fence was the logical answer. On behalf of the Board, I’d like to thank Director Eugene Vicknair and Director Kirk Baer for supervising the crew from the California Conservation Corps who spent several days working on the fence, drilling holes for and setting the posts in concrete. We’re currently planning the remainder of the work to get the fence finished and will keep you apprised of progress.

As I mentioned in the last Trainsheet, safety doesn’t just extend to the museum and your place of employment, but, at home as well. When the weather changes and summer comes to a close, I tend to go into “deep cleaning mode”. Alicia loves it. As nice as it is to have a clean house (and in my case a clean and organized garage as well), it makes for a much safer living space. Keeps this in mind next time you are procrastinating cleaning the house or garage. You’re not only making it more pleasant and appealing, you’re making it safer.

Recently, an old high school buddy I keep in touch with via Facebook had a major house fire. He was awoken at 2am to the sound of smoke alarms. Immediately smelling smoke, he jumped out of bed, woke his wife and grabbed the kids as they safely evacuated the house. He had just changed the batteries in his smoke detector a few days prior at the suggestion of his young son. It seems his elementary school had a visit by the fire department at an assembly and

he came home and inquired about the status of the family's fire protection plan and the smoke detectors. He's 8 years old. You are never too young to learn safe practices and never too old to take suggestions for safety from anybody. This suggestion for Dad to check the batteries in the smoke detectors probably saved his family's life. Thankfully, the fire was mostly contained to the garage with severe smoke and water damage to the rest of the home, thanks to stringent Indiana building fire codes; the home being fairly new was equipped with a fire resistant bulkhead between the garage and the rest of the house. Regardless, smoke inhalation is the number one killer and cause of injury in house fires, and Matt attributes the smoke detector with preventing that kind of tragedy. Check your detectors folks, check them at least once a month and if there is any doubt as to their age, reliability or operation, replace it! Smoke detectors are inexpensive, not

that you would want to put a value on your family's lives anyway.

Summer is, unfortunately coming to a rapid close as I write this. This always "bums me out" as it is my favorite time of year. Regardless, the weather is changing, temperatures are dropping (unless you live south of the Equator, lucky you!), and for a lot of you, this means snow, especially at the museum, so be careful, stay warm, take care of yourselves and we hope to see you and yours at "Santa Train" this Holiday Season.



Greg Elems explains the efforts of volunteers doing track work to the photographer on 10 May, 2014. The ties under the switch frog are being raised and tamped to correct settling that has occurred over time. Pictured left to right: Rick Gruninger, Matt Elems, Greg Elems, Duane Vander Veen.

—Dave Morton Photo

Spansion Inc. Donates Two Computers to FRRS —Paul Finnegan, Member / Volunteer

Three members of the Operating Department recently teamed up to arrange the donation of two desktop computers, two LCD monitors and a computer desk from Spansion Inc. of Sunnyvale California. On a recent visit to the museum, Student Brakeman Terry Maloney noted the age and condition of the computers in the Operating Department office. Terry arranged with Spansion to donate replacement computers to the society from its surplus equipment inventory. The Spansion IT Department then wiped the computers' disk drives so the computers could be donated. Paul Finnegan got involved to sort through Spansion's surplus equipment collection to find working monitors, keyboards, mice and the appropriate cables.

Since the computers were now without an operating system, Kenneth Finnegan volunteered to configure and load legal copies of operating systems, web browsers, and word processors on the computers. He also made sure all the hardware, software and networking were working together properly.

On the weekend of July 26th Terry brought the monitors and Paul and Kenneth brought the computers and assorted accessories to the museum. The team set up the systems and they came on-line on the first try. The team then realized there wasn't space for both of the computers in the Operations Office, so Paul arranged to have Spansion also donate an Engineering Workstation table that would be used with one of the computers in the board room. On August 8th, Kenneth and Paul brought the table up to the museum and installed the second computer in the board room. Matt Elems then joined the team and got networking to the board room working so volunteers can now check their email and browse the web from either room.

As a result of the efforts of these four volunteers, there are now two additional resources for the volunteers to use while on

property at the museum. We demonstrated again, when working together as a team, we can accomplish things at the museum in the spirit of the Willing People*.

*In the 1960's, the Western Pacific Marketing Department in San Francisco embarked on an advertising campaign, nicknaming their employees spirit the "Willing People".



Kenneth Finnegan, Terry Maloney, and Paul Finnegan in the Operating Department office with the newly donated computers. One of these computers now resides in the Board Room. Both feature internet access for volunteer use.

—Matt Elems Photo

Around the Museum



WP GP7 707 warms up during mechanical work to resolve leaking radiator feed hoses on the days leading up to Railroad Days 2014. WP707 was repaired in time for use on caboose train for the annual Railroad Days celebration.

—Matt Elems Photo

Why We Do This

—Ed Wagner

Several times when I have been at the museum volunteering I have enjoyed talking with our visitors and pointing out that everyone they see working are volunteers from all parts of the state as well as other states. Sometimes the question of why we do this comes up. Do we work for the railroad? (a few) How did we become involved? What brings us back? For me, that was answered about 15 years ago when I had an encounter with some very nice visitors.

I was working in the Operating Department at that time. This particular Saturday morning I was conductor on the caboose train. We were waiting for the air to come up so we could start the first run of the day. I noticed an elderly couple coming through the gate. They asked about riding the train and I directed them to the gift shop for tickets. While the lady went to buy the tickets the gentleman waited outside with me.

He said that they lived in southern California and were driving to Oregon to visit friends and relatives and had to take a side trip to our museum.

It seems he had a life-long dream to ride in a Santa Fe caboose, and he had seen on a video tape of tourist museums that we had one. That was why they had come. When his wife returned with the tickets he got up on the rear platform and she took several pictures of him. Then, ignoring my stern warnings of possible serious and irreparable damage to his camera, he insisted I join him for a picture or two.

I then helped him up to the cupola and his wife took a few more pictures of him waiving out of the window. It was then time for the ride to start. They settled in and enjoyed the ride. After the ride was over they got off the caboose, thanked me, and left.

As I watched them walk to their car I was struck by the feeling that in a very small way I

was part of this gentleman realizing one of his dreams... to ride in a Santa Fe caboose. I always wondered if his memory of this was as fond as mine.

To me, that answered the question of why we do this.

October 2013 Board Meeting Motions and Actions Summary

Correspondence

Rod McClure – Chris Skow responded that his company will still be trying to run an excursion train to Portola in 2014 even if we cannot participate. Says he has several hundred people interested. Also received letter from Cascade Rail Foundation asking for extension of free storage of Milwaukee 5057 through end of this year

Motion 13-10-01

Motion to grant Cascade Rail Foundation free storage through December 31, 2013 for Milw Road U25B 5057.

(Elems / G. McClure) Aye – 5, Nay – 1, Abstain – 0. Motion carries.

Consent Calendar

Minutes of the September 2013 BOD Meeting.

Motion 13-10-02

Motion to remove consent calendar from agenda.

(Vicknair / Habeck) Aye – 6, Nay – 0, Abstain – 0. Motion carries.

Old Business

Disney Zephyr Location / Placement Work

Approve proposal to permanently locate Disney Zephyr cab. Tabled from September.

- Written report provided.
- Questions about location and how to secure until it is ready for visitors.
- Suggestions to place Plexiglas in end of cab for viewing.

- Concerns about structure of dock. May need to rebuild dock completely.
- Discussion about access to the dock and utilization of the dock.
- Idea to place Disney cab inside shop presents concerns about space usage and blocking track 2.

Motion 13-10-03

Motion to accept the proposal to permanently site the Disney Zephyr cab in the proposed location on the east end of the Loading Dock. (Carter / Vicknair) Aye – 5, Nay – 0, Abstain – 1. Motion carries.

Calendar Review

Review and make changes to 2014 Event Calendar. Tabled from September.

- Preliminary calendar provided.
- Discussion about off-site meetings.
- Request that we place track and mechanical work weekends on the calendar.
- Review of dates.

Motion 13-10-04

Motion to accept the amended calendar for 2014. (Vicknair / Carter) Aye – 5, Nay – 0, Abstain – 0. Motion carries.

New Business**Changes to Election Procedures**

Suggested changes to FRRS Board Election procedures. Continued from September.

- Written report / recommendations provided.
- Discussion of how to assign expenses and prepayment of mailing costs.
- Suggestion that candidates only pay for reproduction, not postage costs.
- Review of suggested changes.
- Recommendation to continue to November so the Board can review and provide suggestions to Election Committee and Kerry Cochran as

Policies and Procedures Chair.

The Board thanks Matt Shuman and Ron Huey for their work on this.

Good of the Order**President's Report**

- Spent a day with the CCT General Manager concerning possible donation of locomotive 1790. Received donation of used ties and switch stands. Need to arrange trucking.
- Spoke with Matt Monson for turning wheels on S1 switcher 512 and other locomotives.

Director's Reports

- Vicknair – Kickstarter and Rally.org updates. Written report provided.
- Habeck – We had break-in to the Volunteer Lounge Car. Lots of food and a can opener were taken. Damage to south side door of Lounge Car. 2001, 707, 925-C, 608 and 805-A are all drained and set-up for winter.
- Monger – Cascade Rail Foundation had two volunteers working with FRRS volunteers to prep Milwaukee Road U25B 5057 for movement. Work will continue into next year. (report provided by email)

Financial Reports

- Financial Reports provided
- Received final check from scrapping. Added \$21,000 to reported cash on hand.
- Discussion of status of operating accounts and restricted accounts.
- Discussion on Board of Trustees meeting. Questions came from Trustees meeting.
- Suggestion that Board have discussion in May with Susan Scarlett and Chad Hoelsing

concerning how finances and taxes are handled so that Board can ask questions.

- Discussion of how restricted accounts are structured.
- Place on agenda for November a determination of how RAL proceeds are being used to repay and build Endowment. Also need to review Endowment status.
- Trustees have questions about their role and scope. Review at November meeting.
- Suggestion that the Chair of the Board of Trustees receive the monthly financial reports from the Endowment. Requires a motion and action by the Board of Directors. Place on November agenda.
- Matt Shuman is now chairman of the Board of Trustees.

Event Reports

- Planning has begun for Santa Trains. Charging \$10 per car or \$5 with donation of 3 canned food items for food banks. Setting up cookies and advertising.

Department Reports

- Publications – Train Sheet status. Written report provided. Two issues in process. Editor Vicknair will be resigning from position after these issues are complete.

Legal / Insurance Report

- With sale of Fourth Street house, insurance has been canceled.

Safety Report

- Use of personal protection gear is improving.

Public Comments

- Norman Holmes went on WWII honor flight from Reno to Washington DC.

Closed Session – requested by President McClure and Director Vicknair – 7:08 PM – 7:15 PM

- Legal Item – Worthen v. FRRS

The Board heard a report on a Legal Item – Worthen vs. FRRS. No action taken.

November 2013 Board Meeting Minutes Motions and Actions Summary

Correspondence

- G. McClure – Received email from Patricia Ryan from Portola community. City has cancelled Christmas Tree Lighting, but will still do parade. Wants to know if we want to participate. Would be December 6.
- Received bill from Tibbedeaux Surveying for property survey work.

Consent Calendar

Minutes of the September and October 2013 BOD Meetings.

Motion 13-11-01

Separate minutes so that they are voted on individually.

G. McClure / Vicknair. Aye - 7, Nay - 0, Abstain - 0. Motion carries.

Motion 13-11-02

Motion to accept September Minutes.

Vicknair / Monger. Aye - 6, Nay - 0, Abstain - 1. Motion carries.

Motion 13-11-03

Motion to accept October Minutes.

Vicknair / Carter. Aye - 3, Nay - 0, Abstain - 4. Motion fails. Place on December agenda.

Old Business**Changes to Election Procedures**

Suggested changes to FRRS Board Election procedures. Continued from October.

- Reviewed previously expressed concerns from earlier Board Meeting.
- Comment that there have been previous concerns about “white” ballot and that we have discussed this before.
- By-Laws 4.06 section B states the Election Committee sets Election Policy and Procedure. No by-laws changes needed.
- Noted that we would need to still mail out notice of “white” ballot. This would be cheaper than a full ballot as it could be a postcard mailing and / or email or Train Sheet.

Motion 13-11-04

Motion to accept Election Change Report as presented at October meeting, and to adopt recommended changes to Election Policies and Procedures.

G. McClure / Carter. Aye - 5, Nay - 1, Abstain - 1.
Motion carries

New Business**CCT 24 Caboose Restoration Program**

Approve proposed restoration and fundraising program.

- Written report provided.
- Caboose has been at the museum for several years and restoration has been minimal.
- Report is a complete restoration program.
- Phase 5 cost is incorrect, instead of \$7500 Phase 5 should be \$1500.
- We have \$3500 on hand already in a restricted account for CCT 24 and just received another \$500.
- Total cost is projected to be about \$12,000.
- Tom Carter has 4 volunteers lined up for interior work in Phase 1.
- Goal is to create an interactive display of

a working road caboose and make it road legal for off-site trains.

- Point made that the CCT 24 is a “classic little red caboose”.
- Discussion about putting it on 1 Rail next to the Diesel Shop once complete.

Motion 13-11-05

Motion to accept report and authorize the program as outlined.

Vicknair / Elems. Aye - 6, Nay - 0, Abstain - 1.
Motion carries.

Meeker Archives Usage Request

Review a request by members of the Meeker family for fee waiver or modification for project.

- Written report presented.
- eMail received from Bill and Larry Meeker requesting modification of our archive fees and other access items.
- Question as to why they feel they should get such free access. This is part of a long-standing dispute between Ken Meeker and the rest of the family.
- Concerns that much of the collection requested for access is still not in our ownership under the fractional donation.
- Review of what items have already been turned over to FRRS ownership under fractional donation.
- Pointed out that many people are requesting benefits from the FRRS without contributing to us.
- Concerns that request for this to be in perpetuity would set a bad precedent.

Motion 13-11-06

Motion to respectfully decline request by Meeker Family.

Cochran / Carter. Aye - 6, Nay - 0, Abstain - 1.
Motion carries.

SP 5274 Sponsorship Group

Presentation by group seeking to sponsor AS-616 SP 5274.

- Craig Ferguson made presentation concerning sponsorship of Baldwin AS-616 Southern Pacific 5274.
- A group of museum members would like to sponsor the SP 5274 under the

sponsorship program.

- Have pledges on hand to aid sponsorship.
- SP 5274 / ONW 3 is in sponsorship group 4, which is initial amount of \$15,000 and an annual on-going amount of \$1500.
- Group is willing to raise the money to meet the sponsorship goals. Goal is to return it to operation.
- Suggestion has been made in the past to place 5274 / 3 into RAL service. This appears to be acceptable to the sponsorship group.
- Question about time to raise money for sponsorship.
- Concensus direction to consent to plan as outlined.
- Would also like to initiate sponsorship on Sacramento Northern GP7 712.

RAL and Endowment Fund

Repayment of Equipment Debenture to Endowment Fund via Year End funds transfer and RAL proceeds.

- At last Board Meeting, there were questions about RAL equipment and Endowment Fund.
- Board of Trustees have concerns about use of the Endowment Fund.
- Recommendation that we review the current structure and we revamp the structure of the Endowment and how we repay into it.
- Tabled to December. Requested that this item be on December agenda for consideration of how to restructure RAL and Endowment.

Board of Trustees

Review and possible restructure of Responsibilities and Scope of Board of Trustees.

- Recommendation that the Board needs to review the Trustee job descriptions and directives and make possible changes to the documents.
- Some trustees have concerns about current requirements.
- Board needs to revise and correct some of the items. Appear to be some conflicting documents and items. Board of Trustees requested that we review these

documents.

- Recommendation that we talk to Trustees and set up ad-hoc committee to review these issues.
- Trustees also have questions about liability under our Directors and Officers insurance. Need to clarify the legal status of the Trustees.
- Noted that there is no legal description of Trustees in our by-laws.
- President McClure to review insurance concerns with insurance carrier.
- Director Gail McClure to query Board of Trustees for their thoughts and concerns. Bookkeeper and CPA to be at next Board of Trustees meeting.
- Request that current Endowment accounting be provided for the next meeting.
- Tabled to December. Requested that this item be on December agenda.

Election of Treasurer

Fill position with permanent Treasurer.

- Noted that we have been operating without official Treasurer for 14 months.
- Recommended that we elect a new Treasurer as soon as possible, preferably today.
- Concerns that we have liability if we do not have a Treasurer of record.
- Tom Carter nominates Gail McClure. Kerry Cochran seconds nomination.
- Gail McClure accepts. Has a Bachelor's Degree in Finance and halfway through Master's Degree in Business. Was Executive Director of Family Resource Center in Elko, NV and responsible for all payroll, grant writing, hiring and accounting. Tom Carter reviewed this information with Gail McClure before requesting her nomination.

Motion 13-11-07

Nomination of Gail McClure to position of Treasurer.

Carter / Cochran. Aye - 4, Nay - 2, Abstain - 1. Motion carries and Gail McClure is elected as Treasurer.

- Our by-laws do not prohibit two officers from being in the same family.
- Concerns expressed about personality conflicts between previous Treasurer and some officers and whether these may persist.
- Statement made that former Treasurer James Mason did not want to remain in position and that he did a lot of good in improving reporting and encouraging fundraising and better financial controls for the Society.

Good of the Order

President's Report

- Received donation agreement for WP 913 numberboards from CSRM.
- Price of oil has gone up.
- Jack Sutton from Nevada Backroads came to the museum last week. Will be on this Sunday.

Director's Reports

- Habeck – written report provided.
- Cochran – radio license needs to be renewed next month, cost will be \$210.

Financial Reports

- Financial Reports provided
- Discussion of reports and financial position going into winter.

Event Reports

- Santa Trains – we need volunteers. Gail McClure seeking donations to replace some of our lights. We need cookies. eMail blast going out requesting volunteers. We do not have a Santa yet. Greg Elems said he may have someone who could be Santa, if we do not have someone else, and he would donate gratuity and suit rental cost.

Department Reports

- Archives – written report provided. Request for answers to Archive questions asked by Archivist Frank Brehm. Clarifications requested and given on location of archives items that were out

for scanning. Review of where various materials are and what is in progress.

Safety Report

- Museum Truck in parking lot was vandalized. Also, we have some damage to door in the Diesel Shop that makes it easier to break in to.
- Roadbase is being delivered to smooth out some areas in the museum.

Public Comments

- WPRRHS.org domain could not be renewed as we do not have access and person with access was not accessible. 2014 Calendar needs to be placed on website.

Notices

- Today is the 60th Anniversary of the decommissioning of the “Charles O. Sweetwood” in a ceremony held at Crissy Field in San Francisco.

Closed Session – requested by President McClure and Director Vicknair – 3:41 PM – 4:46 PM

- Legal Item – Worthen v. FRRS
- Business Item – Railfair Event

Around the Museum



WP GP20 2001 sits over the oil pan with WP F7 917D on 13 October, 2014. The locomotive is being prepped for a special rental use.

—Matt Elems Photo

Steam Department 2014 Year-End Update

—J. Chris Allan, Steam CMO

The past year has seen significant progress on the Western Pacific 165 restoration project. A hydro-test of the boiler is closer than ever, thanks to the continued efforts of our devoted volunteers, donors and close friends of the project who continue to offer us advice and counseling.

Having the boiler and frame back on its driving wheels allowed us to get the project back inside this year. Along with setting up the shoes and wedges, grease packs were renewed and reinstalled. Pins and rods are being polished in preparation for putting up the rods. Boiler work continues apace, with our sights on rolling in of the tubes and flues in the Spring of 2015.

Recently, at our Fall work session, the boiler passed its initial FRA internal inspection, which is a big milestone. A good deal needs to be done to finish up the patches on the firebox wrapper sheet, followed by the renewal of around 50 new staybolts. Another big deal is the completion of the FRA Form 4 calculations by Dave Varley. This 60 page document is required so as to ascertain a safe working pressure for the locomotive, and

its completion is a giant leap forward for the project. The last day of work saw the cab reinstalled, as well as the restored air compressor mounted. The locomotive is beginning to look like her old self again!

Of course all this would not be possible without the support of the membership and our donors, who we appreciate a great deal. The Superheater Flue fundraiser was a great success! All twenty-four of them arrived in good shape thanks to Eugene Vicknair and Chris Kaprielian going north and bringing them back to Portola in what amounted to a week-long hell-drive. Thanks also to our major donors: Bob Sims, Steve Lee, Roger Stabler, and James Mason.

Without our volunteers we would be nowhere, so thanks to you all! Our friends from the Golden Gate Railroad Museum also deserve hearty thanks for coming up and pitching in time and again. These Willing Steam People really know how to get it done!

Please consider a year end donation to the WP 165 Steam Fund. Let's keep the momentum up, and see it through all the way to the end; which in fact, will only be the beginning of the return of WP steam to Portola!

From the Steam Dept. Blog:



The cab of the 165 is lowered onto the boiler and frame, using the coordinated efforts of two forklifts, directed by Chris Allan from inside the shop.

- FRRS Membership -

Yearly Dues	Single Life Membership - \$1800.00
Associate \$25.00	
Active \$50.00	Family Life Membership - \$3000.00
Family \$80.00	
Sustaining \$150.00	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)

Admission and Train Ride tickets are good all day.

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

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)

Cab Rides

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

Change Service Requested

PRSR STD
U.S. Postage
PAID
Permit No. 580
Manhattan, KS
66502



QRR 1100 Waits for the next run of the weekend caboose train ride on 11 August 2013. The Loading Platform was recently extended to the full length of the shop, thanks to donations from Bob Sims and James Mason, work done by the excellent Van Kol Concrete crew. —Eugene Vicknair photo.