

# THE TRAIN SHEET

Preserving "THE FEATHER RIVER ROUTE"

News from the Feather River Rail Society



Issue 134 . March/April 2006

Golden Gate RR Museum Hospital Train  
WP "Clover Plot" - WPRRHS Convention Report

WP 707 rides the high iron near Fremont, California. photo by Richard Sligo.

**- THE TRAIN SHEET -**

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

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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**

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

Museum: 530.832.4131  
Fax: 530.832.1854

The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in March through the first Monday in November. The Diesel Shop is open from 10:00 AM until 5:00 PM daily during these dates.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September.

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance 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 is free, although a suggested donation of \$5.00 is greatly appreciated.

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

**The FRRS is not associated with the Union Pacific Railroad.**

FRRS Tax ID number is 68-0002774  
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**Table of Contents - Issue 134 - published June 2006**

President's Report	3
New Members / Recent Donations	4
Carl Allen Walker Collection	4
WPRRHS 2006 Convention	5
A Friend in Need - GGRM Move	6
Two New Cabooses	10
CMO Report	11
WP 701 "Clover Plot"	12
Caboosing Around the Museum	15
Museum Wish List	17
Steam Department Report	19
Board Motions and Actions	21



**- WEB PAGES of INTEREST -**

FRRS Official Site	<a href="http://www.WPLives.org">www.WPLives.org</a>
WPRR Historical Society	<a href="http://www.wprrhs.org">www.wprrhs.org</a>
CZ Virtual Museum	<a href="http://calzephyr.railfan.net">calzephyr.railfan.net</a>
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Tidewater Southern Pages	<a href="http://www.TidewaterSouthern.com">www.TidewaterSouthern.com</a>
Tidewater Southern	<a href="http://www5.pair.com/rattenne/WP/TidelIndex.htm">www5.pair.com/rattenne/WP/TidelIndex.htm</a>
Central Calif Traction	<a href="http://www.trainweb.org/tractionco/">www.trainweb.org/tractionco/</a>

## PRESIDENT'S REPORT

- Rod McClure, FRRS President

As many of you know, the FRRS was contacted by the Golden Gate Railroad Museum in San Francisco to help them move a majority of their equipment from their Hunters Point site to Pacific Locomotive Association's Niles Canyon Railway near Sunol, CA. On a cold and rainy February 1st, the WP 707 lead WP 925-C and WP 2001 west from Portola with three of our freight cars and WP 484 caboose bringing up the rear. We traveled the former WP all the way to Niles Jct. where we crossed over to the former SP Centerville line, taking us to Newark where we made a quick trip down the Coast line to Newhall Yard in San Jose. Upon arrival there, we ran around our train and headed down the former SP Peninsula line to San Francisco, where we shoved back through about 3 miles of street and alley trackage to arrive at Hunters Point Shipyard. We worked every day for three weeks to prepare and inspect all the equipment that would be moving in our Hospital train. I will save the details for a future article, but on February 25th we departed San Francisco with a 3400' train that looked just like it was: rolling history. After a safe and failure free trip home arriving late in the afternoon of March 1st. We brought home to Portola the only remaining WP Heavyweight Sleeper, the "Clover Plot", given to us as part of the transaction with GGRM along with the former SP 4450 SD9 which, unfortunately, had to remain in San Francisco account of last minute wheel problems. Thanks to all who helped with this huge undertaking: Gail McClure, who drove the chase and support vehicle (and was Assistant Carmen); Steve Habeck, who handled the Conductor and switching duties; Doug Morgan, who worked on the mechanical things; Hank Stiles, who saved the day a couple of times with on the road repairs to the 925-C and doing the inspections on the GGRM diesels; John Burbuniak, for all of his help at Stockton in making sure our locomotives were road fit; Cliff Cox, for coming down to SF for a week to help with all the different things; Edgar Dickens, from the UP Steam crew, who was invaluable to us working over all the bearings and all the other things he did (thanks Boss); Eugene Vicknair and Kerry Cochran, who helped when they could get away from their real jobs; Norm Holmes, who was a fantastic help with the those bearings; Andrew McCarron and Larry Brown, who did all the

custom blocking under the WP caboose on our flat car and for supplying a portable welder; new member Ladie Vitek, who was not afraid to get dirty inspecting all the under carriages of the heavyweight cars; and new Life Member Don Charkarian, who worked locals and yard jobs at night and spent most of the days we were at SF doing whatever we needed, and especially for being my Pilot Engineer from Stockton west to SF and return. He did this at no charge to us or the railroad and we could not have done it without him. I also have to thank GGRM President Jim Bunger and GGRM Director of Operations Dave Roth, along with all their members, who made us feel at home and helped us with every little thing. Also I must thank Dexter Day and George Childs for all the help they and the PLA members supplied to us. George and his people jumped on each and every defect that we found on the equipment we were moving to Niles Canyon and repaired it right away. Dexter worked hard with us to make sure we had all the equipment in the proper order for delivery and that he and his operations people would be ready to make the arrival of all the equipment go smoothly and with no problems, which went off without a hitch except it rained the whole time! They also made sure our new 0-6-0, WP 165, was brought out to us and switched into our train in the middle of all of this. A huge thanks to all for their help and support. We have once again made history for the FRRS and help set the standard of cooperation between organizations.

WP 165 is home at last and has been unloaded. She is back on WP rails and has already been receiving TLC from our Steam CMO, Chris Allan. I will let him tell you what he is up to in his own words, but I am proud to be able to say that we have our first WP steam locomotive! The immediate plans are to get the asbestos removed by a professional contractor, then Chris will be doing a complete and in detail inspection and cost analysis before we talk about the future.

While in SF, we received a donation from Mike Manginni of two WP/SN wood bay window cabooses he had stored at GGRM. One of them, the SN 1642, is in great shape and has fresh paint and will be a good partner to our SN GP7 712. The other caboose, WP 646, is in rough shape and had to be loaded on our flat car for

## NEW MEMBERS

The FRRS would like to acknowledge and welcome the following NEW Members:

Robert L. Aton  
 Jeff Cunningham  
 Richard Dorn  
 Ken Hitch  
 Chuck Mitchell  
 Clarence Palm, Jr.  
 Ronald C. Payne  
 Dan Sekera  
 Douglas P. Sibley  
 David Smith  
 Cody Wilson  
 William Woodward

Thank you for your commitment to the  
 Feather River Rail Society!

## RECENT DONATIONS

The FRRS would like to thank the following members and supporters:

John Cassin . Richard Ray  
 Keith Peck . William Schell  
 Fred Elenbaas . John Bristow  
 John Brooks . Kent Stephens  
 William & Barbara Holmes  
 Paul Lanyi, Jr. . Jeff Asay  
 Michael Anderson . Brian Scott  
 Frank Villante . Gary Kapic  
 James Hollett . Pacific Gas & Electric  
 Andy & Gayle Anderson  
 in memory of Alan Benefield  
 Erik Frodsham . Tania Cusack  
 David & Linda Dewey . David Rowe

\$1000 or more

Don Thompson - for WP 501

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## CARL ALLEN WALKER PHOTO COLLECTION

Thanks to the generosity of Carl Allen Walker and with scanning assistance from Chris Allen, the FRRS is pleased to announce that Volume 1 of the Carl Allen Walker Collection is now available for sale at the museum gift shop. The CD contains many high quality photos of the Western Pacific and WP subsidiaries. All proceeds go to benefit the FRRS and its programs. Contact the FRRS Gift Shop for more information. Thank you to Mr. Walker and to Chris Allen for his work in bringing this collection to our members.

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## GIFT MEMBERSHIPS

Don't forget! The FRRS is offering its current members the chance to give a gift of membership to their friends and family! For a limited time, certain membership levels are 1/2 off when given as a gift to non-members. See the insert in this issue for more information.

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## UPCOMING EVENTS

### Portola Railroad Days - August 26-27, 2006 - Portola, CA

Our big annual event! Downtown parade, carnival, food booths and special events and rides at the museum.

## WPRRHS 2006 CONVENTION

- Thom Anderson, WPRRHS Administrator

Over 120 people gathered at the Chico Holiday Inn on April 7-8 for the 10th Annual WPRRHS convention. Loren & Trish Dunlap and their crew did a fantastic job putting together the event. Everyone I saw was having a great time. Presentations on a variety of subjects were made by Allen Wood, Thom Anderson, Mick Needham, Tommy Holt, Robert Forren, Paul Beckstrom & Dave Braun, Tom Campbell, John Walker, Tom Lawler, Peter Jelito, Tom Irion, Dick Dorn, Matt Vurek and Dale Sanders.

One notable absence this year was Ken Meeker, who has been hospitalized the past few months. The Society wishes Ken and his family all the best for a speedy and full recovery.

John Walker brought a selection of items from the gift shop. Donations for the raffle were received from Athearn Trains, Walthers, Bates Publishing, Model Railroading Magazine, InterMountain, Classic Mint Collectibles, Microscale Decals, High Sierra Models, Trains Unlimited Tours, Tom's Trackside Trains, Western Depot, FRRS, and members Richard Young, Jim Wagner, Tom Lawler, Andy Carlson and Jim Dias. "Thank you" to all of the contributors for your donations. I also extend a heartfelt "thank you" to Gail McClure for her help with the raffle this year, continuing the tradition started by Norma Hayes. Through Gail's ticket selling abilities, enough funds were raised through the raffle to pay for an LCD projector that was purchased just prior to the convention. The savings from not having to pay rental fees for this type of item will fully pay for itself in a few years, and will provide the ability to project digitally formatted presentations at Society functions for many years in the future. Thanks again Gail!

Former WP employee Art Lloyd was to be the banquet speaker. Unfortunately, Art became ill, and though he is well on his way to recovery he was unable to be there under doctor's orders.

We hope to have Art appear at a future convention.

Ernie vonlbsch, who spent several years as a brakeman and conductor on the WP, SN, and the TS was willing to step in at the last minute and entertain the attendees with stories and photos of his experiences working on the railroad. Ernie, thank you again for filling in at the 11th hour. The show was enjoyed by all!

Once again, thank you Loren, Trish, Cindy, Vic, John, Gail, and the facility staff at the Holiday Inn for all of your efforts that resulted in a great convention! It couldn't have been the success it was without your dedication.

The 2007 convention is back in the Bay Area. The date and location will be announced shortly. No location has been set for 2008 as of yet.

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### ***President's Report.. continued***

the trip home. No plans for her have been decided on.

Our Museum Manager, John Walker, has the Museum open and looking good for the beginning of our new season. He has lots of little projects to be done, so if you're at the Museum and want to help, check with John. The RAL program has gotten off to a slow start because of nasty weather, but reservations are beginning to increase. With the price of gas continuing to climb, I hope we can keep the number of RAL's steady, but I expect us to take a hit in people coming up to Portola account of extreme travel costs. Please check on the FRRS BBS before you come up to Portola as we have other members always looking to car pool to the museum.

Until next time, WP Lives!

**A FRIEND IN NEED...**

- Eugene John Vicknair

*San Francisco, CA - Sunday, February 26 - 1:30 PM*

*There is a small crowd gathered near the "Coke Spur" in San Francisco's Bayview neighborhood. Radio chatter can be heard from several handheld units. Many of those milling around are noticeably tired and there is a nervous energy in the air. Nearby, sitting on the former Southern Pacific double track mainline, is the beginnings of a train the likes of which has never been seen in The City. And idling at the headend is a set of familiar orange and silver locomotives, running on decidedly unfamiliar rails.*

*Their purpose is to muscle the bulk of the Golden Gate Railroad Museum's collection to a new location. Most of the train's crew has been away from home for nearly a month, working feverishly alongside members of GGRM and the Pacific*

*Locomotive Association in an impressive display of cooperation. Now, every minute of time packing journals, repairing brakes and welding stepwells comes down to this early morning move. Days of shuttling cars over rickety industrial trackage strewn with debris and encroached by wayward trucks has eventually brought over 30 passenger and freight cars out of Hunter's Point. FRRS President Rod McClure sits in the cab of WP GP7 707, waiting for word from his crew that all is ready. Yardmaster Steve Habeck clears the train for movement and McClure replies and reaches for the throttle. On the ground, the small crowd calls out as the 707 blasts her horn.*

*"They're moving!"*

The massive effort to relocate the majority of GGRM's equipment began several months earlier. In August, 2005, the US Navy served notice that all tenants of the Hunter's Point Shipyard, GGRM's home for many years, would



WP 707 keeps company with UP 5061 in Stockton. -photo by Eugene John Vicknair



Once again in WP Stockton Yard, 2001 sits near a WP trailer. -photo by Eugene John Vicknair

have their leases canceled and be required to vacate the premises by mid-February, 2006. Soon after the announcement, discussions began within the FRRS toward offering our expertise in over-the-road equipment moves to GGRM. The scope of the task was daunting. Some 30 cars, mostly passenger cars and many on plain bearing trucks, would need to be prepped for mainline movement. Most of these cars had not been outside of Hunter's Point in over 15 years. Every single one would need to be inspected, repaired and certified for service. And less than 6 months was available to make it happen.

With approval of the FRRS Board, President McClure extend our offer of assistance to GGRM. Golden Gate had already announced several measures to thin out their collection, including canceling leases on privately owned equipment and selling or donating items not deemed to be

part of the core collection. Two items were offered to us in thanks for our aid: Southern Pacific SD9 4450, which would be held as trading stock, and Western Pacific Pullman Sleeper "Clover Plot", which would join our core collection.

By October, 2005, a plan was taking shape that would see GGRM, PLA and FRRS volunteers working side by side. PLA had offered storage space at their facility in Niles Canyon and would aid in car prep, GGRM crews would handle much of the prep and repair of the cars, and FRRS crews would be responsible for final inspection, additional repairs and the entire movement of the hospital train. Permission was granted by the Union Pacific and CalTrain, owners of the former SP line between San Jose and San Francisco, to allow this unusual movement of antiques and artifacts. FRRS members made many trips down to San Francisco and Niles

Canyon, working out details and inspecting the train's route. Special thanks to Rod McClure, Gail McClure, Steve Habeck, Hank Stiles, Doug Morgan and Eugene Vicknair for their legwork during all this preparation time.

On February 1, 2006, the first phase of the hospital move began, as WP GP7 707, GP20 2001 and F7B 925-C rolled out of Portola with our support train trailed by caboose 484. The train laid over in Stockton on Friday and Saturday, waiting for clearance to enter CalTrain trackage Saturday night and run to San Francisco. With Gail McClure and Eugene Vicknair providing ground support, our volunteer crew of Rod McClure, Steve Habeck, Cliff Cox and Ed Dickens, joined by pilot Don Chekerian, rolled south out of the ex-WP Stockton Yard and made a nighttime run over Altamont Pass, bringing WP power to those home rails for the first time in over 20 years.

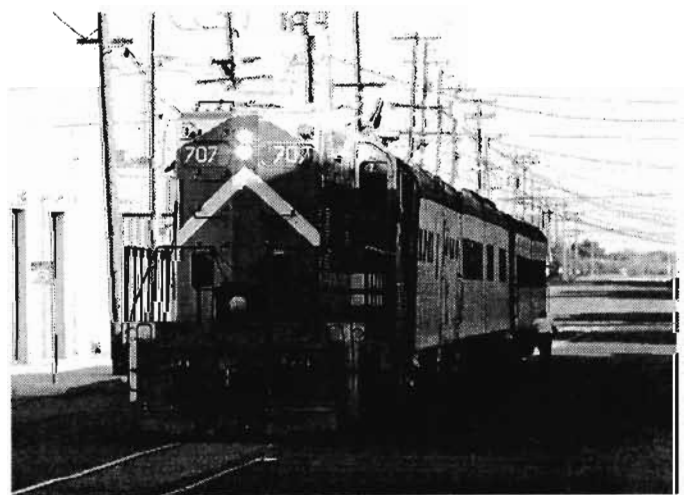
After entering the former SP at Niles Jct., the train ran down the Mulford Line through Alviso and in to Santa Clara Yard. While the power was switched to the opposite end, CalTrain's dispatching center issued orders and gave the crew clearance to San Francisco. It was after midnight as the train continued on, getting a fast run on one of the oldest rail corridors in the west. The 707 and 2001 relished the chance to open up at speed, making a time most museum pieces would certainly envy.

After stretching their legs, the engines would soon come the slowest part of the trek. The industrial trackage that connects Hunter's Point to the mainline is restricted, curvy and crossed by many gates. The crew had no desire to navigate this line in darkness, but the move into The City had to be made at night to stay clear of the commute train fleet. The train and chase crew finally arrived at the "Coke Spur" near the end of Carroll Avenue around 2 AM and were greeted by several caffeine fueled railfans eager to catch this once in a lifetime event. As the photographers scrambled for good positions, the train backed down onto the lead to Carroll Street and stopped short of the trigger for the Third Street crossing. Locking down the train, everyone settled in to wait for daylight and the final move. Some attempted to sleep sitting up in the 484's bay windows or a locomotive cab, while others just gave up on sleep at all. At daybreak, there was a quick McBreakfast before the engines were reawakened and our GGRM guides arrived. With the caboose whistle blasting, the 484 banged across the new diamonds for the Muni light rail line and led the way backwards down Carroll Street, shocking a few drivers who didn't seem to realize that trains ran on train tracks. After a bit of street running, the train reached the first of many gates across the tracks. Dave Roth and ?? of GGRM had the task of unlocking each one, while FRRS volunteers locked them back after everything passed. Torn up mattresses, broken lumber and



WP 2001 eases past a poorly parked truck.

-photo by Eugene John Vicknair page 8



WP 707 pulling cars down Carroll Ave.

-photo by Frank Caron



wrecked cars lined the right of way and sometimes crossed it. Various chunks of debris were butted aside by volunteers. The final challenge was reached just outside the Hunter's Point gate, where a semi-truck had parked perilously close to the tracks. As the crew swarmed around the truck, gauging the distances, Dave Roth called SFPD and joked that he kept them on speedial for just such occasions. Officers arrived and ticketed the offending truck, but beyond that could only offer the suggestion to wait for a tow rig.

Finally, the crew decided to chance it, after folding the passenger side mirror of the rig tight against the cabwall. McClure notched out the throttle and the 2001 slowly rolled the train back with most of the crew on the ground and watching closely. At one point clearance was probably less than an inch, but everything made it through. With a final set of gates cleared, the FRRS San Francisco Special rolled into GGRM's main yard and came to a stop.

Now came the hard part...

*to be continued in part 2*

Thanks to every FRRS member who worked on making this happen. If we have forgotten you, please let us know!

Rod McClure  
Gail McClure  
Cliff Cox  
Ed Dickens  
Steve Habeck  
Doug Morgan  
Hank Stiles  
Eugene Vicknair  
Paul "Yarddogh" Lanyi  
Andrew McCarron  
Larry Brown  
Eric Stephens

And thank you to the members of GGRM and PLA who helped with the coordination and made us feel welcome.

GGRM  
Dave Roth  
Jim Bunger  
Don Chakerian

PLA  
Dexter Day



## TWO "NEW" CABOOSES

- David Epling and Eugene John Vicknair

This past February saw the addition of two more cabooses to our collection at the Western Pacific Railroad Museum. These crummies have joined us thanks to the generosity of former owner Mike Mangini. Displayed for many years as part of the Golden Gate Railroad Museum's collection at Hunter's Point, San Francisco, they were rendered homeless by the closing of the museum. Donated to the FRRS, they became part of the massive equipment move overseen by our road-qualified volunteers.

First up, we have bay window caboose Sacramento Northern 1642. The 1642 started life in 1916 as a Pullman built wood boxcar for the Western Pacific. She was number 15922 until the WP began converted the old boxes for new uses. One of 25 boxcars converted in 1943 to the WP's standard outside braced bay window design and assigned number 648. She served across the WP system until 1963, when the cab was transferred to the Sacramento Northern, replacing older cupola styles being retired by the SN. In 1972, the SN acquired two GP7 locomotives from the WP and repainted 3 of their cabooses, including the 1642 (and cupola caboose 1632, which left our collection last year and now resides at the Western Railway Museum), into a new green scheme to match the new Geeps. One of those engines, SN 712, is also preserved in Portola.

The 1642 served until 1977, becoming one of the last wood cabooses in regular service on the WP system. She was retired and sold to a private individual who converted the car into a dentist's office. The caboose was later acquired by Mr.

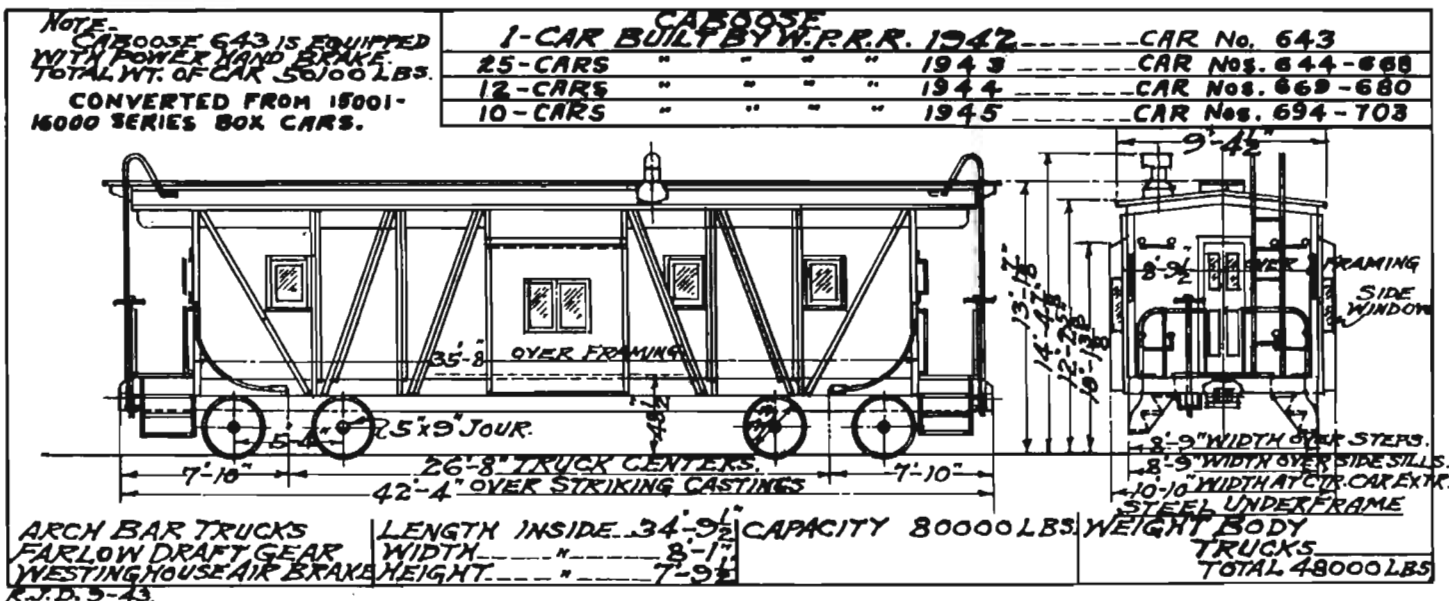
Mangini and brought to GGRM where it was repainted and used as a gift shop. Although her appearance has been altered somewhat by the addition of a large trapezoid window and a rooftop air conditioning box, the FRRS is proud to have this caboose in our collection and to have reunited her with SN 712. Plans for her use at the museum are pending.



-photo by David Epling

The second caboose is Western Pacific 646. The 646 comes from the same class as SN 1642 and was also rebuilt from a Pullman boxcar in 1943. She appears to have been retired from service in the late 1960's and was reportedly also used as an office in San Francisco. Few additional details are known until she arrived at GGRM. Her condition is poor and the car does not have trucks. The 646 currently sits on one of our flatcars and long-term plans call for her to be placed in the parking lot and used as a temporary Ticket Booth for Train Operations.

The FRRS also owns Western Pacific bay window caboose 645, currently stored on Norm Holmes' property and the subject of a recent repainting by Norm. His article on the caboose appeared in the last issue of The Train Sheet.



**CMO REPORT**

- Hank Stiles, CMO

I am sitting here in Rancho Cordova listening to the rain and wishing for spring and in Portola there is snow on the ground and spring is nowhere in sight. I'm waiting for the weather to warm up so we can get busy at the museum.

We have just finished helping the Golden Gate Railroad Museum move much of their equipment to the Niles Canyon Railway. The whole month of February was consumed with this task and a lot of work was put in by people from the Feather River Rail Society, the Golden Gate Railroad Museum and the Niles Canyon Railway. It was a lot of 10 to 12 hour days but it was rewarding to work with so many great people.

We had some problems with our power on this trip to GGRM and back. The WP 925 had problems with it's air compressor and it's AC generating system on the way down to GGRM and it stopped loading on the way back. The air compressor high pressure cylinder wrist pin bearing went out and I replaced it with a new piston, wrist pin, rod and rings. The old style wrist pin had a poor design that lead to poor lubricating and failure of the wrist pin bearing. The new style has a drilled rod to carry oil to the wrist pin and we should have no more problems.

The AC generating system that runs the radiator fans and the traction motor blowers had a wire burn off on the resistor in the excitation circuit, this drops out the No Voltage Relay and stops the engine from loading. Finding the resistor was the problem as we have no prints or wiring schematics but with a little detective work I found the offending wire and replaced same.

All was well when we left GGRM, however a few miles down the road this unit quit loading again. This time one of the parallel contactors failed to drop out completely.

That is the problem with Diesel Locomotives, one small thing and you add 150 tons or so to your trailing tonnage.

The other two units we took, the WP 707 (GP-7) and the WP 2001 (GP-20) preformed as the troopers that they are. Other than a couple burned out light bulbs, we had no problems. These units have a longer history of road use and it is a well-known fact that the best thing to do with a locomotive is to use it, sort of like your body, use it or lose it.

This is not to say that all of these units don't need some attention. A trip like this brings to the surface things that need to be taken care of and they will be in the shop in Portola to receive the care that will allow them to continue to serve as they have since they were built.

Please come to Portola and help out, there are jobs and good times for all of us. You get this newsletter because you care about the Western Pacific Railroad and the Western Pacific Railroad Museum, so put your interest into action, the museum will be the better for it and you will feel good about your contribution.

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## Train Sheet Changes

- Eugene John Vicknair, Interim Editor

This should be the first issue those on the PDF list will receive electronically. Due to our switchover to a new internet host, however, there is a chance that some email requests were not received. If you signed up for the PDF version of the Train Sheet and did NOT receive this issue via the internet, please email me at the address below and let me know so we can update the list. Note also to those who are on the list: this will be your last paper copy of the Train Sheet. If you decide to stop receiving the electronic version, please let me know.

And, for those who want to sign up, you can email me or fill out the mail in request form in this issue. Just be sure to include you name, member number, postal address and email address with you request.

If you have any comments or questions, feel free to e-mail me at [trainsheet@wplives.org](mailto:trainsheet@wplives.org).

## WP 701 "CLOVER PLOT" - Doug Morgan

For many years, the Feather River Rail Society has desired to add a complete and unaltered heavyweight sleeping car with Western Pacific Railroad heritage to the museum collection. This would be consistent with its Mission Statement. The FRRS has the former Pullman sleeping car "Sunburst Rose" but it has been heavily altered for maintenance of way service and it isn't WP equipment in the truest sense.

What the FRRS really wanted was the WP 701, "Clover Plot", the only surviving Pullman-built, WP-owned heavyweight sleeping car. Although it only operated on the WP for a few years, it is a complete and unaltered example of classic Pullman sleeper. For years the Clover Plot was owned by another railroad museum that did not want to part with it. Fortunately, with the passage of time, circumstances can change.

The "Clover Plot" was an unremarkable heavyweight sleeping car in that it was much like any other in the vast armada of the Pullman Company's far-flung fleet. It, like its sister cars, was created to cruise the rails through every corner of the United States. It did this for 29 years (1920-1949), serving its owner well. Like the Pullman Company, every part of the "Clover Plot" was a reflection of the old adage; "Everything has a place and everything in its place". Everything about a Pullman car was well thought through to a high degree, no matter if the car was used by kings or commoners. The "Plot" exemplified this tradition; comfortable travel in gracious surroundings.

The "Clover Plot" was not lavish but it did reflect the design of the times. There were always the little touches that were the reminders a different age, such as the open sections which required separate men's and women's ends of the car (restrooms). In these rooms personal hygiene was observed with the admonishment in writing over the dental cuspidors "To avoid congestion, passengers are requested not to smoke in this room in the morning until other passengers have made their toilet".

There is a big question as to where the car served for 29 years under Pullman ownership and operation. Unlike the passenger cars of certain trains such as the *California Zephyr*, which operated within the confines of specific railroad corridors, Pullman cars went everywhere. This makes tracking their whereabouts very difficult, at least from the

historian's point of view. The "Clover Plot" was one of the many. Therefore, little is known about where it was or what great adventures it brought to its passengers. Nevertheless, it is known that it rolled with the best trains in the land. These trains would have included the WP's own *Scenic Limited* and the later *Exposition Flyer*, so it's possible that the "Clover Plot's" association with the Feather River Route began long before ownership changed.

The "Clover Plot" was out shopped new in 1920 at the Pullman Calumet City shops as an all steel standard sleeping car, Lot 4590 or 4565, using Pullmans' 2410F floor plan of the 12 section and 1 drawing room configuration. It was named "Rampur" and was one of three cars built at that time using the two lot numbers.

As was its custom, the Pullman Company often shopped their cars many times during the life of the car and often made improvements and updates. In 1940, the "Rampur" was shopped, modernized and received a different floor plan configuration to an 8 section 5 bedroom with two of the four rooms being doubles. It also received Pullman mechanical air conditioning. The car may have had ice air conditioning prior to conversion but this has not been confirmed. Even after modernization, the car still spoke of the same charm of the 1920's with its plush seats and brass fixtures. And it received a new name: "Clover Plot".

It is presumed it continued to see service as before, anywhere and everywhere. In 1949, it along with two other cars of the same class were sold to the WP as a part of an anti-trust settlement brokered by the US government, which forced the Pullman (Sleeping Car) Company to separate from Pullman Standard, the manufacturing company. It, along with the "Clover Town" and "Clover Villa", received numbers of 701, 702 and 703 respectively.

Since the cars were received so late in the game (1949) it is doubtful that they saw much service on the WP. The *California Zephyr* was on the verge of supplanting the *Exposition Flyer*, leaving only the *Royal Gorge* to operate as a through train from Oakland to Salt Lake still equipped with heavyweight cars. By late 1950 the *Royal Gorge* handed off the ball to the new RDC's. What lay ahead for the "Clover Plot" was special trains and probable scrapping. It is rumored that the car may have been used for sleeping car space along with business cars 105, 106 and lounge 653 on board the new WP car ferry, the SS Las Plumas, as it worked its way

south from the erection docks in Portland to San Francisco Bay in 1956.

After seeing little use, WP decided the time had come to make some track space in the Oakland passenger car yard and put all three cars up for sale. Then a very peculiar thing occurred. Recently uncovered correspondence indicates that the "Clover Town" and "Clover Villa" were held for scrapping but the "Clover Plot" was nowhere to be seen. Evidently it had been leased to Pullman Company and was somewhere in the east. How long it was under lease is anybody's guess at this time. It could have been for a short period or going back for years. Also, it has been verified that the WP management felt the 701 was in sufficiently good condition that it should be offered to the highest bidder as a complete operating car.

Subsequently, the car was located and moved, probably from Chicago, for it arrived in Oakland on a freight train just ahead of number 17, the *California Zephyr*, on the 24th of August 1962. On that same date (in the evening), the car was inventoried by Pullman Company as part of a procedure observed when any and all leased equipment was turned back from lease to their owners.

One note dated September 4, 1962 from D. Laird of WP indicated "After Mr. Starki takes inventory in 701, "Clover Plot", does Pullman intend to release the car for retirement?"

In late August, a special train called the "Caribou Special" was scheduled to operate to Canada. Its promoters wanted to use the "Clover Plot" but were discouraged that the car would not be available in time for the special and were arranging to use another similar car. It is believed that with the arrival of the 701 (in the nick of time), the "Plot" took its rightful place in the consist of the special.

All three cars were put up for sale in late 1962, with the winning bids announced in December for the "Villa" and "Town". The winning bidder for the "Clover Plot" was announced on February 15, 1962 as the Fred Botsford Company, of San Francisco and Tracy, CA. By March, arrangements had been made to move the car to Carbona where Botsford had a yard that dismantled freight cars. Arrangements

were made to move the car to Oroville for reasons unknown but this never materialized and the car remained at Carbona. Somewhere along the line, sometime between 1963 and 1968, Fred Botsford passed away and his son, Harry, stepped into the picture.

In an interesting turn of events, Tom Phair, a gift shop owner in Orinda, CA enters the history of the "Clover Plot". Tom liked ceremonial cannons and belonged to cannoneering clubs. He stored his cannons in a former ammunition bunker at what had been the Benicia Arsenal near Benicia, CA. This was in 1968. At the same time, Sam Girdler of Solano Railcar Co. joined with Doug Morgan in the ownership of a private lounge car, formerly SP 2901 "Ferroquinologist", and they had moved the car to the Solano Railcar shops at Benicia. Somewhere along the way, they met Tom Phair.

Tom took a shine to what they had done with the "Ferroquinologist" and rode with them on at least one trip to Reno from Oakland. He became so enamored with the idea of owning and operating a passenger car that Messrs. Girdler and Morgan started to search for one for him. They knew Harry Botsford since he had visited them at Benicia on several occasions, so they mentioned their need to Harry who announced that he had a car at his place in Tracy that he would like to sell. Girdler and Morgan rounded up Tom Phair and took a trip to Tracy where they inspected the "Clover Plot" and indeed found it in good shape. The deal was struck and the car was moved to Benicia.

By the middle of 1968, plans were afoot to operate the 2901 to Ogden on the rear of the *City of San Francisco* for the reenactment of the driving of the gold spike at Promontory, Utah, scheduled for May 10, 1969. With Tom Phair's purchase of the "Clover Plot", suddenly the option of selling space in the "Plot" became real. The only thing was that the car needed a paint job as its two tone gray paint was oxidizing badly. So, since Girdler and Morgan had a railcar repair company, they decided to go ahead and repaint the car. Pullman green was selected since it would match with the 2901, which was also painted Pullman Green. At the same time large standard "Pullman" lettering was applied to the name boards along with standard WP lettering and other nomenclature.

After completing the exterior, attention was turned to the interior. It was cleaned and prepared for movement to the west Oakland passenger yard of SP. The SP spotted both cars adjacent to the Pullman Company building. Everybody in the Pullman shops came running and after taking one look at the "Clover Plot", they promptly adopted the car. In 1969, the sun was setting on the old Pullman Company and, not too many months later, the employees were out of work after long years of loyal service. They all knew in April of '69 that this was to be their swan song and they jumped into the project with unbridled enthusiasm.

They perused the "Clover Plot", pointing out unacceptable flaws and calling on all to pitch in to make things right. Windows were removed and cleaned. Fresh linens emblazoned with the Pullman Company logo were hustled aboard the car. The mattresses were removed and aired, brass fixtures were polished, doors were adjusted and light fixtures were cleaned and tested. The air conditioning was recharged and put through its paces, returning it to top condition.

Finally, all the beds were made up with the proper Pullman style and adorned with Pullman blankets. The crowning touch was the addition of a retired Pullman porter who had 40 years experience with the company. His knowledge of the operation of Pullman cars was immense. Everything was perfect.

The two cars left west Oakland for Ogden behind the *City of San Francisco* on May 8th and arrived on the 9th. Both cars worked well together, the "Clover Plot" assigned to day and night usage and the 2901 for lounging. Passengers on board were the who's who of historians from San Francisco and the Bay Area and all were members of the California Historical Society who took great delight in sleeping in the upper and lower berths. For most it would be the last time since almost all sleeping cars in the late nineteen sixties were bedroom, roomette or drawing rooms. Only in Canada could you still experience the Pullman berth.

After the big trip to Promontory, Tom Phair operated the car on one or two more day trips to Reno but the "Plot" was soon to be banished

from the SP due to age and non roller bearing wheels. Tom moved the car to the Sierra Railroad where it was used occasionally on special day trains. While on the Sierra, vandals broke into the car and caused heavy damage. The roof started to leak, causing even more problems.

Later, the car was sold to the Golden Gate Railroad Museum where the battle continued with the leaking roof. As of this writing, thanks to the efforts of the GGRM volunteers, the roof seems to be holding.

In 2005, GGRM learned the Navy was canceling their lease at the Hunters Point Shipyard. As chronicled elsewhere in this issue, the Pacific Locomotive Association and the FRRS were asked to assist in what became a massive undertaking to help GGRM relocate their collection. In a highly unusual move, the FRRS convinced the UP that it should be allowed to operate a special "hospital train" to move many pieces of vintage railroad equipment from Hunters Point in San Francisco to Niles Canyon and Portola. In thanks for the assistance of the FRRS, GGRM agreed to donate the "Clover Plot" to the FRRS.

The "Clover Plot" is now at home in Portola after the flawless move from the Bay Area. Now, the work really begins. The "Clover Plot" is very complete but the interior is highly damaged due to vandalism and the incessant water leaks. Rust streaks that have stained its walls and water leaks and mildew have destroyed all of the upholstery and carpeting. The wooden window frames are rotten and falling apart and some light fixtures are missing as well. However, there is still much left to be admired and with enough money and a lot of elbow grease, the car can once again be the thing of pride it once was for the Pullman Company. Already a team is being assembled to lead the restoration charge.

The "Clover Plot" has a bright future in the collection of the FRRS since it represents one of the cars that operated over the WP system on such trains as the *Exposition Flyer*. Although it did not see much service under the ownership flag of the WP it is still a reminder of kinder and gentler times when the cushions of the steam cars were the only way to go.

## CABOOSING AROUND THE MUSEUM

- John Walker, Museum Manager

2.01-2.10

The Golden Gate Museum Relief train departed today. John Walker is back off winter vacation and catching up on phone calls, mail, and advertising.

Nice weather!

2-11-2.12

John did a model train show in Roseville and also picked up donation of posters and prints from Brad Lomazzi of Roseville.

2.13-2.16

John worked on donation letters, worked in the archives, RAL scheduling and various paperwork.

2.17

SNOW! 4-6 inches.

2.18

John shoveled snow for several hours.

2.19

Daytona 500. John took the day off for this National Redneck Holiday.

2.20

More snow shoveling and paperwork.

2.21

John visited Quincy delivering museum brochures to the AAA office, and Plumas County Museum. Visited with Spanish Creek #2 restoration group.

2.23

Paperwork and phone calls. A few visitors.

2.24

Charlie Spikes and John Walker repaired a leaky pipe in the men's room and replaced a broken water valve. Also began repairing loose tiles in the shower car.

2.25-2.27

Paperwork, phone calls and a few visitors.

2.28

SNOW! Another 4-6 inches.

3.01

More snow shoveling. Loren Ross, Bill Parker and Matt Parker arrived to get ready for the return of the GGRM Relief Train which arrived about 5:00 PM. Switching and cleanup until 11:30 PM.

3.02

SNOW 6-8 inches.

3.03

Still snowing.

3.04

Opening Day! Three inches of fresh powder during the night. The parking lot is only a single lane and everything is covered with snow and ice. Not an auspicious start to the new season. Doug Morgan and John Walker shoveled snow and cleaned up the gift shop. Steve Habeck checked batteries and sorted mail. Finally had two carloads of visitors show up late in the afternoon but they didn't stay long.

3.05

Cold and Icy with another storm front moving in. Charlie Spikes came over and got the water running in the restrooms, turned on the heaters and got the hot water going. Norman Holmes made a few passes with his snowplow to keep the access road clear. Actually had a few visitors today.

3.06-3.07

SNOW!

3.08-3.13

John packed for Winterail. Some visitors. Norman Holmes took measurements of one of our tank cars for a model manufacturer. The FRRS had a booth at Winterail and was well represented in the photo contest! In fact, first

place color was a dramatic night photo of our relief train in San Francisco! Great to see so many members and friends. Rod and Eugene did a great job running our booth and many members dropped by to pitch in and help at various times.

3.14

SNOW! One foot of new stuff.

3.15

Charlie Spikes and John Walker shoveled and plowed snow for most of the day. Thankfully, a 32 inch snow blower donated by Jim Halliwell of Portola last year really helped out a lot this year. Thanks Jim!

3.16-3.17

Some visitors and two more inches of snow.

3.18

Several visitors today. New member Cody Wilson of Fernley, Nevada came over to get some orientation.

3.18

Another half decent day, although cold and partly cloudy. Cody Wilson, Charlie Spikes, Loren Ross and Rod McClure switched the west end and plowed snow off the balloon track, swept snow out of the switches and frogs.

3.20 -3.21

Steve Habeck checked batteries and planned out his switching moves for the next day.

3.22

Charlie, Loren and Steve switched the museum.

3.23-3.28

More snow. John, Charlie, Doug Morgan and Loren working on various projects to bring the museum out of winter hibernation.

3.29-3.31

Jay Sarno came up from San Diego and helped set up new display on the engine house floor while we begin renovating the old display room.

4.01-4.02

The Board of Directors Meeting was held Saturday. Four inches of new snow and the Pacific Locomotive Association rode into town at 8 PM with a sixteen car passenger excursion with 650 people aboard. No April Fools joke-it really happened! Our operating crews turned the Silver Solarium CZ observation car on our balloon track so that it would be facing the correct way for the trip home. Because of the late arrival, the Amtrak crew went dead and our guys had to reposition the train and assist with servicing the passenger cars. This went on well after midnight. A lot of work for us considering it wasn't even our train. But once again, the FRRS stepped up and helped out, making the trip a success for the PLA and by passing out lots of brochures about the museum, Portola and things to see and do in Plumas County. We hope the passengers will visit us again on their own this summer.

Steve Habeck, Norman Holmes and John Walker opened the museum early on Sunday morning and about 300 of the passengers visited the museum before departing. Steve had the SP rotary snowplow running at the front gate and Sierra Pacific/Quincy Railroad 1100 saluted the train as it rolled out of town.

Wayne Monger and Eugene Vicknair spent the weekend cleaning up the inside of the Silver Lodge in preparation for opening it up for display this summer. Loren Ross and Steve Habeck switched the yard to put everything back where it belonged while Charlie Spikes worked on WP 165 and various facility projects.



## MUSEUM WISH LIST

- John Walker, Museum Manager

The response to our continuing list of equipment and services needed at the museum has been fantastic!

Jim Halliwell of Portola has given us his old snow blower on permanent loan (unless his breaks down and he needs to borrow it temporarily). This will greatly speed snow clearing along sidewalks and the north side of the building. Thanks Jim!

We've also received a medium sized cement mixer, which will allow us to continue work on sidewalk repairs and new construction.

Bruce Yparreguire of Chico and Ken and Cheryl Meeker of Stockton have donated several nice display cabinets for the gift shop and display room. Thank You!

Mr. Greg McLeod of Sacramento donated several collapsible storage bins and a pallet rack, which will be a big help in reorganizing and storing large bulky items like locomotive parts and some building supplies.

Seth Neumann of Mountain View donated several items for the Gift Shop and Office, including a heavy-duty uninterruptible power supply, scanner and wall-mount TV stand.

As I write this, I understand that a bead blasting system will be arriving at the museum soon. This would be a big help in both the restoration and mechanical department.

We are still looking for certain pieces of equipment to improve and enhance the hard work of our volunteers and staff. These items don't have to be new. As long as they function correctly or can be repaired at a nominal cost. It doesn't have to look pretty either. The big cost is the equipment itself. Parts, repairs and a touchup of the paint are simple compared to the cost of the equipment.

We also need people or companies with certain skills. If you or your company can spend a few

days at the museum to help us complete these projects, it would be greatly appreciated. We can make arrangements to house you and your crew, and secure your equipment at the museum. Consider it a working vacation. In addition to train watching, there are several golf courses in the area and the fishing is great!

And remember, tax time will come around again. Your donations to the FRRS, Western Pacific Railroad Museum and the WPRRHS are tax deductible!

Take a look at the list and give Museum Manager John Walker a call at 530-832-4131 if you think you can help.

1) The museum has a gap in our perimeter fence along the south side of the museum. We also need to get a fence up around the old Hospital property. We have the posts and the fence material. But we don't have the money or the labor to install the fence. If you are in the fencing business, we could really use your expertise to get these fences installed and help secure our property.

2) We have nearly forty acres of property to maintain. A lot of this property is covered with natural vegetation. Yet, the only thing we have to cut down weeds and sagebrush is a six-inch weed trimmer! We could really use a big brush cutter or heavy duty mower capable of helping us maintain the picnic grounds, old Hospital property and the inside of the balloon track. This would also help us reduce our fire danger.

3) We really need a hydraulic man-lift of some kind. A "Cherry Picker", "bucket truck" or scissor lift of some kind would make it easier to do restorations, painting, changing light bulbs, repairing broken glass, electrical wiring, trimming trees, the list is endless! And it would be safer than setting up scaffolding or climbing tall ladders.

4) A heavy-duty, 1,000 + pound capacity cart with steer-able, pneumatic tires is needed for a portable pump cart we want to build.

5) A small "Bobcat" type front-end loader. These

tractors are great for landscape projects, cement work and clearing snow. An auger attachment on the back would help us dig holes for fencing, signs and other projects.

6) Our Mechanical forces and track repair crews could really use a John Deere "Gator" or similar all-terrain, work vehicle. We need a 6x6 with a flat deck on the back for hauling 55-gallon drums, big wrenches, track tools and parts. We would also welcome a small pressure tank capable of holding water to mount to the Gator, allowing for more fire protection.

7) The roof on the engine house needs repairs again. The galvanized metal roof needs another coating of sealant and paint. If any readers are in the roofing business, and might be able to donate some material, equipment and or, labor, please give us a call.

8) Our carpentry shop is always looking for good quality power tools. Circular saws, Sawzalls, routers, table saws, cordless drills, nail guns, planers, vacuum systems, cutters, joiners, drill presses, you name it, we want it and could use it.

9) A floor scrubber. The engine house floor gets a lot of wear and tear from rubber tired equipment, vehicles, locomotives dripping oil, etc. It would be nice to scrub the shop floor a couple of times a year. This would be a big help in preparing the shop floors for repainting.

10) If anyone is in the aggregate business, we could use a few truckloads of sand, 2-6 inch river rock and drain rock for various landscaping and drainage projects.

11) We would like to overhaul the Display Room this year. We've received some new display cabinets and we have a plan of action, but we're short of money and materials for the rest of the work. We're going to need 15 to 20 sheets of new peg-board, about eight to ten pieces of wood paneling and about 200 feet of molding (2 to 4 inches wide). If you can help us out with either a physical donation or even a cash donation, we can overhaul the room and set up some new displays in there.

12) We've received a small conference table but we're still looking for a big one that will host 10-12 people for Board of Director meetings or conferences. We can refinish the table (or perhaps another member can help in this area).

13) Reception area furniture. We would like to set up a new reception area inside the entranceway into the building. We need a nice reception desk and counters, which we can use for brochures and informational signs. If someone out there is redoing the reception area of his or her offices, please consider donating the old furniture to the museum.

14) Motion sensor security lights. We've installed several already, but could use about six more to improve security and safety.

15) Our wooden picnic tables are wearing out. Despite storing them in boxcars or inside the building in the winter, summer thunderstorms and normal wear and tear are taking their toll. We need to begin replacing these with aluminum or fiberglass tables that are easier to move and resistant to damage from rain. Ideally, we need six to twelve of these.

16) And finally, a big request. Our master plan for the museum calls for a replica depot in the parking lot for a new gift shop and ticket office. While it would be great to get that started tomorrow, a doublewide, modular/ manufactured building would be a great temporary fix to an already overcrowded engine house. We don't need a residence with a kitchen, bedrooms and closets, but more specifically, a large empty building that we could turn into a gift shop/ticket office. Typically, construction companies, schools and real estate companies use these types of buildings for temporary offices and classrooms. Another option would be one of those manufactured steel buildings, which can be insulated and heated. I may be reaching, but I know these types of buildings are out there and until we can build something permanent, we could really use a building like this.

Thanks. We will have more items listed in future issues.

## STEAM DEPARTMENT REPORT

- Chris Allan, Steam Department Coordinator

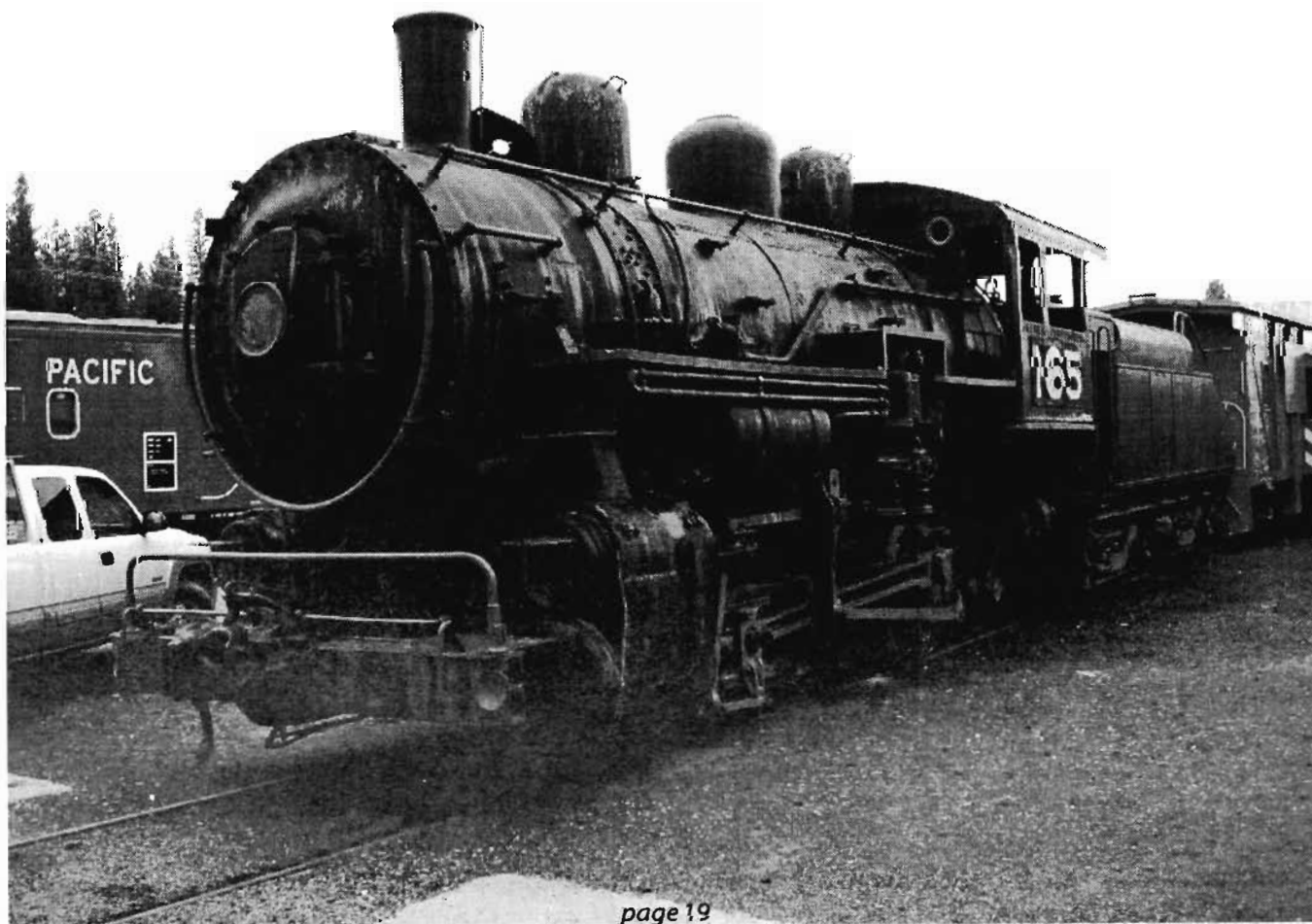
March 1st, 2006 marked the day when WP steam returned to Portola, albeit on a flatcar. The Western Pacific 0-6-0 number 165 arrived at dusk in the consist of the WPRM hospital train, having been picked up at the Pacific Locomotive Society's Niles Canyon Railway in Sunol, California a few rainy days before.

This 0-6-0 was originally built by the ALCo Schenectady Works in November of 1919 for the United Verde Copper Company of Jerome, Arizona as their number 87. The 165 was later bought by the WP in 1927 along with 3 other nearly identical 0-6-0's to become the S-34 class, numbered 163-166.

"No. 165 was last used in March, 1953 and retired in October, 1957. However in October, 1959 it,

along with No. 94 was towed to Escalon where it served in stationary boiler service at a cannery for two weeks, moving dead back to Stockton October 25th for storage. On April 4, 1962 it was donated to the City of San Leandro and at that time was one of only three steam engines remaining on Western Pacific property, the other two being Numbers 94 and 334." Later the locomotive was transferred to the Alameda County Fairgrounds for display there. It was later to be rescued by the PLA.

The locomotive was unloaded on April 20th just a couple of days prior to my first trip to Portola in over twenty years. I was approached by President McClure in the Fall of 2005 and was offered the position of Steam Department Coordinator. I took the post with no reservations, as I have known Rod McClure for around 25 years, back to our days at the Western Railway Museum at Rio Vista Junction. I am



quite impressed with what he and the WPRM staff have been able to accomplish, and I am eager to get involved with such a dynamic group. Although living in Lakewood, California makes for a long commute to Portola, the change of scenery is nice from time to time compared with the LA landscape at home.

On April 21st & 22nd Roger Stabler and I made a cursory inspection of the 165 and then went to work removing parts that would allow the abatement contractor to get at the lagging later this summer. Roger is the former General Manager of the Yolo Shortline Railroad, and quite knowledgeable when it comes to steam and FRA regulations pertaining to steam locomotives. He is owner of the PV "Palmetto State", and works as a UP locomotive engineer.

My thanks go to John Walker for getting us set up for our first Steam Department work party, he went out of his way to make us feel welcome. Thanks also to Charlie, Hank, and Doug for greasing and oiling up the running gear prior to moving it off the flatcars.

Plans are now to perform a cosmetic restoration on the 165, as well as a full boiler survey to

ascertain its capacity to operate under steam again one day. Little will be known until the lagging comes off. Only then will we see what all those years out in the weather did to the boiler shell. Anyone interested in helping out the Steam Department can contact the Museum directly or via my email: [wpsteam@wplives.org](mailto:wpsteam@wplives.org).

	<b>WP 165</b>	<b>SP 1215</b>
Wheel Arrangement	0-6-0	0-6-0
Builder	American	Baldwin
Build Date	1919	1913
Driver Diameter	51	51
Cylinder dia/stroke	21x26	19x26
Engine Weight	160,000	154,600
Tender Loaded Wt.	102,500	133,600
Boiler Pressure	180	190
Tractive Effort	34,000	29,720
Tender Water Capy.	4,500	7,000
Oil Capacity	2,155	2,940
Engine Length	31' 9"	29' 9"
Tender Length	26'	28' 3"
Overall Length	60'	60' 8"
Wheelbase	11' 6"	11' 0"
Boiler Diameter	6'	5' 5"
Overall Height	16' 5"	15' 8"



Western Pacific 165 has arrived at the museum.

-photos by Chris Allen

## January 2006 Board Meeting Motions and Actions Summary

The Feather River Rail Society and the Western Pacific Railroad Historical Society formally recognize January as the start of the organization's Centennial celebration. The driving of the first spike in the Western Pacific Railroad on January 2, 1906. January is also the anniversary of the infamous armed "invasion" of the waterfront in Oakland, CA.

### Motions Passed

1. Consent Motions - Motion 06-01-02

. Minutes - Removed by motion 06-01-01.

. Financial Reports - Year-end preliminary summary by Dan Brady.

2. Motions

#### **Motion 06-01-03**

##### Membership Drive

Acceptance of report recommendations and authorization to proceed with same, with a budget of \$1,500 on a funds available basis with funding from line item 67184 - Membership Expense. Motion made by Director Vicknair, seconded by Director Holmes. All Directors present voted in favor.

#### **Motion 06-01-04**

##### Jeff Asay Book

Approval of expenditure in the amount up to \$6,000 for one-third of publication cost of a Western Pacific Railroad book, believed to be titled *The Long Road Home*, by Mr. Jeff Asay with acceptance of related expenses and revenues as presented, contingent upon a written agreement presented at the February 2006 meeting for approval, with funding to be provided under budgetary line item 68000 - Publications, Other. Motion made by Director Vicknair, seconded by Director Habeck. All Directors present voted in favor with the exception of Director Cochran who abstained.

### Actions and Notices

. President McClure reported that Museum Manager John Walker's efforts at obtaining Santa Train support from local merchants and

residents resulted in approximately \$1,200 being raised to help offset the cost of the event.

. President McClure, in his capacity as Roadmaster, reminded all that there is serious track work needing to be done soon or operations may not be able to commence on time.  
 . Member David Epling reported that all of the equipment for the model railroad layout is in storage on property and work is on hold until a rail car is selected for it to be rebuilt in.  
 . We have received a donated "O" scale layout from John Tyson in the Reno/Carson City area, which currently awaits assessment and determination as to use at the museum.  
 . President McClure unveiled a new nose herald for the WP 917 made by Member Dan Furtado. The Board was impressed with his work and grateful for his generous donation.

### Closed Session

Meeting adjourned to closed session 4:12 p.m. and reconvened at 5:12 p.m. Director McClure reported the following out of closed session:

The Board heard a report regarding an ongoing legal issue. No reportable action taken. The Board heard a report regarding a proprietary business issue in conjunction with a previously discussed equipment move. Consensus direction given to the Board President to pursue this issue and report to the Board at a future date if a positive resolution is reached. The Board heard a report regard another equipment issue and progress which has been made toward that end, however, no reportable action was taken. The Board heard a report regarding the possibility of a new equipment trade to be kept confidential at the request of the approaching party. Consensus direction given to a member of the Board to pursue the issue further with a report back to the Board at a future date. Lastly, the Board reviewed a report given regarding a future proprietary business issue. No reportable action taken.

## February 2006 Board Meeting Motions and Actions Summary

### Motions Passed

1. Consent Motions - Motion 06-02-01

. Minutes - Approval of the minutes of the meetings held Oct. 1 and Nov. 5, 2005.

. Financial Reports - Current Profit and Loss and Balance Sheet.

## 2. Motions

### **Motion 06-02-02**

#### Changes to Historical Society Role

Addition of Item of Urgency, specifically discussion/action on changes to duties of the WPRRHS due to the presence of the WPRRHS Administrator. Motion by Director Vicknair, seconded by Director McClure. All Directors present voted in favor.

### **Motion 06-02-03**

#### Media Day 2006

Acceptance of Media Day Report as presented and authority to proceed with scheduling/development of event, with a budget of \$500 to be funded under 67010 - Advertising. Motion made by Director McClure, seconded by Director Vicknair. All Directors present voted in favor.

## **Actions and Notices**

- President McClure reported all was going well with the GGRM equipment move.
- John Walker is back from vacation and getting the museum ready for spring.
- President McClure reported he had received a signed agreement from Mike Mangini for the donation of cabooses SN 1642 and WP 646.
- Director Parker advised that we received a donation from UP Engineer K.C. Novi.
- Director Vicknair stated that the Central California Traction (CCT) has offered to donate a tight clearance tampo of WP or SN heritage.
- President McClure reminded all that track work still needs to be done.
- Thom Anderson reported plans for the 2006 Convention are progressing well. Issue 28 of The Headlight has been well received and a number of dealers have ordered additional copies.
- By-Laws Chair, Jay Sarno, reported the committee has completed its work concerning recommended changes to the bylaws.

## **Closed Session**

Meeting adjourned to closed session at 3:45 PM and reconvened at 4:03 PM. Director Vicknair reported that the Board heard information on a potential business issue of a proprietary nature. The Board also heard a report on an ongoing legal issue. Consensus direction was given, no reportable action was taken.

## **March 2006 Board Meeting Motions and Actions Summary**

### **Motions Passed**

1. Consent Motions - approved

. Minutes - Minutes removed by motion.

. Financial Reports - Approval of the financial reports through February 2006.

2. Motions

None submitted.

### **Actions and Notices**

- The GGRM move train made it to Brightside-PLA and on to Portola with no problems. Big kudos and thanks are coming from many organizations and specifically GGRM and PLA.
- President McClure also noted that the Silver Rifle is on a long-term lease to the FRRS for \$1 per year. It is not open to the public, but can be placed on public display.
- Train Sheet Editor Vicknair reported that Issue 133 is at the printer.
- The Board reviewed a report of the By-Laws Committee and gave consensus direction to support the revised By-Laws for a vote of the membership in the coming election.

### **Closed Session**

Meeting adjourned to closed session at 1:55 PM and reconvened to open session at 2:04 PM. President McClure reported out on the closed session as follows: The Board received a report with regard to a legal issue. No reportable action was taken.

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

## - FRRS Membership -

### **Yearly Dues**

Associate \$20.00  
 Active \$40.00  
 Family \$60.00  
 Sustaining \$100.00

### **Single Life Membership**

Birth-17 years of age \$1200.00  
 Age 18-39 \$900.00  
 Age 40-61 \$600.00  
 Age 62 and above \$300.00

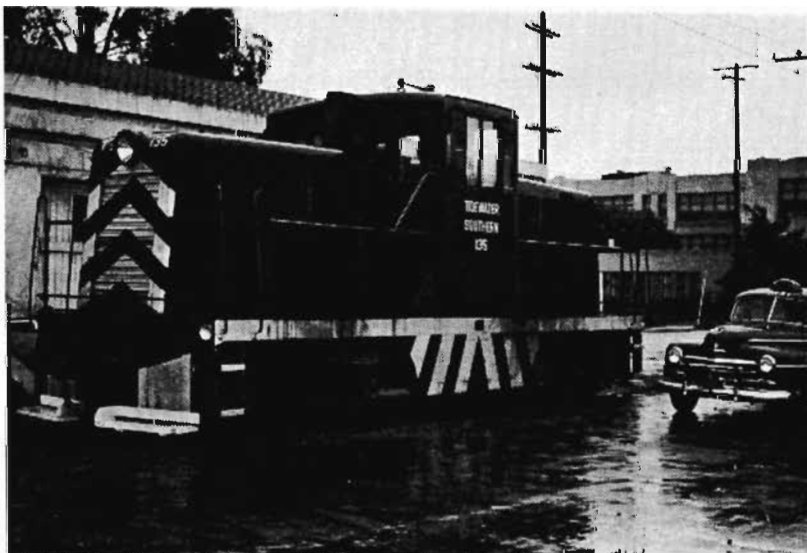
### **Family Life Membership**

Birth-17 years of age \$1800.00  
 Age 18-39 \$1350.00  
 Age 40-61 \$900.00  
 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 Headlight, maximum of two persons with one vote each.  
**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, 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 [membership@wplives.org](mailto:membership@wplives.org)



### **From the Archives**

Tidewater Southern's first diesel, GE 44-tonner 135, was captured by Carl Allen Walker resting in Pittsburg, California on sister road Sacramento Northern. Its a rainy May day in 1948. TS 135 is only months old at this point. The TS and SN often loaned the other power, starting from the earliest days of each road.

*- photo by Carl Allen Walker, May 30, 1948*

### **Mission Statement**

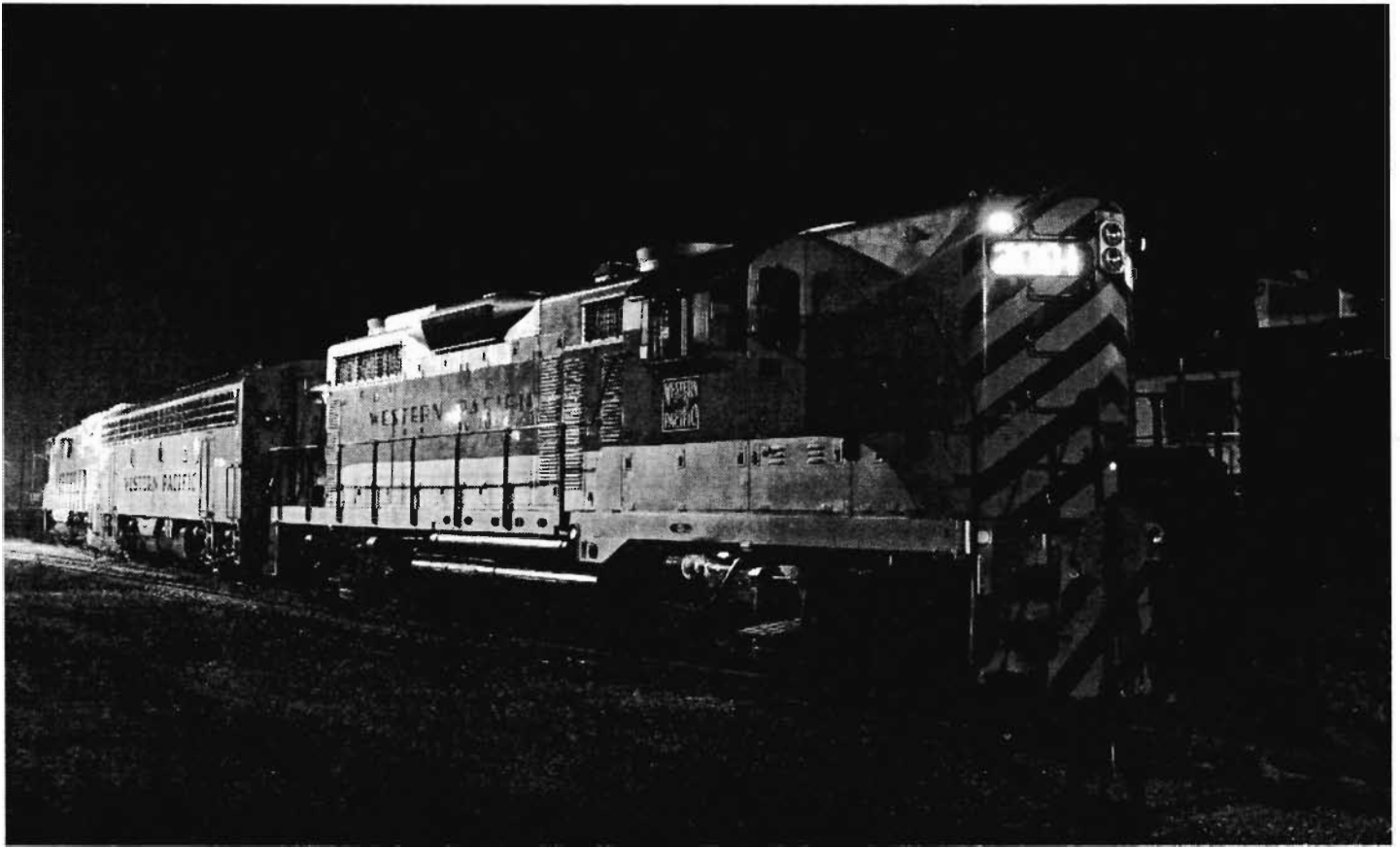
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"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

### **Mission Goals**

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



*WP 2001 switches in the former WP Stockton Yard - photo by Eugene John Vicknair*

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

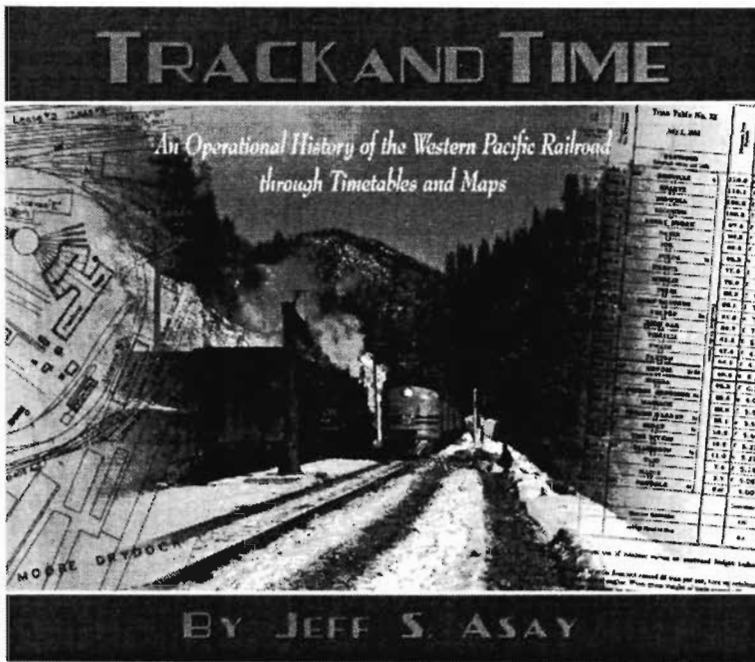
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## NEW WESTERN PACIFIC BOOK!

Published by the Feather River Rail Society

"Track and Time" by Jeff Asay offers a unique glimpse into the life and times of the Western Pacific. Using timetables and detailed maps from Company archives, we are taken through the construction era on to the merger with the Union Pacific. Along the way, WP's relationships with the Southern Pacific, Santa Fe, Great Northern and various shortlines are explored. Includes many WP maps, most never before published, as well as information on the Sacramento Northern, Timetables and Interlocking Towers.

160 pages. **\$39.50** plus tax and shipping  
 FRRS Members: **\$35.00** plus tax and shipping

see reverse for ordering information.....

## GIFT MEMBERSHIPS

The Feather River Rail Society is now offering 1/2 price gift memberships for a limited time!

All non-life level memberships are available for gifting. Gift memberships can only be given to non-members by a current member.

Your recipient will receive, along with their membership materials, a letter acknowledging your gift to them and welcoming them in to one of the most progressive and active railroad historical societies in North America.

Please join us in sharing our pride in the Western Pacific and the FRRS.

see reverse for application and mailing instructions...

MEMBERSHIP LEVELS - Gift Membership is 1 Year

Associate - \$20.00      \$10.00

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

Active - \$40.00      \$20.00

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

Family - \$60.00      \$30.00

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

Sustaining - \$100.00      \$50.00

**Sustaining** memberships receive both The Train Sheet and Headlight, maximum of two persons with one vote each.

## ELECTRONIC TRAIN SHEET

Starting with Issue 134, May/June 2006, the Train Sheet will be available as a downloadable Adobe PDF file. Members will have the option of receiving an e-mail notification to download the latest issue when it goes to the mailing house. This will speed up delivery an average of 10 days to those who choose this option, as well as lower printing costs for the Society.

Members who choose this option will NOT need to purchase any special software. The downloadable Train Sheet will be readable using Adobe's Acrobat Reader, a widely available, FREE software for viewing and printing PDF files.

If you would like to begin receiving the Train Sheet electronically, please complete the form on the reverse side of this sheet and mail to:

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

Requests may also be sent via e-mail to:  
**membership@wplives.org**

All PDF requesters will still receive Issue 135. Full download option will be with Issue 136.

## YES! I would like to order "Track and Time" by Jeff Asay!

Name \_\_\_\_\_ Membership # \_\_\_\_\_

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I am paying by CHECK CREDIT CARD (circle one) Shipping is Domestic US only. Call for outside US.

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a current member.

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I am paying by CHECK CREDIT CARD (circle one) Dues shown are domestic. Foreign also 1/2 off.

VISA MASTERCARD card# \_\_\_\_\_ exp \_\_\_\_\_ CCV \_\_\_\_\_

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I understand that my first download notice will be received for Issue 135, the May/June 2006 issue. I also understand that this will be my last mailed copy of The Train Sheet unless I provide written or emailed notice to the FRRS to resume mailing my issues. NOTE: if you have a spam filter, you will need to ensure that email addresses from @wplives.org are NOT blocked. If you have any questions, email TrainSheet@wplives.org.

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