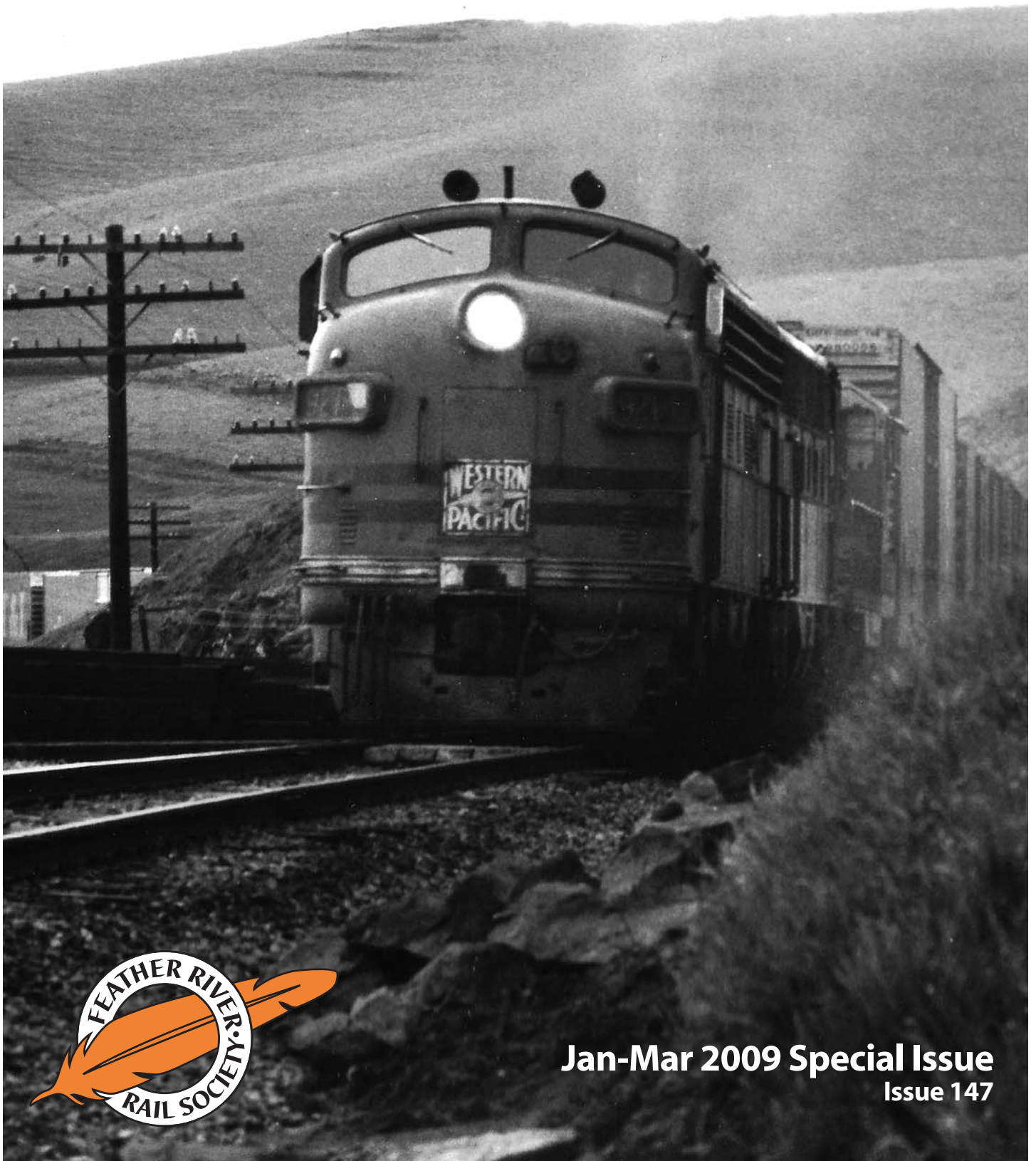


THE TRAIN SHEET

News from the Feather River Rail Society



Jan-Mar 2009 Special Issue
Issue 147

- 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

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The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in April 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.

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Cover Photo - WP F7A 921-D leads a manifest train over Altamont Pass.
- FRRS / WPRRHS collection, Arthur Walter Keddie Library

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Preserving "THE FEATHER RIVER ROUTE"**- WEB PAGES of INTEREST -**

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.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.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm
Central Calif Traction	www.trainweb.org/tractionco/

EQUIPMENT ROSTER

In the last several years, there have been a number of changes to the museum collection. In this issue of the Train Sheet, you will find the latest roster for the museum as we enter 2009, the 100th year since the completion of the Western Pacific Railroad.

For a few items, you will find photos and extra information, but this barely scratches the surface on our assemblage of historic railroad equipment. Within the collection are some very significant, rare and well-known pieces. One of our gondolas, for instance, was one of the earliest freight cars built with roller bearing trucks, now the industry standard. One of the first turbocharged locomotives from the Electro-Motive Division of General Motors calls Portola home, as does one of the oldest diesel electric locos in existence.

Breaking the collection down, we have 39 locomotives, with 37 of them being diesels, and one each of steam and electric engines. The steam locomotive and 18 of the diesels are power from the Western Pacific or one of its subsidiary roads, plus two more diesels that are replicas of WP units. Included here are WP's first diesel, last surviving passenger diesel, sole intact General Electric road diesel, Tidewater Southern's first diesel and one of the Sacramento Northern's last diesels.

The electric loco and seven diesels are from WP customers or connecting shortlines. A Fairbanks-Morse switcher that moved Army traffic to the WP at Herlong, CA is one of them, as well as a Baldwin that brought steel mill cars to the Sacramento Northern in Pittsburg, CA. The largest group, two diesels and our sole electric, comes from the Kennecott Copper Corporation and their operations in Nevada and Utah.

And, of course, we have several locos from connecting and competing Class 1 railroads, including the last of the mighty Centennial locomotives ever built.

Our caboose roster consists of 19 cars, featuring wood and steel versions from the WP, the last caboose acquired by the SN and the last caboose used by the Central California Traction. Two WP cars deserve special mention: the 614 is the sole known survivor of a style referred to as "Canyon" cabooses, while 484 is still maintained as a mainline ready car and can be found trailing FRRS trains whenever they leave the museum.

The Maintenance of Way collection (MW) is equaled by few other museums. The queen of the fleet is 200 ton derrick WP MW37, the railroad's biggest hook and still operational. We also have several cars from the 37's support train. Two other cranes are also on display, including a tiny, self-propelled Burro crane from the WP. Another impressive piece is our ex-Southern Pacific rotary snowplow, a still operational unit with a

fascinating history, including use on the Western Pacific and participation in the famous "City of San Francisco" rescue. You will also find a humble outfit car used in the construction of the Western Pacific.

Ten years ago, the WPRM featured no cars from the WP's proudest train, the *California Zephyr*. Today, we roster four cars from the Silver Lady, including the last intact diner and three dome cars. The passenger roster includes 14 other cars, with some used to support WPRM volunteers, others dedicated to our "roadshow" trains and some having historic significance to the WP, including the railroad's last surviving heavyweight sleeper and the "Charles O. Sweetwood" Red Cross car.

Our boxcar collection is one of the more complete to be found anywhere. The oldest car dates from 1909, while the newest was built in 1980. In all, 33 cars (plus a few in our MW collection), some built with pioneering systems used to protect cargo, are on the roster. We also have an nearly complete evolution of refrigerator and ice cars, from early 20th century wood bodied ice reefers to cryogenic cars.

The oldest freight car in the collection is one of our flat cars, built in 1907. We have two ex-WP hopper cars originally built to construct dams: Oroville on the Feather River and the famous Hoover Dam on the Colorado River. There are also gondolas, tank cars, flat cars both wood and steel, and hopper cars, with most hailing from the WP family or serving vital support functions to the FRRS and our work.

In all, we have over 170 pieces of rail equipment owned or on loan at the museum, giving us one of the largest and most focused collections in the nation. While our building of a complete WP collection will continue, the goal in the last few years has been transitioning to one of restoration and refinement. Many of the "jewels" of the collection have been restored by our volunteers, including WP GP7 707, GP20 2001 and cabooses 428 and 484. In the last 10 years, over 18 pieces have received major restoration or repair efforts.

Preserving this much living history is not a simple or inexpensive venture. We have several active projects, including WP 0-6-0 165, FP7 805-A, U30B 3051, GP9 731 and our CZ cars. In all, about 10 pieces are slated for major work in the next 2-3 years. And many others need funds and care. WP boxcar 3032, for example, requires repair to reverse body rust and a repaint to its dazzling silver feather scheme. TS bunk car 0565-H, with a unique history as a depot, needs trucks and body work to hold off the elements.

Your support, as always, has been crucial to creating this amazing collection. We hope you enjoy exploring it and continue to support our efforts.

DIESEL LOCOMOTIVES

Feather River & Western 1 Ply ML-8 250 hp blt 7-1943 b/n 4504 donated by Norman Holmes
ex White City Terminal 1 - not at museum site

Feather River & Western 1857 FM H-12-44 1200 hp blt 2-1953 b/n 12L681 purchased by FRRS
ex U.S. Army - served along the WP at the Sierra Army Depot, Herlong, CA

Foley Bros. Construction 110-1 GE/IR B6-5 600 hp blt 2-1929 b/n 11047 donated by United Ind.
108-ton boxcab "oil-electric", only surviving 100-ton IR locomotive - worked a coal mine in Montana

Kennecott Copper 2 Alco RS3 1600 hp blt 11-1950 b/n 78371 donated by KCC
used as a switcher at Garfield, UT smelter for KCC, the biggest WP shipper in Utah

Kennecott Copper 908 Alco RS-2 1500 hp blt 12-1949 b/n 77888 donated by KCC
used on mine runs around Ely, NV for KCC, later used at Garfield-Bingham, UT operations

Milwaukee Road 5057 GE U25B 2500 hp blt 6-1965 b/n 35640 donated by WNTC
built as MILW 388 - on last EB MILW train from Tacoma, only preserved MILW diesel on West Coast

Napa Valley Railroad 51 BLW DS-4-4-660 660 hp blt 11-1946 b/n 73042 donated by William Steward
first Baldwin diesel in Canada, built as Morrissey Fernie & Michel 1 (Great Northern subsidiary)

Oregon & Northwestern 3 BLH AS-616 1600 hp blt 5-1952 b/n 75470 from Tecton Laminates
ex SP 5274 - was also used on Pacific Electric lines during SP ownership

Oregon & Northwestern 4 BLH AS-616 1600 hp blt 3-1952 b/n 75449 from Tecton Laminates
exx SP 5253, ex McCloud 34, briefly owned by Oro Dam Constructors as a back-up unit

Quincy Railroad 3 GE 44 ton 380 hp blt 8-1945 b/n 27819 Quincy's first diesel loco



Matt Parker photo

Quincy 3 was the first diesel locomotive used by this little line that connected with the Western Pacific just east of Keddie, California. The Quincy was built in response to the WP bypassing the town of Quincy when the mainline was built. Quincy is the seat of Plumas County and was the home of Arthur Keddie, the man who first surveyed the route of the WP and advocated its construction.

44 tonner 3 relegated Alco 2-6-2T 2 to stand-by service when it arrived, but the steamer did not leave until 1970, seeing occasional use on excursion trains. Today, QRR 2 is operational at the Niles Canyon Ry.

The 3 served as the main motive power until S-1 4, ex-WP 504, arrived in 1973. It was eventually retired and donated by the QRR's owner, Sierra Pacific Industries (as was QRR 4). The 3 is being returned to full operation. An interesting fact about the Quincy is that, except for steamer 1, every locomotive the railroad has ever owned still exists.

Quincy Railroad 1100 EMD TR6A 800 hp blt 10-1950 b/n 13550 donated by Sierra Pacific
ex-EMD demo 1600, ex-SP, used as Sacramento Shop switcher - perhaps the only surviving TR6A

Sacramento Northern 712 EMD GP7 1500 hp blt 4-1953 b/n 18168 traded from BAERA
ex-WP 712 - last SN road diesel in existence

Southern Pacific 2873 EMD GP9E 1750 hp blt 12-1956 b/n 22897 purchased by FRRS
exx T&NO 443, ex SP 3565, r/b 2/77 to SP 3798 - first GP9 in SPSF merger paint

Southern Pacific 4404 EMD SD9 1750 hp blt 4-1955 b/n 20206 donated by Norman Holmes
exx SP 5428, ex SP 3906, upgraded & renumbered in 9/75

Southern Pacific 4450 EMD SD9 1750 hp blt 4-1954 b/n 19452 donated by GGRM
exx SP 5363, ex SP 3822 - one of two SP SD9s to retain steam generator, used on SF commute service

Tidewater Southern 735 GE 44 ton 380 hp blt 11-1946 b/n 28337 donated by A&K
TS' first diesel locomotive - not currently at museum

Union Pacific 849 EMD GP30 2250hp blt 9-1962 b/n 27558 donated by Union Pacific
equipped by UP with derated DDA40X prime mover as an experimental upgrade

Union Pacific 6946 EMD DDA40X 6600hp blt 9-1971 b/n 35520 donated by Union Pacific

The Union Pacific was famous for its large, powerful steam locomotives, culminating with the grandest of them all: the fabled "Big Boy". In the diesel era, they continued to use the biggest engines available. In 1969, the UP began operating the largest and most powerful diesels ever built: the DDA40Xs. These 270 ton, 98 foot long monsters produced 6600 HP from two 16 cylinder engines. They could run 90 MPH and averaged over 200,000 miles per year before 1980. EMD used them as prototypes for improvements that would surface in their new locomotives in 1972.

The DDA40Xs were called "Centennials" in honor of the 100th anniversary of the completion of the transcontinental railroad. In all, 47 were built from May, 1969 to Sept, 1971. They worked UP's lines through the Midwest reaching to Portland, OR and Los Angeles, CA. For a brief time after the Western Pacific merger, a few of these unique engines operated over the former WP mainline from Salt Lake City to Oakland. Those who operated the locomotives also called them "Big Jacks".

By 1986, new model diesels and an economic downturn led to their retirement. The UP kept one, 6936, for its historic fleet and donated 12 others. Our 6946 was the last ever built and the first donated. The unique history and awesome size and power of a Centennial has garnered it iconic status in the railroad world.



Eugene Vicknair photo

United States Navy 544 Alco MRS-1 1600 hp blt 1953 donated by US Navy

United States Steel 20 BLH S-12 1200 hp blt 6-1951 b/n 75053 purchased from USS/POSCO
ex Oliver Mining, to Pittsburg steel plant in 1980 - switched trains brought in by SN / WP

Western Pacific 501 EMC SW-1 600 hp blt 8-1939 b/n 906 WP's first diesel locomotive



Reb Stout photo

This little engine was the Western Pacific's first diesel-electric locomotive. WP began testing the engine, an EMC demonstrator, in September 1939. Less than 14 years later, the WP became the first large western railroad to be completely dieselized.

The 501 worked a number of terminals, including San Francisco and Oakland. In later years, it was more likely to be found in Sacramento or leased to subsidiary Sacramento Northern. In 1965, the 501 and sister 502 were formally transferred to the SN and renumbered 401 and 402. They eliminated the SN's last electrified freight operation, located between Marysville and Yuba City, California. A "hangar queen" by the late 1970's, it appeared the engine was doomed. However, the 501 was repaired and sold to Corn Products Corporation in Stockton for use as a plant switcher. In 1987, Corn Products donated the locomotive to the Feather River Rail Society. It has since been restored to its original Western Pacific appearance and is one of our most prized locomotives.

Western Pacific 504 Alco S-1 660 hp blt 4-1942 b/n 69685 donated by Sierra Pacific
WP's first Alco diesel loco - exxx WP 504, exx Sacramento Northern 405, ex Quincy RR 4

Western Pacific 506 exx WP 506, ex ST&E 506 - used in the movie "Dirty Mary, Crazy Larry"	Alco	S-1	660 hp	blt 4-1942	b/n 69687	donated by ST&E
"Western Pacific" 512 exx Lone Star Defense 100, ex U.S. Army 7372 (not a WP loco)	Alco	S-1	660 hp	blt 11-1941	b/n 69514	purchased by FRRS
Western Pacific 563 built for WP with M.U. for local service	Alco	S-4	1000 hp	blt 6-1951	b/n 78777	exx CCT 50, ex Foster Farms purchased by Norm Holmes & John Ryczkowski for FRRS
Western Pacific 608	EMC	NW-2	1200 hp	blt 5-1940	b/n 1000	UP's second diesel switcher

Well traveled 608 was built for the Union Pacific. It was, in fact, the first diesel switcher to be purchased new by the UP. Numbered DS-1001, it worked until the late 1960's, when newer models arrived.

The 1001, and older sister UP 1000 (built as a demonstrator unit) were sold in July 1966 to the Stockton Terminal and Eastern. The two were in poor condition and proved hard on track. An Alco S-1 borrowed from the WP was perfect for the ST&E, so a trade was made. Renumbered 607 and 608, they were rebuilt by the WP.

The 608 served until the end of the WP, spending most of the time working yards in Stockton or Sacramento. Donated to the FRRS in late 1984, 608 quickly became a favorite engine for everyone. She quickly acquired the nickname "Bing", in honor of Bing Crosby, due to the engine's unique "va-va-va-vooo" sound when accelerating.



David Epling photo

Western Pacific 705	EMD	GP7	1500 hp	blt 10-1952	b/n 17029	purchased by FRRS members on behalf of the Society
Western Pacific 707 regularly worked from Portola in the late 70's and early 80's	EMD	GP7	1500 hp	blt 10-1952	b/n 17031	donated by Union Pacific
Western Pacific 708	EMD	GP7	1500 hp	blt 10-1952	b/n 17056	donated by Union Pacific
Western Pacific 725	EMD	GP9	1750 hp	blt 9-1955	b/n 20696	purchased by FRRS
Western Pacific 731	EMD	GP9	1750 hp	blt 9-1955	b/n 20754	purchased by FRRS
Western Pacific 805-A	EMD	FP-7	1500 hp	blt 1-1950	b/n 9004	part of the Zephyr Project



Eugene Vicknair photo

WP 805-A was part of the California Zephyr fleet. Typically joined by two cabless "B" units, she hauled the train from 1950 until March 22, 1970, when the CZ ended. In 1972, she was traded to GE when WP purchased 15 U23B locomotives. GE sold her to a shortline in Pennsylvania. In 1977, the 805-A went to the Louisiana and Northwestern RR.

As the last surviving WP CZ engine, the 805-A was considered critical to our collection. In 1987, a purchase was arranged with the cost shared by members Steve Habeck, Larry Hanlon and John Ryczkowski, and the FRRS. The 805-A was cosmetically restored by Bill Evans and David Dewey. In early 2000, the FRRS launched the Zephyr Project to acquire and restore CZ equipment, including the 805-A. Today, the engine is nearing full operation thanks to a team led by Dave McClain.

Western Pacific 917-D one of WP's "Fab Four" F-units	EMD	F7A	1500 hp	blt 1-1950	b/n 8971	traded from BAERA
Western Pacific 921-D one of WP's "Fab Four" F-units	EMD	F7A	1500 hp	blt 1-1950	b/n 8979	donated by Union Pacific

"Western Pacific" 925-C GMDD F9Bu 1750 hp blt 6/1951 b/n A-214 purchased by FRRS
ex CN 9190 (not a WP locomotive)

Western Pacific 2001 EMD GP20 2000 hp blt 11-1959 b/n 25623 first GP20 built



EMD photo

While it was one of the smallest of the major US railroads, the Western Pacific was often an industry leader in adopting new technologies and new ideas. One of the most notable is represented by this locomotive: WP 2001.

In the late 1950's, diesel locomotive builders were exploring new ways to increase the power of their locomotives. Several had turned to turbocharging, but the Electro-Motive Division of General Motors (EMD), the industry leader, resisted due to fears about poor reliability. Finally, in 1959, it introduced two new models sporting the company's first turbocharged engines: the six axle SD24 and the four axle GP20. WP was the first railroad to purchase the GP20 and the 2001 was the very one built.

The 2001 and her nine sisters served the WP for over 20 years, lasting until a few years after the December 1982 merger with the Union Pacific. They worked nearly every task the railroad had, from priority mainline service to lowly local trains. Retired in early 1985, the 2001 was requested for donation by the FRRS. Due to its historical significance, the 2001 is considered one of the "crown jewels" of our collection. A full restoration of the locomotive, including repainting into its original "Zephyr" paint scheme, was completed in 1999 in time for a much heralded debut at the California State Railroad Museum RailFair in Sacramento that year. Today, it is one of the locomotives we maintain in mainline ready condition and use on our off-site display trains.

Western Pacific 3051 GE U30B 3000 hp blt 9-1967 b/n 36451 donated by Union Pacific
ex WP 751, first GE locomotive purchased by WP proper

ELECTRIC LOCOMOTIVE

Kennecott Copper 778 GE 125 ton 900 hp blt 4-1958 b/n 33348 donated by KCC
Bicentennial locomotive - used in mine pit at Bingham Canyon, UT; built for Chino Mines, NM

STEAM LOCOMOTIVE

Western Pacific 165 Alco 0-6-0 34,400# TE blt 11-1919 b/n 58787 ex-United Verde Copper 87



Chris Allan photo

Western Pacific 165 is an 0-6-0 switching locomotive built by the Schenectady Works of the American Locomotive Company. This engine was used at many of the WP's railyards, including Stockton, Sacramento and Portola. It was built in November, 1919, for the United Verde Copper Company of Jerome, AZ, as their number 87. On September 17, 1927, the 165 and three sister UVCC engines were sold to the WP and become the road's S-34 class, numbered 163-166.

These burly switchers supplemented WP's 12 existing 0-6-0s. The 165 last operated in March, 1953, as WP was winding down its steam operations. The engine was retired in October, 1957. Five years later, it was donated to the City of San Leandro. The engine was displayed for many years at the San Leandro BART station before being transferred to the Alameda County Fairgrounds. It was later acquired by the Pacific Locomotive Association and came to the FRRS in a trade with a later owner.



On March 1, 2006, the 165 returned to Portola on a museum flatcar, marking the return of WP steam power to Plumas County for the first time in nearly 50 years. Work has now begun on a restoration of the engine, hopefully to complete operation. Our Steam Crew is headed by Chris Allan.

CABOOSES

ATSF 999197 ATSF steel cupola blt 3-1949 owned by Dave Wallace
ex ATSF 507, rebuilt in 1967

Central California Traction 24 AC&F steel cupola blt 1927 donated by Central California Traction



Eugene Vicknair photo

The FRRS' sole car from this interesting WP subsidiary, jointly owned with the ATSF and SP. CCT 24 was built for the Santa Fe, as part of its first order for steel cabooses. ATSF 1547 was sold in 1964 to the CCT, beginning the replacement of the road's old and tired wooden cabooses. Later joined by 2 more ex-Santa Fe cars, the 24 outlasted them to become the final active caboose on the CCT. In 1998, it carried the markers on the final train from Sacramento and was set aside one year later. After several discussions between the CCT and the FRRS, this historic car was exchanged for an SP bay window caboose that will be rebuilt into a business car for the Traction Company. The 24 arrived in Portola in 2008 and will be restored as an exhibit of a working shortline caboose.

D&RGW 01414 D&RGW steel cupola blt 6-1941 owned by Bill Parker

Missouri Pacific 13878 MP steel bay blt 9-1980 donated by Union Pacific

Oregon & Northwestern 300 N&W Ry wood cupola blt 10-1915 owned by Wayne and Linda Monger
exx N&W 18121, ex N&W 518121, sold to Edwards Hines Lumber in 1934

Sacramento Northern 1642 Pull/WP comp. bay blt 1943 donated by Mike Mangini
built by the WP shops from a boxcar built in 1916, ex WP 648 - last SN caboose in service.

Southern Pacific 1060 SP Co. steel cupola blt 1940 owned by Vic Neves - class C-30-1

Southern Pacific 1337 SP Co. steel bay blt 5-1951 dnt. by J. Ford & S. Rodgerson - class C-30-6

Southern Pacific 4706 PACCAR steel bay blt 1980 dnt. by Union Pacific - class C-50-9

Union Pacific 24592 UP steel bay blt 1967 dnt. by UP - class CA-13, ex CRIP 17174

Union Pacific 25049 Mt. V steel cupola blt 6-1942 acq. from BAERA - class CA-3, ex UP 3749

Union Pacific 25283 UP steel cupola blt 8-1952 donated by Union Pacific
class CA-5, ex UP 3983, then to MW service as UP 903005

Union Pacific 25732 ICC steel cupola blt 1975 acquired from BAERA - class CA-10

Western Pacific 428 ICC steel bay blt 11-1955 donated by Union Pacific

WP 428 was part of WP's first order for steel body cabooses. Before this, all cabooses on the railroad had wood bodies, many rebuilt from boxcars. The railroad liked these cars so much that all future cabooses on the WP were built by the same company, International Car, and all shared a very similar design.

The 428 and her sisters continued the "bay window" design of the railroad's later wooden cabooses. A bay window differs from a "traditional" cupola caboose by having large bulges, or bays, on either side of the body's center. Instead of riding on top of the car in a cupola, crew members sat in the bays. Bay window cabooses first appeared on American railroads in the early 1920's. Western Pacific built their first bay window caboose in 1942.



Reb Stout photo

Western Pacific 483 ICC steel bay blt 5-1980 acquired in trade with BAERA
part of the last order of cabooses by WP

Western Pacific 484	ICC	steel bay	blt 5-1980	donated by Union Pacific
part of the last order of cabooses by WP				
Western Pacific 614	Pull/WP	comp. cupola	blt 1937	purchased by FRRS
only known surviving "Canyon" caboose - built by the WP shops from a boxcar built in 1916				
Western Pacific 645	Pull/WP	comp. bay	blt 1943	donated by Norman Holmes
built by the WP shops from a boxcar built in 1916 - not currently at museum				
Western Pacific 646	Pull/WP	comp. bay	blt 1943	owned by Bruce Veilleux
built by the WP shops from a boxcar built in 1916				

MOW EQUIPMENT and COMPANY SERVICE

Clover Valley Lumber 100	unknown	boxcar	blt ?	acquired from Gold Hill Historical Society
ex-U. S. Army ammunition / fire control car, used by CVL as Paymaster and Supply Car out of Loyalton, CA				
Southern Pacific MW 208	Alco-Brks	rotary plow	blt 9-1927	donated by Union Pacific
Leslie Patent Rotary Snowplow - involved in rescue of <i>City of San Francisco</i> train				
Southern Pacific MW8221	EMD	power unit	blt 2-1953	donated by Union Pacific
used to power rotary 208, referred to as a "snail" - ex-SP 8300 F7B, b/n 18150				
Tidewater Southern 0565-H	Pull/WP	bunk car	blt ?	donated to FRRS
used as TS Escalon depot in 1960's - built by the WP shops from a boxcar built in 1916				
Union Pacific 900002	UP	wedge plow	blt 2-1949	donated by Union Pacific
converted from tender of UP steam locomotive 3562				
Union Pacific 905884	unknown	bunk car	blt 1922	donated by Union Pacific
used as volunteer shower car - converted from 50' boxcar				
Union Pacific 907344	unknown	bunk car	blt 1922	donated by Union Pacific
used as volunteer lounge car - converted from 50' boxcar				
Western Pacific MW 27-2	Lima	tender	blt 7-1943	donated by Union Pacific
from WP Lima 4-8-4 steam loco 484 - fuel and water tender for WPMW derrick 27				
Western Pacific MW 37	IndB	derrick	blt 1937	donated by Union Pacific



The Western Pacific's big hook. While WP had several derricks and cranes (3 of which, of varying sizes, are preserved at the museum), MW 37 was the largest, capable of lifting 200 tons. Built by Industrial Brownhoist in 1937, the 37 was originally steam powered. Its builder number is 5256 and it is a self-propelled Z type 200 ton derrick. Most often stationed at Oroville for use in the Feather River Canyon, the 37 had a complete support train, many pieces of which are also preserved at the WPRM. In 1971, it was repowered with a 6 cylinder, turbocharged Caterpillar engine by Holt Brothers in Stockton, CA. Today, we maintain the 37 in fully operational condition, one of the few preserved "big hooks" that still sees use.

Western Pacific MW 37-1	Mt.V	52' gondola	blt 1945	donated by Union Pacific
part of WP MW37 wreck train - used as boom car for WPMW 37 derrick				
Western Pacific MW 37-7	Pullman	12-1 Sleeper	blt 12-1925	purchased by FRRS
part of WP MW37 wreck train - exxxx "Red Cross", exxx "Sunburst Rose", exx SP 8334, ex SPMW 3503				
Western Pacific MW 37-10	Pullman	50' PS-1 boxcar	blt 1955	donated by Union Pacific
part of WP MW37 wreck train - ex Tidewater Southern 521, now cable storage boxcar				

Western Pacific MW 71	unknown	weedburner	blt ?	donated by Union Pacific
Western Pacific MW 90 50 ton self-propelled model DE-50	IndB	crane/pile driver	blt 2-1952	donated by Union Pacific
Western Pacific MW 8674 ex WP 8674, 50ft boom idler for MW 90	Mt.V	50' flat car	blt 11-1942	donated by Union Pacific
Western Pacific MW E-14 self-propelled 5 ton Burro crane - Model 15, b/n 15020	C-F Co.	Burro crane	blt 1936	donated by Union Pacific
Western Pacific ? used in construction of the WP	unknown	bunk car	blt 9-1906	purchased by FRRS

PASSENGER CARS

Amtrak 8070	Pullman	diner	blt 1950	privately owned - ex-ATSF 601
CB&Q 4717 - "Silver Lodge" <i>California Zephyr dome coach - part of the Zephyr Project</i>	Budd	Vista-Dome	blt 4-1948	purchased by FRRS
CB&Q 4720 - "Silver Rifle" <i>California Zephyr dome coach</i>	Budd	Vista-Dome	blt 4-1948	on long-term loan from GGRM
FRRX P-4 built as WWII Troop Kitchen, converted by Alaska Railroad to power car	Pullman	power car	blt 6-1943	donated by Mountain Diesel Trans.
FRRX 1112 - "Edenwold" ex CN, ex VIA - used as volunteer sleeping quarters	Pullman	4-8-4 sleeper	blt 1954	donated by Jack Hathaway
FRRX 754	Pullman	lounge	blt 1948	donated by Jack Hathaway - ex CN, ex VIA
FRRX 5653	AC&F	baggage car	blt 5-1954	donated by Union Pacific - ex UP 5653
Pullman 8300 World War II troop sleeper, exxx Pullman 8300, exx U.S. Army 8300, ex Alaska 8300	Pullman	troop sleeper	blt 6-1943	donated by Norman Holmes



The massive troop build up of World War II put a tremendous strain on the nation's passenger car supply. To compensate, the government requested a fleet of quickly constructed cars to support troop movement. The troop sleepers were basically standard 50' box cars, but with end doors and side windows like passenger cars. Troops squeezed into three tiers of berths. Each car also had a bunk for a porter. They were equipped with an unusual high speed truck that had a disturbing tendency to fall apart in motion as they aged. Our 8300 was the very first car of the second and smallest order of troop sleepers. It is one of the few such cars that survives basically intact and is being restored as a tribute to the brave troops it carried.

Southern Pacific 9021 ex-Amtrak 2444 "Magnolia Grove",	Budd	10-6 sleeper	blt	on loan from Doyle McCormick common foreign road car on CZ - part of the Zephyr Project
Union Pacific 105 built for UP President, cost \$38,617, upgraded and renumbered UP 105/3 in 1965	Pullman	business obs	blt 3-1917	donated by Union Pacific
Union Pacific 5810 used on <i>City of San Francisco</i> , CZ competitor train	Pullman	Railway Post Office	blt 1949	donated by Union Pacific
U.S. Army 8750 built as WWII Troop Kitchen, later U.S. Air Force (S.A.C.) G-50 guard car - used as FRRS office	Pullman	guard car	blt 8-1943	purchased by FRRS

Western Pacific 123	PSCar	baggage car	blt 1923	purchased by FRRS
Western Pacific 37-8	Pullman	coach	blt 11-1923	donated by Union Pacific
built as heavyweight coach WP 320, later MOW kitchen and WP Instruction Car 110				
WP 701 - "Clover Plot"	Pullman	12-1 sleeper	blt 1920	donated by Golden Gate Railroad Museum
ex-Pullman sleeper "Rampur", last existing WP owned heavyweight sleeper				
WP 832 - "Silver Hostel"	Budd	dome-lounge	blt 11-1948	purchased by the FRRS
one of six dome-lounge-dorms built for the CZ, part of the Zephyr Project				
WP 841 - "Silver Plate"	Budd	diner	blt 11-1948	donated by CSRM

The latest addition to our California Zephyr roster. The "Silver Plate" was built in 1948, one of two CZ diners owned by the WP (the other was the "Silver Platter". After the end of the Zephyr, the Plate was sold to the Sierra Railroad in October 1972. Used briefly on their Wine and Cheese trains, the Plate was then used as a lunch grill for a few years before becoming a docent meeting room at the back of the Sierra's Jamestown facility. When the State of California took ownership, they also acquired the Plate. Today, this car is the last intact diner that survives from the CZ and it retains much of its kitchen and interior. Zephyr Project crews have restored most of the lighting system and performed a massive cleaning on the car. Work is underway on the interior details and kitchen systems.



WP 106 - "Chas. O. Sweetwood"	Pullman	Business Obs	blt 1917	privately owned
built as Pullman "Pioneer", later WP business car - ran on WP as Red Cross blood donor car during Korean War				

BOXCARS

Cotton Belt 23908	PC&F	insulated car	blt 10-1974	privately owned - class B-100-36
D&RGW 62962	AC&F	36' wood	blt 10-1909	donated by BAERA - not at museum
McCloud River Ry 1236	ICC	all-door boxcar	blt 12-1967	50' car, rebuilt as double door car
Missouri-Kansas-Texas 5164	AC&F	40' single door	blt 5-1968	donated by Union Pacific - r/b 1980
Southern Ry of B.C. 835	unknown	all-door boxcar	blt 6-1977	purchased by FRRS
Tidewater Southern 520	Pullman	40' PS-1	blt 7-1955	donated by Union Pacific
Union Pacific 903658	UP	40' single door	blt 10-41	privately owned - class B-50-32
Union Pacific 917138	unknown	40' DPD	blt 1-1974	class BF 70-12
Western Pacific MW 0217	Pullman	40' PS-1	blt 11-1951	donated by Union Pacific
former compartmentizer car				
Western Pacific MW 0212	Mt.V	40' single door	blt 8-1947	donated by Union Pacific
Western Pacific MW 0643	Pullman	40' composite	blt 1916	donated by Union Pacific
original # unknown, part of WP's first order for new boxcars - used in Oroville wreck train as outfit car 37-7				
Western Pacific 3032	Pullman	50' PS-1	blt 2-1955	donated by Union Pacific
Western Pacific 3417	CMStP&P	40' single door	blt 1-1948	donated by Union Pacific
Western Pacific 3472	Pullman	40' single door	blt 10-1951	dnt by UP - r/b 1962 with DF2 loaders

Western Pacific 37-6	unknown	50' single door	blt ?	donated by Union Pacific
Western Pacific 3796	Pullman	50' double door	blt 12-1955	donated by Union Pacific
Western Pacific 17087	Mt.V	40' composite	blt 8-1917	donated by N. Holmes - not at museum
Western Pacific 18503	Mt.V	40' double door	blt 3-1945	donated by Union Pacific
Western Pacific 19801	Pullman	50' single door	blt 1945	donated by Union Pacific
Western Pacific 19901	Transco	50' single door	blt 9-1965	donated by Reno BSA



Mike Mucklin photo

From the 1950s until the mid 70s, the WP was at the forefront of exploring special freight equipment for their shippers. In 1964-65, one such experiment saw the road acquiring a small fleet of 40 and 50 foot long boxcars. Rebuilt by Transco Products from second hand cars, they featured an unusual ribbed body made of Tri-Rib nailable steel. The Rio Grande and Santa Fe, among others, also tested similar cars. Unfortunately, the Tri-Rib material, which featured tight grooves on the interior to hold fasteners, did not last well in service. WP 19901 is one of the few survivors from this experiment in lightweight boxcars.

Western Pacific 20094	Mt.V	40' single door	blt 5-1937	donated by Union Pacific - WP MW0207
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By the 1930s, wood body cars were obsolete. WP began purchasing steel flatcars and hoppers (as well as passenger cars) in the 1920s, but 1937 saw the first brand new steel boxcars join the roster. The railroad had rebuilt a few wood auto boxcars with steel bodies, but the 20001 series cars delivered by Mt. Vernon Car Company were the first major upgrade of the boxcar fleet in 20 years. This fleet of 200 cars were unusual in that they were built with bodies only 9' 6" high, at a time when most boxcars were 10' or more. Several lasted in MOW service into the early 1980s, but only this one survives today. Fifteen of these cars were rebuilt for passenger train express service with a special MERCHANDISE DISPATCH paint scheme in 1941.



Mike Mucklin photo

Western Pacific 20806	Pullman	40' PS-1	blt 11-1951	donated by Union Pacific former compartmentizer car, wore silver body with orange feather paint scheme
Western Pacific 20807	Pullman	40' PS-1	blt 11-1951	donated by Union Pacific former compartmentizer car, wore silver body with orange feather paint scheme
Western Pacific 20772	Mt.V	40' single door	blt 8-1947	donated by Union Pacific - WP MW0218
Western Pacific 20868	Pullman	40' PS-1	blt 10-1951	donated by Union Pacific - WP MW0247
Western Pacific 21255	Pullman	40' PS-1	blt 11-1951	donated by Union Pacific
Western Pacific 22023	Pullman	40' PS-1	blt 11-1951	donated by Union Pacific - WP MW0242
Western Pacific 34005	Pullman	54' double door	blt 10-1960	donated by Union Pacific
Western Pacific 36011	Pullman	50' PS-1	blt 6-1955	donated by Reno BSA
Western Pacific 37007	Pullman	50' plug door	blt 8-1971	donated by Union Pacific
Western Pacific 39004	USRailway	50' plug door	blt 1976	donated by Union Pacific
Western Pacific 64004	PC&F	50' DPD	blt 8-1965	donated by Union Pacific
Western Pacific 64806	PC&F	50' plug door	blt 1960	donated by Union Pacific rebuilt 1976 by US Railway Equipment

GONDOLAS

Southern Pacific 358262	AC&F	42' sugar beet	blt 5-1948	donated by Imperial Sugar Company
Southern Pacific 358646	AC&F	42' sugar beet	blt 10-1949	donated by Imperial Sugar Company
Southern Pacific 359246	AC&F	42' sugar beet	blt 11-1949	donated by Imperial Sugar Company
Western Pacific 6424	Greenville	29' coil gon	blt 9-1953	donated by Union Pacific



This tiny gondola is among the most historically important freight cars in the WPRM collection. With the US Steel mill in Pittsburg, CA needing delivery of steel coils, the WP purchased 100 of these short mill gons, a design that would end up being unique to the railroad. Most significant was the application of Timken roller bearings, making them among the first production freight cars built with roller bearing trucks. WP was at the forefront of this revolution, which was so important that the cars were delivered with a special "Roller Freight" logo, which was recreated when the car was repainted a few years ago.

Western Pacific 5023	Pullman	45' drop bottom	blt 9-1953	donated by Union Pacific
former wood chip hopper, rebuilt from WP 9101 series gondola				
Western Pacific 6116	Mt.V/WP	40' wood	blt 1917	donated by Union Pacific
rebuilt in 1947-48 from Mt. Vernon Car Company boxcar				
Western Pacific 6210	Magor	29' 7" steel	blt 9-1963	donated by Union Pacific
former Oroville Dam Constructors, originally used in building of Oroville Dam				
Western Pacific 6550	Mt.V	52' steel	blt 10-1945	donated by Union Pacific
Western Pacific 11012	WWS	34' side dump	blt 6-1927	donated by Union Pacific
ex-Six Companies, originally used in building of Hoover Dam				

REFRIGERATOR AND ICE CARS

Fruit Growers Exp 59932		40' steel ice	blt 12-1927	donated by Albers Feed Co., Reno, NV
Pacific Fruit Express 11454	PFE	40' steel ice	blt 5-1957	donated by Norman Holmes
class R-40-27, among the last ice reefers built				
Pacific Fruit Express 100468	SPE	40' mech	blt 2-1958	donated by CSRM

A class R-30-40 car, PFE 100468 is among the earliest mechanical reefers built. Pacific Fruit Express, the nation's largest owner of refrigerator cars, ordered its first mechanical reefer car in 1953 and by the end of the year some 380 55' cars were in service. To meet the needs of smaller shippers, 500 45' long 40-ton cars were ordered. These cars, the R-40-30 class, pioneered an "all-purpose" refrigeration system that handled a wider range of temperatures than the first cars, suitable for everything from fresh produce to frozen foods.



PFE - WP 52138	AC&F	40' wood ice	blt 4-1924	donated by John Ryczkowski
part of WP's Pacific Fruit Express fleet				
PFE - WP 55333	AC&F	40' wood ice	blt 1924	donated by Scott Gibbs
part of WP's Pacific Fruit Express fleet, rebuilt in 1953				

Santa Fe RD 8199 class Rr-40, rebuilt from 1920's wood body ice reefer	ATSF	40' steel ice	blt 1946	privately owned
Simplot / JRSX 5021	PC&F	70' cryogenic	blt 1-1968	donated by J. R. Simplot (JRSX)

HOPPER CARS

Sacramento Northern 5005	AC&F	3 bay covered	blt 11-1958	donated by Union Pacific
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SN 5005 is from the first group of covered hoppers owned by the SN, numbered 5001-5010, and built by American Car and Foundry. WP itself had only acquired its first covered hoppers in 1956 and had received its first 3-bay hoppers just a few months before. These SN cars were large for their time, with a 47-foot length and a 3200-cubic foot volume. Reportedly used in rice service, they likely also carried bulk walnuts from Walnut Creek to Stockton during the harvest season. More often they were found in WP service. The SN eventually rostered 40 covered hoppers, both flat side, like the 5005, and cylindrical body. This car is the only known survivor of the SN's fleet.



Mike Mucklin photo

Western Pacific MW 0196	Pullman	2 bay covered	blt 3-1958	donated by Union Pacific
Western Pacific 10649	Pullman	open ballast	blt 8-1953	donated by Union Pacific
Western Pacific 10760	AC&F	open ballast	blt 1957	purchased by FRRS members
Western Pacific 11509	Pullman	3 bay covered	blt 2-1958	donated by Union Pacific
Western Pacific 11974	AC&F	50' covered	blt 1975	purchased by FRRS members

FLAT CARS

DODX 38646	Magor	54' 131-ton	blt 7-1953	purchased by FRRS
DODX 38654	Magor	54' 131-ton	blt 7-1953	privately owned
FRRX 1851	unknown	60' steel	blt 6-1965	ex-HTTX 91126, r/b 3-81
FRRX 600430 body cast by General Steel Casting, ex-KRL 600430 - used by FRRS for heavy transport	Kas/GSC	54' 140-ton	blt 8-1970	donated by Kasgro Rail Car
TTX 475127 very early TOFC flat car, built by PRR as flat, sold to Trailer Train 1957-58 and converted to TOFC service	PRR	49' 5" TOFC	blt 1934	acquired from BAERA
Pacific Lumber 411	TPL	44' log car	blt 12-1975	purchased by FRRS
Pacific Lumber 580	TPL	44' log car	blt 3-1977	purchased by FRRS
Sacramento Northern 1449	F&L	36' wood	blt 1907	donated by CSRM - not at museum
Western Pacific MW 0318 rebuilt from boxcar - configured as vista flat	Pull/WP	40' composite	blt 1916	donated by Union Pacific
Western Pacific MW 0319	Pull/WP	40' composite	blt 1914	donated by UP - rebuilt from boxcar
Western Pacific MW 0500 RV carrier, converted from WP 1701 series, among the earliest flat cars built capable of handling two 40' trailers	Pullman	85' TOFC	blt 4-1959	donated by Union Pacific
Western Pacific MW 37-2 from WP's first series of steel flatcars - ex-WP 2350	PC&F	50' steel	blt 6-1929	donated by Union Pacific

Western Pacific MW 79-4	PC&F	50' steel	blt 6-1929	donated by Union Pacific
from WP's first series of steel flatcars - ex-WP 2328				
Western Pacific MW 8514	PC&F/WP	40' composite	blt 1925	donated by Union Pacific
rebuilt from 36' stock car - now configured as a vista-flat				
Western Pacific MW 8545	PC&F/WP	40' composite	blt 4-1925	donated by Union Pacific
rebuilt from 36' stock car in 1951				
Western Pacific 1847	Gund	60' 70-ton steel	blt 1964	donated by Union Pacific

TANK CARS

Feather River & West 12107	unknown	10,000 gal	blt 4-1952	ex DOD, purchased by FRRS
Western Pacific MW 0291	AC&F	12,500 gal	blt 12-1937	
Western Pacific 1132	AC&F	10,000 gal	blt 1913	donated by Union Pacific
Western Pacific MW 1577	AC&F	10,000 gal	blt 1912	donated by Union Pacific
Western Pacific MW 1583	AC&F	10,000 gal	blt 1912	donated by Union Pacific
ACFX 7682	AC&F	10,000 gal	blt 4-1948	ex-WP MW

INDEX of ABBREVIATIONS

A&K	A&K Railroad Materials	Kas	Kasgro Rail Car
AC&F	American Car and Foundry	KCC	Kennecott Copper Corporation
ACFX	American Car and Foundry reporting marks	M.U.	Multiple Unit
Alco	American Locomotive Works	MILW	Milwaukee Road
Alco-Brks	American Locomotive Company – Brooks Works	Mt.V	Mount Vernon Car Company
ATSF	Atchison Topeka and Santa Fe	MW	Maintenance of Way
B.C.	British Columbia (Canada)	N&W	Norfolk and Western
b/n	builder number	Oro Dam	Oroville Dam
BAERA	Bay Area Electric Railway Association	PC&F	Pacific Car and Foundry
BLH	Baldwin-Lima-Hamilton	PFE	Pacific Fruit Express
blt	built	Ply	Plymouth Locomotive Works
BLW	Baldwin Locomotive Works	POSCO	Pohang Iron and Steel Company
BSA	Boy Scouts of America	PRR	Pennsylvania Railroad
CB&Q	Chicago, Burlington and Quincy Railroad	PSCar	Pressed Steel Car Company
CCT	Central California Traction Company	Pull	Pullman
C-F Co.	Cullen-Friestedt Company	QRR	Quincy (California) Railroad
CMStP&P	Chicago, Milwaukee, St. Paul and Pacific (Milwaukee Road)	r/b	rebuilt
CN	Canadian National	S.A.C.	Strategic Air Command
comp.	composite - steel frame with wood body	SN	Sacramento Northern
CSRM	California State Railroad Museum	SP	Southern Pacific
CVL	Clover Valley Lumber Company (Loyalton)	SPCo	Southern Pacific Transportation Company
CZ	California Zephyr	SPE	Southern Pacific Equipment Company
D&RGW	Denver and Rio Grande Western	SPSF	Southern Pacific Santa Fe
DOD	Department of Defense	ST&E	Stockton Terminal and Eastern Railroad
DODX	Department of Defense reporting marks	T&NO	Texas and New Orleans (SP subsidiary)
EMD	Electro-Motive Division, General Motors	TOFC	Trailer On Flat Car
F&L	Fitzhugh and Luther Company	TPL	The Pacific Lumber Company
FM	Fairbanks-Morse	TS	Tidewater Southern
FRRS	Feather River Rail Society	TTX	Trailer Train Corporation
FRRX	Feather River Rail Society reporting marks	UP	Union Pacific
GE	General Electric	USS	USSteel
GGRM	Golden Gate Railroad Museum	UVCC	United Verde Copper Company (Arizona)
Gund	Gunderson	VIA	VIA Rail Canada
ICC	International Car Company	WNTC	Western Nebraska Technical College
IndB	Industrial Brownhoist	WP	Western Pacific
IR	Ingersoll-Rand	WPRM	Western Pacific Railroad Museum
		WWS	Western Wheeled Scrapper

January 2009 Board Meeting Motions and Actions Summary

No meeting in January due to lack of quorum.

February 2009 Board Meeting Motions and Actions Summary

Notices

- Virgil Staff passed away on December 24. The Board acknowledges the passing of this valued member and WP scholar and sends the condolences of the FRRS to his friends and family.
- Thank you to Bob Sims for a generous series of donations to various funds.
- Thank you to Chris Allan for a generous donation to the DRGW boxcar fund.
- Trains Magazine recognized a photo by Norman Holmes as one of its best 100 railroad photos.

Seating of New Director

Frank Brehm is appointed to the seat vacated by the death of Director Merrill Thurman.

Motions Passed

1. Consent Motion - approved motion 09-02-02.
- Minutes - from the Nov and Dec 2008 BOD Meetings.
- Financial Reports - Profit/Loss and Balance Sheet through end of December 2008.

2. Business Motions

Motion 09-02-01

2009 Budget

Accept the 2009 Proposed Budget.
Vicknair / Habeck. Aye - 8, Nay - 0, Abstain - 0.
Motion carried.

Motion 00-02-03

Membership Structure Revamp

Accept the Membership Revamp Report and accept the proposed Special Levels as presented
Brehm / Monger. Aye - 8, Nay - 0, Abstain - 0.
Motion carried.

Motion 00-02-04

Internet Annual Expenses

Budget to cover renewal of domain names, internet fees, iVolunteer interactive volunteer tracking program and calendar software. Motion to approve budget item under line item 67600 - Web site expenses.

Vicknair / Parker. Aye - 8, Nay - 0, Abstain - 0.
Motion carried.

Motion 09-02-05

California Association of Museums 2009 Conference
Approve \$300 for attendance to send Director Monger to CAM conference from 67000 - Administrative Services. Director Monger will cover other expenses.
Habeck / Spikes. Aye - 7, Nay - 0, Abstain - 1.
Motion carried.

Motion 09-02-06

Hot August Nights 2009

Motion to attend HAN July 31 - August 9, 2009 with budget of \$10,000 to be raised. Budget under line item 67010 - Advertising.
R. McClure / Brehm. Aye - 8, Nay - 0, Abstain - 0.
Motion carried.

President's Report

- Crew Training - Scheduled May and July, 2 weekends, 1 each month. As per DOO Loren Ross, training is mandatory for all ops personnel except for active duty, licensed RR employees.
- A&K / TS 735 - Attorney approved contract sent last week to A&K.
- Mechanical - Seth Adams has been appointed Assistant CMO. Going to be organizing Mech car and working on WP 917.
- Track - RIP 1 is back in service.
- Locks - Kerry Cochran is delivering the new locks for doors in the diesel shop.
- Diesel Shop - Spikes and Vanderveen finished sheet metal on north windows. Far less leaks, warmer in building.
- Advertising - Looking at booth at Reno Air Races and Sparks Farmer's Market for advertising.

Museum Manager's Report

- Santa Train - did \$1100 in Gift Shop, \$1500 in gate, plus \$250 in donations.
- Gift Shop - \$1400 in on-line revenue since OnLine Store opened just before Christmas.
- Great Train Expo - \$2400 in sales for 2 days. Revenue might have been higher if we had paid booth on main floor. Volunteers - Roger and Julie Chesley, Russ and Cheri Johnson, plus Manager Epling.
- 2009 Boxcars - have sold 32 HO and 22 N Scale cars.

Director's Reports

Monger - Winterail short show will be 25 year history of FRRS. Gave webmaster request for updates.

Department Reports

Publications - Train Sheet, 2 issues ready for printer,

working with new printer on details

Fundraising - summary of donations given out.

Committee Reports

Election - We had 11 nominations. One has declined. Have received 2 statements and confirmation from 3.

Model Railroad - new members to committee - Bart Hansen and Tom Carter. Acquired some more WP Z-Scale rolling stock that Epling has donated.

Public Comments

Ed Wagner - Had concerns about website and discussion board. Feels that website is our #1 piece of advertising. A lot of perspective visitors look at the discussion board. Wants to remind everyone to keep that in mind when they post things to the website. You don't get a second chance to make a first impression. *Charlie Spikes* - Walked through Edenwold after Santa Train. Asked that people make sure they clean out the Edenwold. It was pretty scummy after Santa Train. All leftover sleeping bags, blankets, etc. will be removed and discarded.

Closed Session

Meeting adjourned to closed session at 3:14 PM and reconvened to open session at 4:04 PM. Director Vicknair reported the following out of closed session:

"The Board heard a report on an on-going legal issue, FRRS vs. Kasten. No reportable action taken.

Motion 09-02-07

Museum Manager Contract

The Board renewed the contract for the Museum Manager for 1 year by motion.

Motion made by Director Vicknair, second by Director Habeck. Aye - 8, Nay - 0, Abstain - 0. Motion carried.

The Board heard a report on a proprietary business item. No reportable action taken.

Motion 09-02-08

May 2009 Board Meeting

The Board moved the date of the May 2009 Board Meeting by motion to May 9 at 4:00 PM. Motion made by Director Parker, second by Director Monger. Aye - 8, Nay - 0, Abstain - 0. Motion carried."

March 2009 Board Meeting Motions and Actions Summary

Motions Passed

1. Consent Motion - approved motion 09-03-02.

. Minutes - from the Feb 2009 BOD Meeting.

. Financial Reports - Profit/Loss and Balance Sheet through end of Feb 2009. Removed motion 09-03-01.

2. Business Motions - none

Glad Hand Award

Written reports on awards issues reviewed. Committee appointed headed by Director Spikes to review awards, suggestions and requirements.

Postal Scale

Item removed by Manager Epling. Bruce Veilleux donated a 50# postal scale that will work.

Museum Manager's Report

. Museum is quasi open, some gift shop revenue. Gift shop remodel finishing.

. Working on Portola RR Days planning with city reps.

. Showed samples for 2009 Commemorative Athearn Models. Final models should arrive in 90 days.

Department Reports

Advertising - Written report submitted. FRRS signing up for Farmer's Market 2009 booth due to positive response from last year.

Publications - Headlight will be out within a week.

Committee Reports

Election - Report submitted of accepted nominations.

Legal Counsel Report

Headlight contract has been received from legal.

Public Comments

Notice - Locks are being changed around the museum. New keys will be issued.

Closed Session

Meeting adjourned to closed session at 1:41 PM and reconvened to open session at 1:55 PM. Director Vicknair reported the following:

"The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board heard an advisory report on a personnel issue. No action taken.

The Board heard a report on a proprietary business issue, UP Steam Visit. No action taken."

Any member in good standing may request a complete copy of the board meeting minutes from the Society. There is a nominal charge for each copy which covers postage and administrative costs.

MEMBERSHIP APPRECIATION DAY 2009

Mark your calendars for September 26, 2009! That is the date for our 2009 edition of Membership Appreciation Day.

This year, we're doing something a little different and combining Member Day with our traditional Railfan Photographer Day. This year, our members will get to see recreated, period trains operating at the museum, with the possibility of some special guest equipment joining in the celebration. There will also be activities, docent led tours and other events for the family.

This event is open to FRRS members and their families only. However, non-members are welcome to join the Society and get in on the fun. Membership Appreciation / Railfan Photography Day will be held on September 26 and run from 10 AM to 10 PM.

Watch the Train Sheet and the website, www.WPLives.org, for more information.

PROMOTIONS AND ADVERTISING

In 2008, the Society made a major push to promote the museum, the RAL program and our mission to preserve the Western Pacific. As part of this effort, we had a booth at the Sparks Farmers Market and joined as a sponsor for Reno's world famous Hot August Nights event. Both of these are paying off with a marked increase in visitors from the Reno-Sparks area and greater exposure for the FRRS. While other museums are reporting decreased visitor levels in the face of down economic times, we appear to be holding our own.

This year, we are looking to build on the success of last year. We will once again be part of Hot August Nights and continuing our outreach at the Sparks Farmer's Market. In addition, we are looking to have a presence at the Reno Air Races and adding a seasonal billboard along US Highway 395.

We need your help to make these things happen and to build on our outreach to the public. If you would like to volunteer to crew a booth at Hot August Nights, Reno Air Races and / or the Sparks Farmer's Market, please contact Matt Parker or David Epling via email (listed on page 2) or at the museum by phone: 530.832.4131. We could also use help around the museum, particularly on days when these events are going on.

Finally, participating in some of these events requires an upfront amount of money. Your donation to our advertising of promotion efforts will pay multiple dividends down the road by increasing visitorship and museum revenue, all helping to advance our work preserving the Western Pacific family. Please consider a donation to the FRRS to help us spread the word about our amazing organization and its growing membership.

FUNDRAISING REPORT - November 2008 through February 2009

FRRS General Operating Fund - 44 donations	total \$ 6,132.96
2009-2010 WP Centennial Locomotive Repainting - 13 donations	\$ 5,907.50
WP Dispatcher's Office CTC Board Reconstruction - 6 donations	\$ 382.50
WPRM Museum Site ADA Facilities Expansion - 5 donations	\$ 244.62
The Zephyr Project - 3 donations	\$ 1,600.00
WP 165 Steam Program - 4 donations	\$ 2,050.00
TS 735 Locomotive Movement - 19 donations	\$ 3,730.00
DRGW 62962 Boxcar Fund - 1 donation	\$ 1,000.00

Donation Totals \$ 20,797.58

- FRRS Membership -

to be effective June 1, 2009

Yearly Dues

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

Life Memberships

Single Person Life - \$1800.00
Family Life - \$3000.00
Centennial Life - \$5000.00

Other Memberships

Institutional - \$60.00
open to 501c(3) organizations

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.
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, 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

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. WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.



A SPECIAL BOXCAR

Cargo damage has been an issue for railroads since the first freight was hauled. When car builders began exploring new ways to secure and protect loads, the WP was one of the roads that eagerly tried their offerings. In 1955, Pullman built 40 50' boxcars with cushioned underframes, special load restraints and nailable steel floors. While cushioned frames dated back before World War II, Pullman Standard's own design had first been applied to 2 WP 40' cars in 1952. The 1955 cars used an evolution of the design and, as with the 1952 cars, the railroad touted their innovations with an eye-catching paint scheme: solid orange bodies with huge silver feathers and "Western Pacific" spelled in script. WP 3032 is the perhaps the last surviving car to have worn this special scheme. This historic car is one of many that your donations and dues help preserve for future generations.

The Train Sheet

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Portola, CA 96122-0608

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In the early hours of February 3, 2006, our preserved GP20, Western Pacific 2001, makes a brief return to the WP's Stockton, California yard. Keeping the engine company that night is a WP Transport trailer, still a fixture in the yard 23 years after the merger. In this special issue, you will find a complete roster of the FRRS rolling stock collection, as well as spotlight features on select pieces. Enjoy!

-photo by Eugene Vicknair