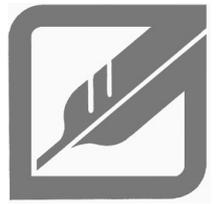




Preserving "THE FEATHER RIVER ROUTE"



# The Train Sheet

News from the Feather River Society and the Portola Railroad Museum

ISSUE 127

October/November/December 2004



## - The Train Sheet -

News from the Feather River Rail Society and the Portola Railroad Museum.

Editor – Frank Brehm (916) 212-2547 or email at [trainsheet@wplives.org](mailto:trainsheet@wplives.org)

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

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## - Portola Railroad Museum -

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 a.m. until 5:00 p.m. daily the first Saturday in March through the first Monday of November. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. Train operations begin the last Saturday of May and continue through the first Monday of September. The museum grounds are closed to the public from the first Tuesday of November through the first Friday of March except for special events in which arrangements have been made in advance. If you wish to visit during the closed period it is advisable to call in advance and find out if the museum grounds 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 Portola Railroad Museum in Portola, California.*

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

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*Cover Photo:* Tom Andrews protects the rear of the train and awaits passenger loading during caboose train operations. Photo - Kerry Cochran

*Back Cover:* Assistant CMO Rick Edwards getting into his work and dirty while performing locomotive maintenance. Photo - Kerry Cochran

### ***Web Pages of Interest***

Feather River Rail Society (Official Site) [www.wplives.org](http://www.wplives.org)

CZ Virtual Museum	<a href="http://calzephyr.railfan.net">calzephyr.railfan.net</a>
Tidewater Southern	<a href="http://www.tidewatersouthern.com">www.tidewatersouthern.com</a>
WPRRHS	<a href="http://www.wprrhs.org">www.wprrhs.org</a>
SN Page	<a href="http://www.people.virginia.edu/~ggg9y">www.people.virginia.edu/~ggg9y</a>
WP Virtual Museum	<a href="http://wpmuseum.railfan.net">wpmuseum.railfan.net</a>
Tidewater Southern	<a href="http://www5.pair.com/rattene/WP/TideIndex.htm">www5.pair.com/rattene/WP/TideIndex.htm</a>
Western Pacific	<a href="http://www.wplives.com">www.wplives.com</a>

## - FRRS Membership -

<i>Yearly Dues</i>		<i>Single Life Membership</i>		<i>Family Life Membership</i>	
Associate	\$20.00	Birth-17 years of age	\$1200.00	Birth-17 years of age	\$1800.00
Active	\$40.00	Age 18-39	\$900.00	Age 18-39	\$1350.00
Family	\$60.00	Age 40-61	\$600.00	Age 40-61	\$900.00
Sustaining	\$100.00	Age 62 and above	\$300.00	Age 62 and above	\$450.00

These are the dues for the duration of one year, with Life and Family Life being a one-time payment. Five year payment plans are available for life memberships.

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

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

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

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

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

**Family Life** memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:

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

Address changes may also be sent to [membership@wplives.org](mailto:membership@wplives.org)

### A Message From the FRRS President

By Rod McClure

I hope you all have had a good Holiday season and the New Year finds you well. Gail and I had a quiet Christmas with our oldest son Aaron in Baghdad and our youngest son Eric in boot camp at Fort Leonard Wood. As I write this, it is snowing here and has been most of the week. We have over 5 feet in our back yard and the Museum has over 6 feet on the level with more to come. This of course has postponed our plan to begin the movement of the Rio Vista equipment and bringing the WP 165 home also. As soon as we can get the Museum dug out, we will begin doing what we can to start the movement process. We did however get the SP 1100 to Portola right before Christmas which makes a great addition to the RAL fleet and a fantastic winter engine for us as it has antifreeze for cooling instead of water and a block heater which makes starting it in cold weather easy. Make sure you get up to the Museum this year to check out the 1100 as it is a very unique and well cared for locomotive. Thanks again to the folks at Sierra Pacific Lumber for the donation!

The Santa Trains this year were once again a success. The weather was good on both weekends and we had a real good crowd on the second Saturday. Many people worked hard to make this happen. A special thanks goes to Jim Halliwell for all his fantastic work with the Christmas lights he put on the Rotary Snow Plow which was at the front gate, the fence, and of course the cabooses. He also helped us get some TV coverage on the local Reno CBS station where his son works. Steve Habeck worked is

usual magic on the SP 2873 and by getting all the extension cords ran and the passenger cars wired for power that were in the shop. He also made sure that the caboose stoves were lit and warm the day before each Saturday. Thanks go to Gail McClure for all the cookies and breads she baked and helped serve to our guests. She had help from Mary Habeck, Sara Eidman, Kathy Habeck and her friends. Thanks to all of you who baked cookies at home, like Charlie Spikes, Bernie Parker, Mary Habeck, and Eugene Vicknair's family. Many others helped out on the operating crews, including Kerry Cochran, David Epling, Pat Brimmer, Loren Ross, Ed Powell, Charlie Spikes, and others who I can not remember so I apologize in advance for forgetting you! Of course, John Walker ran a tight ship in the Gift Shop and took care of the details we forgot.

By the time you read this, we the FRRS, will be the proud owners of the ex CZ dome coach Silver Lodge. We purchased this from Denver Rail Car and closed the deal on January 10, 2005. This is another great step for the FRRS. This car is very complete but it needs work to make it a showpiece. I will save the details for another column in this issue but in short it needs to have it's dome seats reupholstered and a good cleaning inside and out. Eventually it will need to have the dome windows replaced but that can wait. The decision to purchase this car was a hard one account of the money we had to spend. Budd built cars are becoming a hot item in the dinner train business and the price for any CZ type Budd car continues to go up and their availability gets scarce. After much consideration and discussion, a deal was

reached to purchase this car in December. It will make an excellent companion to the Silver Hostel and puts us on the way to putting together a good representative of the CZ. But guess what? All this takes Money and LOTS of it! I can't stress enough to all of you that we need donations to operate and to continue to purchase and restore equipment. Donations of equipment like the Silver Lodge are not going to just fall out of the sky and into our laps. We have to be able to not only restore and maintain our equipment, but from time to time purchase an important artifact like the Lodge, or the Hostel or even the 805-A. In the near future we will see other important pieces of CZ and WP equipment become available but the chances of donation are slim. We have to be ready to move when the chance opens up, and if we pass some things up, we will be sorry later on. Talk us up to your friends and the people you work with, look for opportunities to invite them to the Museum for a visit and let them know that if they need a tax right off, or just have too much money that we can find a good use for it! Trust me, I know how tight money is for all of us and donating \$100 a month is impossible for a lot of people but every little bit helps.

Remember also that if you can make the time, come spend a few days at the Museum and help out with the ongoing list of projects. John Walker always has a list on the board of little but important things that need to be done, from painting to cleaning to fixing broken hand tools. We also need help with the big stuff like finishing the Silver Debris volunteer lounge and of course trackwork and Locomotive maintenance. Springtime will be here soon and the snow will be gone and we will have to get ready for the operating season as well as the equipment trades and moves we have planned. If you find some spare time, come help make our Museum look good and help preserve the WP.

Until next time,

*WP Lives!*

## **CMO Report**

By Hank Stiles

Well, the holidays are over and our house is headed towards a state of normality. I am trying to catch up on things such as my reports for the Train Sheet.

Up in Portola, the snow is about 3 or 4 feet deep and getting deeper. Needless to say that not much is going on up there. There is good news deep in the winter snows though. Last fall Rick Edwards (Assistant CMO) had an idea that would make the shop area more appropriate for our uses. So after talking with many people including Myself (CMO), Eugene Vicknair (Facilities Manager), John Walker (Museum Manager) Rod Mc Clure (president), with input from many others that are at the museum on a regular basis a plan was brought together.

The plan agreed upon was a redesign of some of the shop area on the north side of the museum shop building. The welding area and the component work/rebuild area were separated to provide a cleaner area to work on components like gearboxes, and water pumps. The welding area was moved into the old bolt and storage/cleaning area bay that is split in half, the north end being and staying the cleanup area with solvent cleaning tank and a large steel sink and the south end (the old bolt and storage area)

becoming the welding shop with the bolt and storage area being moved into the bay on the eastern end of the workshop part of the building next to the tool and electric room. Also part of that bay will become enclosed tool storage to expand our tool room along with a wood storage rack for the carpenter shop. Along with the fact that any time you revamp an area it just naturally comes out being a cleaner more organized space, I think that these changes will make our shop a more useful and productive space that we can be proud of and that will speed our efforts at preserving the Western Pacific equipment under our care!

When spring finally gets here, projects that we will be working on include reprofile the wheels on the WP 512 with some work on its fuel injection system also. WP 501 will have some work done on the prime mover so we can put it back in service. Once on the property maintenance will be accomplished on the WP 917 for a return to service, so you can see that we have a full schedule this coming summer.

I hope that some of the work we are doing at the museum will spark your interest in the Portola Railroad Museum and you and your family will come and visit. We would hope that you would like to become involved around the museum. There is a job for everyone's taste, everything from announcing to Zephyr restorations. Mom, Dad and kids there is a place for all of you in Portola, so please if you are reading, this support your rail society with your hard work, your money or best of all, both.

## **WPRRHS Report**

By Thom Anderson

During 2004, three issues of the Headlight were published. This equals our production in 2003. The Headlight staff hopes you have been pleased with the content in the magazine this year. We try to vary the content to hopefully have something of interest to everyone in each issue. It doesn't always work, but we'll keep trying.

Plans for content in the coming year include the following; the second half of the steam helper article that appeared in the latest issue, WP's bicentennial GP40s, Sacramento Northern, and more. If you have materials you would like to loan for publication, please contact Headlight Editor Dave Pires at 565 Primrose Lane, Benicia CA 94510-3844 or by e-mail at [headlight@wplives.org](mailto:headlight@wplives.org)

Do you have a retailer in your area that does not sell the Headlight, and think they would be interested in carrying the magazine? Please contact WPRRHS Administrator Thom Anderson through the Society at P.O. Box 608, Portola CA 96122-0608 or by e-mail at [wprrhs@wplives.org](mailto:wprrhs@wplives.org) and the Society will contact the retailer with the offer.

Don't forget about the WPRRHS Convention, scheduled for April 15-16 2005 at the Tracy, CA Holiday Inn. For information and registration contact Steve Hayes at P.O. Box 1083, Soulsbyville CA, 209-536-1847 or e-mail [wprrhsconvention@wplives.org](mailto:wprrhsconvention@wplives.org).

The locations for the 2006 and 2007 conventions have been set. 2006 will be held in Chico, and 2007 in Livermore on the Friday and Saturday of the third weekend in April. Further information on these conventions is forthcoming.

## Ex Southern Pacific TR-6a 1100 Joins Our Collection

By Norman Holmes

In December, 2004, the Feather River Rail Society added another historic locomotive to its collection at the Portola Railroad Museum. The unit is an EMD TR6 switching locomotive built as a demonstrator and sold to Southern Pacific. A brief history follows:

Electro Motive Corporation was a builder of gas-electric motor cars and diesel engines. General Motors had a desire to get into the locomotive building business and purchased EMC in 1930. With GM's improvement of the two-cycle diesel engine they began to market diesel switchers and passenger locomotives starting in 1935. Diesel switchers were available in 600hp (SC & SW) and 900hp (NC&NW) versions. Demonstrator models were sent out to prospective buyers and often these demos were purchased and usually this resulted in orders for additional units. An early example of these demo switchers are SP 1000, WP 501 and UP DS1000. Fortunately all three of these early demos have been preserved in railroad museums.

In 1941 EMC became EMD, Electro-Motive Division of General Motors, EMC built a two engine transfer locomotive for the Illinois Central, later EMD came upon the idea of a stock diesel switcher with a cabless booster unit for transfer service. The semi-permanently coupled set was designated TR. The sets were soon nicknamed "cow and calf."

EMD switcher production was halted by the War Production Board during WWII in favor of EMD building the 5400hp FT freight locomotive. Switcher production was left to Alco and Baldwin. After the war ended EMD resumed building switchers including 36 sets of TR2s in addition to SW1s and NW2s. EMD also built a two booster unit for the C&O, the only railroad to order this consist. They soon became known as a "herd."

In 1951, the 1200hp SW7 was available with a booster unit called TR4 followed by the SW9 designated TR5. (Union Pacific had TR5s.) EMD also produced an 800hp switcher, a SW8. This model was also available as a cow and calf combination known as a TR6. Only 12 TR6 sets were built, four for the Southern Pacific and eight for the Oliver Mining Co.

A TR6, 1600hp demonstrator set was built in 1951 and sent out to the Southern Pacific for trials on Nevada branch lines. SP had been using the 1500/1600hp Baldwin road switchers on its branch lines, but it was determined that the TR6 developed 20% more pulling power and was easier on the light rail. SP purchased the pair on April 25, 1951. Three more sets were ordered for November delivery.

EMD 1600 and 1600B were moved to Sacramento where their numbers were changed to 4600 and 4700. The two tone red demonstrator paint scheme was retained with Southern Pacific replacing Electro-Motive on the hood. Two days later the unit was transferred to the NWP. In November 1951 units 4601-4603 and 4701-4703 were also transferred to the NWP. Later the 4600 and 4700 were repainted in the standard black with orange



Our newest locomotive rests quietly shortly after arrival at the museum.

Photo - David Epling

tiger stripes and silver ends to match the other TR6s. While the 4600 was on the NWP in Eureka it was given the name, "Little Lulu" after a comic strip character, a name it retains today.

In April 1953, the units were returned to the SP, the solid drawbars were removed and replaced with standard couplers. Nos. 4600-4603 were transferred to the Pacific Electric while 4700-4703 were assigned to the Roseville hump yard. No 4600 was renumbered 1100 in 1972 and continued to be used in Southern California. SP's SW9s were being sold off rapidly after 1977 and by March, 1979, all of the TR6Bs were off the roster and scrapped. No. 1100 was sent to Sacramento in 1980 to replace No. 1004, a SW1, as the shop switcher in SP's General Shops. It survived in this use while all the other 800hp units were sold or scrapped.

In 1985 Southern Pacific wanted to abandon the 23-mile branch from Wendel to Susanville. This would leave Sierra Pacific Industries mill at Susanville without rail service. A deal was struck where SPI would lease and operate the branch as an extension of its Quincy Railroad. Motive Power for the line was to be none other than our Little Lulu. No. 1100 was purchased by SPI for \$14,000 and served the mill until it was supplemented by a SW7, No. 12, transferred from their closed Amador Central Railroad. No. 1100 stayed on as a standby unit and saw occasional service.

Due to a continuing lack of National Forest Service tim-

ber sales, Sierra Pacific Industries closed their Susanville mill March 28, 2004. The last use of No. 1100 was on April 29, 2004. After the last of the milled lumber was shipped out on June 24, 2004, both No. 12 and No. 1100 were out of a job. Realizing the historical significance of No. 1100, our museum immediately began negotiations with SPI to obtain a donation of the unit. The donation request was granted and on December 2004, No. 1100 and No. 12 were moved to Portola. No. 12 will be stored at the museum pending further use by SPI.

Both units are in excellent condition and have good paint. It is expected to use No. 1100 in our Run-A-Locomotive program. The only drawback is that it has dual controls, left over from its as built design, which makes for a crowded cab area. We wish to thank SPI and UP for their cooperation in preserving this historic locomotive.

Builder: Electro-Motive Division of General Motors

Type: TR6

Build date, serial No. November 1950, #13549,

Engine: 8V, 567BC, 800hp

Weight: 206,870

Source material:

Hayden, Bob, Model Railroader Cyclopedia Vol. 2, Milwaukee WI, Kalmbach Books, 1980

Pinkepank, Jerry A. The Second Diesel Spotters Guide, Milwaukee WI, Kalmbach Books, 1973

Stindt, Fred A., The North Western Pacific Railroad Vol. 2, Kelseyville CA 1985

Strapac, Joseph A., Southern Pacific Review, Huntington Beach CA, Shade Tree Books, 1977

## **CZ “Silver Lodge” Purchased**

Built by the Budd Company during February-May 1948 under lot number 9656-021 for the Chicago, Burlington and Quincy as number 4717, Vista-Dome chair car.

The Vista-Dome chair car, also called a dome coach, was the hallmark and most prominent feature of the California Zephyr. Each car featured forty-six reserved seats on the main level and an additional twenty-four unreserved seats in the dome level. Unlike many other trains, the dome seating in the forward cars was open to everyone and would remain so for the entire life of the CZ. Typically, three dome coaches were placed in each train and located directly behind the baggage car or, in later years, a flat top coach.

Three separate varieties of the dome coach were built: a “Women’s and Children’s” car where the smaller forward section (segregated from the rest of the car by a door) was reserved for women traveling with small children, the “Conductor’s Coach” featuring a small office for the train conductor, and the standard car with no special features.

The “Silver Lodge” was built as one of the “Women’s and Children’s” Cars and, like its siblings, lost its doorway and special reserved section in mid-1950. After the end of the CZ, the “Lodge” was conveyed to Amtrak for its long-distance trains. After retirement from Amtrak services, the car was purchased by Denver Railcar and entered lease and charter service on a number of operations. These included a stint in Alaska from 1984-86 and tourist service in Mexico in 2000-01. When Denver Railcar decided to sell off its large stock of cars, the FRRS acquired the

“Lodge”, which still retains much of its original features and architecture.

FRRS efforts to obtain the “Lodge” began in late summer 2004 and approval to acquire the car was finalized in November. It is currently planned to have the car moved to Portola by early Spring 2005. Documentation and clean-up work will commence shortly after.

Work is continuing on the Silver Hostel. While some clean-up work will be done on the Lodge, and major work on the car will be done in conjunction with similar work on the Hostel. For example: plans are being made to reupholster all dome and chair seats in both cars, once fabric type and color are finalized and suitable materials located.

Now that we have taken this step, we need help from all of you. Restoring such sophisticated passenger cars is an expensive and time-consuming labor of love. We need help to return these two cars, as well as our CZ locomotive WP 805-A, to full operation.

If you would like to volunteer your time for work crews, please contact me off-list and provide your name, e-mail, phone number as well as any relevant, special skills you have (ie: electrician, metal work, etc.). We do have lodging in Portola for volunteers and can help coordinate carpools to reach the museum.

We also need FUNDS. The Silver Hostel is expected to need \$250,000 or more before its restoration is done. The Silver Lodge will likely take around \$100,000 for a complete restoration. If you would like to donate to the Zephyr Project, please send your check to FRRS Zephyr Project, P O Box 608, Portola, CA, 96122. You can also donate securely, on-line at [www.ZephyrProject.com](http://www.ZephyrProject.com) . Click the “Make a Donation” button located at the bottom of the page.

And we need INFORMATION. Any photos of the interior of the dome-coaches, but particularly COLOR images are needed from the 1950-52 time frame. Also, we need interior photos of the dome-lounge-dormitory cars following 1963, following the introduction of the Cable Car Room. If you know of any fabric or carpet samples from these cars, please contact me off-list.

Finally, if you have any questions about the Silver Lodge, the Hostel or the Zephyr Project, please contact me at [evicknair@studiod.com](mailto:evicknair@studiod.com).

## **WPRRHS Convention**

**scheduled for April 15-16 2005 at the Tracy,  
CA Holiday Inn.**

Registrations will go out the end of January. Both by email and snail mail. If you don’t receive anything by the middle of February this year, please contact Steve Hayes as we are trying to figure out why some are not getting contacted each year!

Jeff Asay will be the guest speaker at the dinner.

Editors’ note: This is all of the information that was provided to me. For further information such as pricing or planned activities contact Steve Hayes at P.O. Box 1083, Soulsbyville CA, 209-536-1847 or email [wprrhsconvention@wplives.org](mailto:wprrhsconvention@wplives.org) .

## 805-A Runs Again

By Dave McClain (as told by the crew)

With fond thoughts the next morning April 15th, of running the SP rails to Sparks, we began the day with a very leisurely morning, with breakfast and conversation. Steve's family had tailed us out on the Black Rock the day before and apparently blew a tire. He had the task of running his Excursion to a tire shop to have a new tire installed this morning. One hour, and some \$690.00 later, he had **FOUR** new shoes! Decision was made that he had better change them all. And thanks to him and his family, we had transportation to and from the rail yard.

After breakfast, we trundled down to the yard, Rod went into the yard office, and Steve and I opened up all the units. We started the 3, again leaving 8 0 5 D I T .

After checking all systems, we waited for orders to start moving. Rod and Steve exchanged orders, and then jumped up into their seats. Again my responsibility was to help the 2001 make transition. Chooch from the UP was at the head end throwing the siding switch. Then we backed up to the crossover at WESO.

A call to the dispatcher, the switch was thrown, and we were on our way west towards Lovelock and Sparks. A couple of miles west, we had a red over yellow to the first siding of the day. It was the local making its rounds in Winnemucca. A wave from them, a green dwarf, we again were running the main.

Out of town, and with 707 and 2001 running well, I went back into the B-unit to see if I could troubleshoot the problem. I would put it on line and watch the electrical contactors, but to no avail. I have learned one thing working on these elders; it takes 10 times the repair time to find an electrical problem, and vice versa for a mechanical problem. So most likely for me, I was not able to fix her. The engine would run up along with the others, but with no current to the

traction motors. Heavenly sound from that 567-C, though.

In the middle of the day we took the siding at (MILL), my notes do not have the name of the siding — Rod will know of course....

We were in the hole waiting for both east and west-bound Zee trains. And Rod was asked by the dispatcher if we could pick up the dozen loaded auto racks and take them to Sparks. Because the B was still not loading, he declined the offer. After those trains passed us, we were on our way again.

Again, the 2001 needed help through transition each time we slowed and then increased our speed. One thing Rod was concerned about was the color of the smoke. Idling so much at the museum causes the engine and stack to load up with carbon. And then under load, fire can start up in the exhaust. But she was clean, and the smoke was only a bit gray when the throttle was increased.

Out west of Lovelock, we met a train at Parron siding, and the crew took notice at us. Word was out that we were special, and yes, even our call sign on the orders and from the dispatcher was WP 707.

Rolling through Hazen, we whizzed by Vic Neves whistling both 707 and 2001.

The chase was on but we had the advantage at least to Fernley, where we entered the Truckee River Canyon. At Mustang, we rolled into the siding, (again I forgot the name of this one) where we waited for #6. After a two hour wait in that siding, we finally got the green to head into Sparks. When we arrived onto the

double track, the Zephyr with the 806-A was on the wye along the main-line being turned. Then the whistles started, even I got into the act. Hearing 3 WP whistles all at once saluting each send chills down my spine. Phil Gosney, the engineer of the 806 paused on the ground to get pictures of us approaching. And with the setting sun, timing was everything.

Rod then received clearance to pull us onto the spur at the old roundhouse, where we let them cool off

for an hour. Admiring these beautiful locomotives, and remembering that this was a great undertaking by everyone involved. We made it to Sparks without any major problems and Hats off to both Rod and Steve for working out the logistics and being responsible for such a great challenge!



## View From the Crummy

By Gail McClure

### **Passion**

*Definition: Boundless enthusiasm or the object of such enthusiasm. A powerful emotion, such as love, joy, hatred, or anger, or the object of such love or desire.*

As a member of the Feather River Rail Society, you have made a commitment to preserve the history of the Western Pacific and its people, a story rich in railroad innovation and a sense of family now missing from traditional railroading. With this commitment comes responsibility.

Your responsibility is to participate in telling the story. You can do this by sharing your love of the WP with friends and family, encouraging their participation as well. If your employer sponsors employee supported organizations, educate them to why the Western Pacific was a driving force in developing new technologies critical to getting products to markets which impact us all, every day, and live beyond her fallen flag. Cushion underframe cars, sectioned box cars, luxury transcontinental "cruise trains" (i.e. the California Zephyr which was the first passenger train scheduled to take full advantage of the scenery across which she traveled; the beauty of the Rockies and the Feather River Canyon). Tell them how the WP Lives in Portola, CA and why their support of the FRRS is important.

Here's a story: Rick Edwards, FRRS member, has a colleague in Oakland, CA who owns a machine shop. Rick was sharing our need to have resurfacing work done on one of the exhaust manifolds for our Fairbanks Morse 1857 locomotive. His passion for the collection lead to further discussions and the owner of the shop was generous enough to donate his time in providing a top notch service which allowed for the speedy repair and placement back into service of this unique locomotive. The quote we had obtained from another source was nearly \$2,500. The money saved by this donation can now be used to pay for other supplies and much needed services; there are many expenses involved with running our museum from the mundane (electricity, gas, water and garbage) to the unique (custom blended Centauri paints for our equipment). Our liability insurance alone runs nearly \$27,000 per year.

Here's another one: Matt Schumann, President of the Shasta Cascade Rail Foundation gave Eugene Vicknair, member of the FRRS Board, the name of a gentleman who sells locomotive parts. We were in desperate need of batteries for our locomotives with the newest set being more than 12 years old. After sharing his passion with the gentleman in question, he offered to sell us six sets of locomotive batteries at \$1,000 each (to put it into perspective, a good set of used batteries normally runs \$2,000 and a new set of batteries between \$4,000-6,000). The oldest set was about three years old and the newest six months. Rod McClure, President and Steve Habeck, Board member, Yardmaster, and battery guru extraordinaire, shared their passion when they traveled all the way to Fresno to test the batteries prior to completing the transaction, this being a large amount of money for a small organization to risk without checking. The batteries tested out very well and the seller threw in an extra set of batter-

ies at no extra charge. Another member, Scott Franklin, who owns a trucking company, hauled them to Portola at cost. All told, passion resulted in the Society obtaining \$14,000 in batteries for a total cost of around \$6,500.

This are just two of many stories how members' driving passion has come to benefit our organization. There are many, many others including the dream of the FRRS founders whose passion resulted in the fruition of a dream...one that many said could never be done.

How and with whom will you share your passion for the WP today?

We want your feedback. Please contact me at [2centsworth@charter.net](mailto:2centsworth@charter.net). I'll see that your commentary is forwarded to the appropriate member of the Board of Directors or Department Head for response. Without your feedback, we have to assume that you, the membership, like the direction we are taking the organization.

## We Are In Need Of...

By John Walker

The Portola Railroad Museum is constantly looking to upgrade and acquire new equipment to improve and enhance the hard work of our volunteers and staff. There are many occasions when the right tool or piece of equipment would greatly speed our efforts to get projects done or, make that project simpler and easier to complete.

To that end, future issues of The Trainsheet will contain a running list of equipment that we would like to acquire. It is our hope that someone in our membership may be able to donate these items or, convince their employer to donate such items. Or perhaps, you'll be traveling down the road someday and see a "for sale" sign on some equipment that we could use here at the museum.

These items don't have to be new. As long as they function correctly or, can be repaired at a nominal cost, we might be able to use it. It doesn't have to look pretty either. The big cost is the equipment itself. Parts, repairs and a touchup of the paint are nothing compared to the cost of the equipment.

Take a look over the list and give Museum Manager John Walker a call at the museum if you think you can help. This is another great way to help the organization even if you can't physically come up to the museum. And remember, donations to the FRRS are tax deductible. So if you, your company, your fraternal organization, church or your employer is looking to upgrade your tools, vehicles, displays or office furniture, please keep us in mind.

We need a new pickup truck for everyday use around the museum. A good work truck for hauling lumber, parts, equipment and going to the dump would be great. A Four-wheel drive would be awesome for use around the museum in the wintertime. If we get the truck, maybe another member could donate a new paint job or mechanical repairs.

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.

A small "Bobcat" type front-end loader. These tractors are great for landscape projects, cement work and clearing snow. Their diminutive size allows them to squeeze into tight areas that our Backhoe will not fit into. An auger attachment on the back would help us dig holes for fencing, signs and other projects.

A John Deere "Gator" or similar all-terrain, work vehicle. These vehicles are great to have when you need to haul a 55-gallon drum of oil or some big wrenches, track tools or parts out to the end of track to do some maintenance on an engine or some track work. Ideally, a 6x6 with a flat deck on the back would be great!

Snow blowers. As I write this, there is four to five feet of snow on the ground at Portola. We could really use one or two of these.

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

A new copy machine. Ours is wearing out and the copies are getting worse and worse. A color copier, or perhaps an all-in-one printer, copier, scanner, fax machine would be great.

A sand blaster. Small or large, we can use it.

If anyone is in the aggregate business, we could use a few truckloads of sand, 4-6 inch river rock and drain rock for various landscaping and facilities projects.

A bead blasting system for cleaning small metal parts. This would help the restoration and mechanical department.

The gift shop and the display room need glass display cases. Upright or counter styles are both good. We're also looking for some "Slat-wall" style display panels.

A large conference table capable of hosting 10-12 people for Board of Director meetings or conferences. We can refinish the table (or perhaps another member can help in this area). We already have some nice chairs; it would be nice to put them around a nice conference table.

Reception area furniture. We would like to change the entranceway into the museum. 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.

Waste oil heaters. Many automotive shops and airport hangers use these types of heaters to heat large buildings. We've got a large building and we've got waste oil and it would be great to burn it up and help heat the building.

Thanks; we will have more items listed in the next issue.

## **Caboosing Around the Museum**

By John Walker

09.04/5 Labor Day Weekend! Still cleaning up from Railroad Days this week. Our "TGMTT" special train departed for Truckee on Sunday with Rod McClure at the controls and Steve Habeck watching the markers at the rear of the train. Lots of last minute details to tend to in order to get the train out on time. Ed Powell, Alan Hirasawa, Gunther, and others changed

seven brake shoes on the UP6936. Rick Edwards and Hank Stiles were busy in the shop area while Kerry Cochran, Don Nelson, Lew Barnard, Jack Palmer, Bill Parker and Charlie Spikes ran passenger trains around the museum. John Walker and Linda Knudson packed items from the gift shop to take to Truckee later in the week. Norman Holmes worked on sprucing up the Quincy #4. The weekend was fairly calm for a three-day weekend but the weather was nice. Andy Anderson ran RAL's. Lew Barnard shot an RAL promotional video, which will play on a lap top computer at train shows which we attend in the future.

09.28 Jeff Sanders of Hesperia, California, Charlie Spikes and John Walker spent a full day cleaning out the WP baggage car located next to the loading dock. This car has been used for storage by four different departments over the years and needed a serious cleaning, inventory and reorganizing. After pulling out nearly the entire contents of the car onto the dock, the car was swept out and metal shelves installed. We then called in Norman Holmes and Doug Morgan to help us identify what some of these items were. This was a big help since some of this stuff was acquired a long time ago and we had no idea what some of it was. But Norm was able to identify some old artifacts while Doug identified old locomotive parts and tools. While we didn't throw much away, tools and restoration parts were moved to where they belong, cables and wires were moved to the material storage area, some things were moved to the archives storage area and the stuff that went back into the car is much better organized.

09.29 Jeff Sanders and John Walker constructed more metal shelving to use in other car cleaning projects. Kerry Cochran was working in the area and stopped by the museum. Kerry sorted through some old radio parts that were found in the baggage car and spent time in the office catching up on paperwork and record keeping.

10.02/03 Ed Powell checked caboose heaters and sorted through various electrical cables, hoses and tools found in the baggage car. Rick Edwards did various mechanical work and record keeping. Bill Parker sanded on the Pullman Troop Sleeper and helped John Walker and Rick Edwards assemble more metal shelving. Steve Habeck serviced batteries. Board of Directors meeting with Treasurer Dan Brady attending. Dan also worked with John Walker on gift shop ideas and financial reports. Rod McClure, Frank Brehm and Gail McClure serviced the derrick in preparation for upcoming use. Rod McClure and Rick Edwards also serviced several locomotives.

10.06 Steve Habeck and John Walker switched the east end of the museum for three hours in preparation for Santa Trains.

10.07 Steve, John and Rod McClure switched the west end of the museum for another four hours, digging out ballast cars and boxcars used for storage.

10.09 Alan Hirasawa, Gunther, Seth Adams, Brittany K, and Heather replaced fire rings on 4 cylinders of the UP 849, reinstalled heads and cleaned up the block. Don Bordan ran RAL's and worked on the Lounge car. Jay Sarno, Ken Iverson, Gail McClure and Eugene Vicknair did electrical work on the volunteer lounge car. Phil Schmeir over hauled the dump truck. Matt Parker helped John Walker with various projects. Frank Brehm and Gail McClure worked on the Hospital Building. Dwight Wolfinger worked on various projects. A severe thunderstorm complicated outside work.

10.10/15 Keith Smith and his son David came out from Utah and worked on various projects. Keith and David caught a small leak in the shower car and repaired it, cleaned up the paint section, electrical room, shower car and overhauled all the engines and cars on the model railroad. Rainstorms and some of the first snows of the year overshadowed the entire week.

10.16/30 Slow days with marginal weather. Charlie Spikes comes in once a week to work on various projects around the building and grounds. Rick Edwards has been reorganizing the mechanical shop area. Rick has begun a serious effort to clean up the shops, reorganize the storage and work areas and the shops are looking better all the time. Rick's efforts will result in not only a cleaner shop, but also a much more productive work environment next season. Alex Amarel of Portola has been helping on a lot of projects including sorting through the shop's copious collection of nuts and bolts, screws, nails, washers and miscellaneous metal brackets, fixtures and parts. Under the direction of Assistant CMO Rick Edwards, and in cooperation with other department heads, all of the museum's "material storage" has been moved into the first bay next to the tool room. "Material Storage" is various nuts and bolts, cable, rope, hoses, insulation, wiring, etc that is not assigned to any particular department but may be used by anyone for any project. It has taken several months of work to gather all of this stuff together in one spot. Hopefully, after we sort and organize this material, anyone needing these supplies will be able to find what they need in this area.

10.31 The museum officially changed its hours for the year to 11:00 to 4:00 daily, weather permitting. A visit from member Brian Challender who works for the Sierra Northern Railroad at their McClellan Park facility in Sacramento. Eugene Vicknair and crew came up for a weekend and worked on the Silver Hostel. Tony Azevedo delivered two antique pieces of horse drawn fire equipment, which used to operate in Oroville about a hundred years ago.

11.01 A formal visit from several CSRM officials who were guided around the facility by Eugene Vicknair and Rod McClure. Doug Morgan, Steve Habeck and John Walker worked on various projects including repairs to the Simplot RS32 4004, which has been sold and is being prepped for shipment to the San Diego Railroad Museum. After setting up an after hours tour with a California Conservation crew working in the area, John Walker was able to secure the service of a four man crew from the CCC to help clear brush away from the hospital property up on the bluff overlooking the museum. With the help of Norman Holmes, Charlie Spikes, and Portola resident Phil Zavella, John Walker and the crew cleared nearly an acre of dead brush and piled it into several large burn piles. Alex Amarel, who falls timber for a living, brought up his huge chainsaw and trimmed several trees and cut up large branches. Alex also helped cut up many nasty old Mansanita and Chaparral bushes that stubbornly defied removal by hand tools.

The hospital was broken into around Halloween. Presumably, this was done by local kids who were looking for ghosts. Imagine their surprise when all they found was pigeon crap and broken glass. Still, Norman Holmes, Doug Morgan and John Walker had to make repeated trips up to the hospital to secure doors and windows and check the property for vandalism.

Doug Morgan helps out nearly everyday on winterizing

equipment, repairing freight car doors, helping with shop reorganization and putting things away for the winter. Steve Habeck delivers mail, checks batteries and supervised the beginning of work on Santa Train decorations. Jim Halliwell got an early start on the Santa Train decorations this year, Jim almost single handedly ran the caboose and fence lights. Seth Adams has been working on sprucing up the SP SD9 4404. John Walker has been going to train shows, preparing a mail order catalog, handling walk-in RAL's, mailing RAL gift certificates and cleaning up various areas of the museum in preparation for winter. John spent several days on the roof of the building, shower car and volunteer lounge car sealing loose screws and patching holes. Charlie Spikes also helped seal up some holes in the roof of the volunteer lounge car. Rod McClure delivers supplies, drained and moved the water trailer, works on vehicle maintenance, switching and administrative matters. Phil Zavella pitched in and helped on several cleanup projects around the museum and hospital. Alex Amarel helped install a wood-burning stove in the gift shop that was donated by Howard Hanson. The weather was pretty good through most of November. Temperatures between 30-60 degrees. Visitors were sparse but we ran some RAL's and made a lot of progress on winter preparations and the Santa Trains.

Thanksgiving Weekend. A nasty cold front passed through the area blanketing the entire region with 9 inches of snow. The snow was not too bad in and of itself. But the cold front caused a temperature inversion, which literally froze the snow into a solid block of ice. Gail McClure braved the treacherous road conditions (picking up John Walker who is a noted coward when it comes to driving in snow and ice) and freezing weather to come up to the museum to begin decorating the baggage and lounge car for the Santa Trains. Rod McClure also made a special four-wheel drive trip (again picking up John) to deliver supplies and get some work done at the museum in preparation for Santa Trains.

12.03 Last minute Santa Train preparations. Charlie Spikes, Rod McClure, Steve Habeck and Doug Morgan used the derrick to unloaded the newly acquired Tidewater Southern Bunk Car in below freezing weather after the truck finally arrived after dark. Charlie and Steve also got the SP 2873 and UP 6936 watered and started up to warm them up for Santa Trains operation. Jim Halliwell finished decorating the SP Rotary snowplow.

12.04 Board of Director's meeting and Santa Train! Another spectacular effort for the Santa Train! Besides the work done by Steve Habeck, Jim Halliwell and Gail McClure, Heidi Miller and Brittany Knudson decorated the three Christmas trees inside the baggage cars and helped out with other last minute decorations and food preparations. Snacks and cookies were thoughtfully provided by Gail, Heidi, Brittany, Charlie Spikes and his wife, Linda Knudson, Brian and Nicole (didn't catch their last name) Mary Ann Vicknair (Eugene's Mom), Louise Dunbar and Joanie (didn't get her last name either). Gail also cooked up three pots of homemade chili and Heidi Miller supplied a pot of great tasting Clam Chowder, which kept the crews warm.

The Santa Train crew consisted of Loren Ross, Norman Holmes, Steve & Mary Habeck, Jim Halliwell, Spencer Walker, Eugene Vicknair, Frank Brehm, Hank Stiles, Pat Watkins, Dave Epling, Kerry Cochran, Craig Simmons, Jack Zygyner, Gail and Rod McClure, Heidi Miller, Brittany K. Jason Krois, Breanna

Ward, Kathy Habeck, Daniella and Ashley Culbert, Caitlin & Ashleigh DeMartile, Marcy Kidder, Jay Knudson, Alex Amarel and Phil Zavella. Santa and Mrs. Claus made an appearance in the form of Dave Rudolph and Linda Knudson. Great job everyone!

12.05/10 Another storm dusted the museum with three inches of snow but blew the inversion layer out and the museum warmed back up to 30-60 degrees. John Walker, Phil Zavella and Doug Morgan cleaned up a mess caused from a broken water pipe in the shop area. Phil, Alex and John worked on snow and ice removal. Steve Habeck, Charlie Spikes and Rod McClure watered and restarted locomotives and got things ready for the second Santa Train. Jan Breitweiser donated the printing of free Santa Train tickets, which John Walker delivered to the local elementary school and local businesses.

12.11 Second Santa Train with Ed Powell and Pat and Linda Brimmer joining the team. Another outstanding effort with lots of smiling children. A great show!

12.12 A nice warm day. Several volunteers pitched in to take down and pack up the lights and decorations. In previous years, everyone skedaddled home after Santa Trains and the decorations often didn't get put away for weeks or months after the event. A special thanks to Pat and Linda Brimmer, Jim Halliwell, Ed Powell, Heidi Miller, Phil Zavella, Norman Holmes, Craig Simmons and Steve Habeck for successfully getting everything put away right after the event! Dave Epling, John Manter and Spencer Walker began demolition of the old model railroad in the gift shop to make way for the construction of a new layout.

12.13/20 John Walker continued cleanup of all the paper cups, plates, wrappers, tape, food and other trash left over from Santa Train. John, Doug and Phil cleaned out a recently acquired WP boxcar. Steve Habeck, Rod McClure and Doug Morgan did a final switch of the museum, drained locomotives and the water system. A final pickup of the garbage was arranged, last minute gift certificates, mail orders, phone calls and other business was finished up before closing the museum for the Winter on the 20th.

## End of Year Museum Manager Report

By John Walker

It's hard to believe that it has been 18 months since I came up to Portola to work as the Museum Manager. Despite my weekend involvement in the museum over the last twenty years, the day to day operation of the museum came as a bit of a surprise to me.

For most members and volunteers, the weekends are a great way to get out of the everyday "rat race", travel up to the museum to get some fresh air, hang out with friends and have fun watching and running trains or pitching in and helping with repairs or restorations. Even today, weekends around the museum are usually fun filled and relaxed. There is something about the camaraderie of friends and doing something fun that makes the work go easier and quicker.

But on Monday morning, the "rat race" begins again, whether your in Sacramento, San Francisco, Reno, or Portola. The daily chores have to be done. Trash has to be hauled out to the dumpster, bathrooms need cleaning, floors need to be swept

and mopped, counters and tables need cleaning, things that were left out over the weekend need to be put away, inventories need to be taken, supplies ordered or picked up from suppliers. And even though the volunteers have gone home after the weekend, the museum is still open and the visitors are still coming in. In retrospect, I suppose that it was natural, as a former "weekend warrior", that I never really considered what happens at the museum during the rest of the week. I even have to confess that I halfway expected the weekdays to be rather slow and even more relaxed than the weekends. Boy, was I wrong!

I've spent most of my lift in the retail/wholesale business. This was never my intended career field but I fell into it and I'm not ashamed to boast that I was pretty good at it. I was lucky to learn from some very smart business people the finer points of running a successful business operation. My experiences in business, the military and semi-military organizations such as the fire service and law enforcement have given me insight into various types of management and managers.

We all know the horror stories of some newly hired jerk that comes into a company and tries to change everything overnight. Knowledgeable, productive people get fired, good reliable equipment gets replaced, new software gets installed, policies change and soon the company is screwed up so badly that people don't want to work there anymore and customers take their business elsewhere.

I'm not that kind of manager. Despite my previous involvement with the museum, I didn't want to come in and start snapping my fingers and changing things the first day. I knew that I had to watch and learn why people did the things they did and why they did them that way. Firmly imprinted on the front of my brain, is the knowledge that this is not "my" museum, it's "our" museum. And the Board of Directors didn't bring me in to chop off heads and change everything overnight. By watching and asking questions, I learned that a lot of the things that are done at the museum are done that way because "That's the way we have always done it". Or because that's the best way to do it given the equipment and facilities that we have to work with. And this is not necessarily a bad thing; it's just the way it's done. Some things work very well and some things didn't. Some things worked but it was time to try something different.

One of my first concerns was security. The museum has always had an informal open door policy. The first person who arrived at the museum in the morning opened the gate and the building and it stayed open until the last person left for the day (unless that person didn't know they we're the last one out and left everything open all night). The tool room, operating office, gift shop, display room, storage areas, the shower car, locomotives and cabooses were left wide open most of the time. It took some doing but one of my first objectives was to establish some regular business hours. Unless you're running a 7-11 convenience store (which I did during college), you just can't leave the doors open 24 hours a day. There are many daily jobs at the museum like cleaning bathrooms, taking out the trash, sweeping and mopping, painting, cleaning, taking inventory, ordering supplies, banking and answering overnight phone calls that are best done when visitors are not present. Some people argued that they were afraid that we might turn some visitors away. But I contend that there is no reason to try and accommodate visitors at 7 am in the

morning or 8 pm in the evening. Who among us would travel several hundred miles to visit a museum and expect to find them open at 7 or 8 in the morning or expect to come in and look around after dark? One thing I've learned over the years is that when your business is open, you're open. You've got all your preparations done and your ready to serve the customer. And when you're closed, your closed. Sorry, come back tomorrow when we're open and ready to serve you. The Operating Dept. office, tool and supply rooms are now kept locked when not being used.

Another problem on the security front was unsupervised children running amuck around the museum. While we encourage families to visit, we can't be a day care center for all the local kids who can't find anything better to do in the summer. During the first week on the job I found kids climbing on top of cars, flipping battery switches on in locomotives and turning on headlights (draining batteries), getting into shop areas and areas that were unsafe for visitors. Eventually, I even caught one group of them "slim-jimmying" our donation boxes! After consultation with FRRS President Rod McClure, we reinstated an old policy of not allowing children under 18 on the grounds unless they are accompanied by an adult. The policy was supposed to be in effect already, but there were no signs posted or anyone to enforce the policy. I hated to be the heavy, but the damage done to equipment and the insurance liabilities demanded we take action.

Over the last twenty years, I've often walked through the museum and wondered why nobody could find the time to clean up that little area, repaint that wall, sweep up that mess or reorganize that pile of stuff. Surely, the local people who ran the museum could find time during the week to do this, right? Well. It didn't take long for me to find out that the weekdays are just as busy as the weekends and there just never seems to be enough time to do a lot of the little things that you think would be easy to do. As I've gotten older, I've started making these little lists of things that I want or need to get done every day. It's not the onset of Alzheimer's or just being overly retentive either. It's just that no matter what you plan to get done at the museum, visitors, phone calls, and unplanned events distract you from getting the things you want to get done. At best, I'm lucky to get 60% of my list done on any given day. And sometimes it takes a week or two before I can clean up that little area, repaint that wall, sweep up that mess or reorganize that pile of stuff.

In all sincerity, I have to take my hat off to Norman and Barbara Holmes, Hap Manitt, Gordon Wolleson, Bruce and Sue Cooper, Skip Englert, Doug Morgan, Ken Roller and others who kept the museum open every day for over twenty years. I also have to admit that there have been many days when the museum kicked my butt and I went home relieved that somehow, I made it through the day without anything else going wrong (with the same list I came in with-still in my pocket). I quickly learned that the day-to-day operation of the museum is a full time job in itself and that if you want to tackle a big project, it's best to wait until after closing the gate at five o'clock and bring the sleeping bag because it's probably going to be a late night. And I would never get any of these things done if it wasn't for the help of Linda Knudson and Julie Anderson who handle the gift shop while I'm out working on something.

Another problem I discovered is kind of funny, and kind

of sad. I guess you could say it's tragically funny. In retrospect, I suppose it's a classic case of Human Nature at it's finest. The problem was constantly bumping into things that had no apparent reason for being there. Like the snow cone machine in the middle of the gift shop that wasn't being used because no one hooked it up to an outlet (the outlet didn't work anyway, but that's another story). The empty candy dispenser-which no one had a key for. Or the metal locker that was sitting all by itself out on the engine room floor. When I asked why these items were located where they were, people answered, "That's where it's always been" or "don't touch that, it belongs to so and so". When I suggested that it might work better in another area, many people agreed but pointed out that they didn't have the authority to move it. Well. Rod gave me the authority and the stuff got moved.

There were pictures on the wall that were falling out of their frames (or simply taped to the walls), torn table covers, broken chairs, dirty flags and dilapidated baggage carts and speeders everywhere. After consultation with various directors, we agreed that it was time to clean the place up and put our best stuff on display and we began moving the broken, beat up and unsightly items into storage until we can find time to repair and refinish them for proper display.

There were numerous lockers and cabinets around the museum that were padlocked but nobody seemed to know whose locker it was or what was inside it. Tools, parts, supplies, paint and other items were scattered everywhere and the supply and tool rooms had no sense of organization. Thus, we began a program of trying to get all of these supplies in centralized locations. After several weeks of inquires, the bolt cutters finally came out and the locks were cut revealing a small fortune in various supplies and tools that had been hidden for years (I found seven cases of Sweet & Low in seven different locations)! We found tools in the gift shop, food supplies in the old gift shop, locomotive door locks and hand tools stashed in desk drawers.

With the help of Doug Morgan, Jack Thompson and Hank Stiles the tool room was reorganized. With the help of Keith Smith, all of the museum's paint and painting supplies were checked and reorganized in one place. Then we began gathering up all the various nuts and bolts, washers, nails and screws and got these centrally located in one place. All of the various carpentry tools were gathered up and set up in a dedicated Carpentry Shop. The daily supplies like light bulbs, cleaning supplies, trash bags and packing material were gathered up, sorted through and stored in new locations.

This program was extended outside the building and with the help of Dave Novarina, Rod McClure, Kerry Cochran and Norman Holmes, several tons of scrap wood, wires, cables, conduit, pipes and scrap metal were picked up off the ground and properly stored or scrapped. The museum had an assortment of some 30 computers, scanners and printers that were stored in various locations. I gave computer genius Jim Eroh the task of stripping out the best parts from all the units and getting at least six units up and running. Jim's computers are now running in the Op's office, the break room and several more are waiting to be used in other areas.

Over the years, we've collected a lot of things. In the early days of the museum, we're often reluctant to throw anything away for fear that we might need it some day. Now, some

twenty years later, we have boxcars full of things that we still haven't used and in several cases; don't remember what they are, where it came from or why we kept it. Slowly but surely, we have begun cleaning out the cars, throwing out a lot of junk and reorganizing things so we can find them if, and when we ever need them. Norman Holmes, and Doug Morgan are a tremendous help when it comes to sorting the junk from the good stuff. Norm knows if an old desk came out of the Elko depot or government surplus while Doug knows if an old piece of metal is scrap or a piece from a locomotive or passenger car.

The end result is a cleaner, better-organized museum. Once the junk was moved out of the way, it became easier to touch up the paint and put in some new signs and displays. In the last issue of the Trainsheet, Hank Stiles thoughtfully mentioned in his CMO report that I had brought a sense of continuity to the museum which had been absent for some time. This is perhaps the best compliment that I've received since beginning full time work at the museum. If we've done nothing else over the last eighteen months, I'm very proud to see that everyone at the museum is working together and sharing our supplies and equipment in a more efficient manner.

Another interesting phenomenon are the visitors who just don't seem to comprehend what we're doing here. The old rails and the railfans love us (and we love ourselves). You've heard the old expression that a person "can't see the forest because of the trees". Well, we still have some visitors who can't see the museum because of all the locomotives and freight cars that are in the way. Some people actually walk up to the entrance door on the east end of the building and hesitate because they think they've stumbled into the back shop area and are in the wrong place. They're looking for some grand entryway into the museum.

I'm a student of human behavior. I often wonder why people do what they do and what they're thinking. It's actually a good way for a salesperson or host to size up their customer and approach them in a non-threatening way. This is something that just gets inbred into people in retail business. Business journals teach us to observe our customers and try and get inside their heads. If the customer (or visitor) doesn't understand what you're doing, then it's your fault and you need to find a better way to communicate your message or service (remember, the customer is always right, even when they're wrong).

Obviously, we needed to do better in communicating our message. The first step was improving the entryway with the new sidewalks. This was a tremendous improvement. Then we needed to get a new entrance sign. Something bold, colorful and inviting. Once the folks got through the door, we needed a new sign that would welcome them and tell them what they were looking at. After working on several variations, we hung a huge new sign in the entryway that tells the history of the museum, explains that the shop is supposed to look like a shop and that the noises, smells, parts and pieces that they see and hear are part of the unique, hands-on visiting experience that we offer. The sign is a bit wordy, but it makes a definitive statement about who we are, what we have done and what we are doing. If people keep asking the same questions repeatedly, it makes sense to make a sign that answers these questions. This sign does that and we've received some nice compliments for it. Jan Breitweiser and the ladies in

her print shop were a big help on this project. They proofread the verbiage and offered suggestions from the "female perspective" that made the signs more attractive. Perhaps surprisingly, during the summer, a lot of our visitors are women bringing their children to visit. This was an important consideration in the design and layout of the sign.

Communication within the membership and volunteers is also important. To that end we've revived Hap Manitt's old "Caboosing" column in the Trainsheet to help keep you informed of the daily activities around the museum. We also hope to have a new web-cam up and running soon. This will allow all of the members to catch a glimpse of what's going on at the museum. My daily presence at the museum helps to further communication between the different departments and keeps the directors and department heads informed of the overall activities and concerns of the museum.

In addition to opening and closing the doors, maintaining the property in good order and providing security, my primary job is running the gift shop. I've been involved with the gift shop since the beginning of the museum. I've worked with all of the gift shop managers over the years and I'm proud to say that the museum has always had a good sales program. Chris Skow, Norman and Barbara Holmes, Lolli Bryan, Jan Breitweiser and others have always done a great job with the shop.

If there was one complaint about the shop, it was that it was too small. Jan Breitweiser made the decision to move the gift shop into the old Beanery. This was a big change in the old status queue and some people opposed it. Unfortunately, the demands of her family and her various business enterprises, reluctantly forced Jan to relinquish the gift shop position. Luckily for me, I inherited a bigger shop; new fixtures and clever new products that Jan help develop. Jan established a solid foundation that I was able to build on and continue to improve. Jan and her husband George continue to be great supporters of the museum and have personally helped me in tremendous ways. They're great people and I owe them a great deal of thanks for their kind assistance in helping me make a smooth transition.

The gift shop requires a huge investment in merchandise. The Board of Directors and Treasurer Dan Brady has been very patient with me as the bills came in. Eventually, the addition of new merchandise and the expansion of our book, video, t-shirt, poster, print and model selection began to pay off and sales increased steadily.

Eventually, I hope to build our gift shop into one of the finest railroad bookstores on the west coast. I'm also trying to establish the shop as a premier gallery of railroad art, prints and photographs. In time, I hope we will become the essential source when it comes to WP models and memorabilia. We have a mail order catalog available again and the gift shop will hopefully be up on our web site by the time you read this.

I sincerely hope that you will support the museum through your purchases in the gift shop. This is one of the museum's best revenue streams and it is very important that our members support it. I'll do my best to try and stock the items your looking for and get them to you quickly. Looking for something specific? Give me a call. We want your business!

Despite high gas prices that kept a lot of people home this summer and a home building boom that tied up a lot of our

staff and volunteers this year, I think we had a great year. As I write this in early January, it's 8 degree's outside and the museum is blanketed with four to five feet of snow. The museum is closed and the volunteers and staff are taking some well-deserved time off. But there is a feeling in the air. There is anticipation for the coming year that has a lot of us itching to get back to work at the museum. With your help and continued support, I believe that we're going to have another great year. I look forward to seeing you up at the museum this year.

Thanks to everyone for your continued faith and support.

## Summary of Recent Board Meetings

*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.*

### October 2004

#### Motions Passed:

Motion # 04-10-01 – Removal of Financial Reports from Consent Calendar. Motion made by Director Vicknair, seconded by Director Holmes. All Directors present voted in favor. Motion carried.

Motion # 04-10-02 — Approval of Consent Calendar as amended. Motion made by Director Brehm, seconded by Director Cochran. All Directors present voted in favor. Motion carried.

Motion 04-10-04 – Addition of Item of Urgency discovered after publication of the Regular Meeting agenda. Motion made by Director Brehm, seconded by Director Cochran. All Directors present voted in favor. Motion carried.

Motion 04-10-05 – Change of Regular Board meeting scheduled for November 6, 2004 to November 13, 2004. Motion made by Director Brehm, seconded by Director Cochran. All Directors present voted in favor. Motion carried.

Motion # 04-10-03 – Approval to proceed with movement of SP 1100, with a budget of \$5,000 from line item 52000 – Acquisition/Deacquisition, Other. Motion by Director Holmes, seconded by Director Brehm. All Directors present voted in favor. Motion carried.

#### Actions and Notices:

David Epling was contacted by another member who advised he is retiring and moving out to the West Coast. He has offered to donate a complete set up to install a live webcam at the Museum.

SP Rotary snowplow and power unit have arrived on property.

#### Closed Session:

Adjourned to close session at 3:15 pm and adjourned back to open session at 3:40 pm. Legal Counsel Alan Turner reported that the Board considered a number of items in closed session relating to museum property and litigation matters. Consensus direction was given as to both issues. No formal

action was taken by the Board.

## Special Directors Meeting - October 26, 2004 via telephone conference

#### Motions and Actions:

Motion # 04-10-01S – Authorization to proceed with formal offer for the purchase of CZ dome coach “Silver Lodge” from Denver Railcar in the amount of \$57,000 with terms of non-refundable deposit in the amount of \$5,000 upon acceptance of offer, an additional \$20,000 due at time of closing no later than January 10, 2005 with balance due to be financed by owner at 6% APR with a term of 5 years with all funds to be posted from The Zephyr Project account, and pending legal review of final sale contract. Motion made by Director Brehm, seconded by Director Vicknair. All Directors present voted in favor by roll call vote. Motion carried.

### November 2004

#### Motions Passed:

Motion 04-11-01.. Minutes – Approval of the minutes of the regular meeting held October 2, 2004. Financial Reports – Profit and Loss statement through November 12 and Balance Sheet.

Motion 04-11-02.. 2005 FRRS Calendar, Acceptance of 2005 FRRS Calendar as corrected. Motion made by Director Cochran, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 04-11-03.. Silver Lodge Acquisition, Reconfirmation of intent to purchase Silver Lodge and allow Director Vicknair to continue negotiations. Motion made by Director Vicknair, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

#### Actions and Notices:

SP1100 was moved to Litchfield due to concerns about the rail lines' trestle bridges, lack of maintenance and possible washouts. It is currently on private property and under the careful watch of a local farmer to prevent vandalism.

Director Vicknair reported that with the efforts of Jay Sarno, Don Borden, John Walker, Seth Adams, Gail McClure, Ken Iverson and Mr. Vicknair himself, a great deal of work has been completed in the Silver Debris, soffits are 80% complete, wiring is done and temporary power to the car has been established.

Annual Santa Train is scheduled for December 4th and 11th in Portola, CA.

#### Closed Session:

Meeting adjourned to closed session at 3:11 pm and reconvened to open session at 4:10 pm. Director McClure reported out of closed session the following: Regarding equipment issues under consideration, the Board provided consensus direction to President McClure and Director Vicknair, no reportable

action was taken. With respect to legal issues, the Board received a report regarding ongoing legal matters. Consensus direction was given, no reportable action was taken.

## December 2004

### Motions:

Motion 04-12-02.. Minutes – Approval of the minutes of the regular meeting held November 13, 2004. Financial Reports removed from consent calendar for later report by Treasurer.

Motion 04-12-03.. Policies Procedures, Approval of Election Policy and Confidentiality Policies. Motion made by Director Brehm, seconded by Director McClure. All Directors present voted in favor – Motion carried.

Motion 04-12-04.. WPRRHS 2005 Convention Excursion, Postpone ACE/SJRRC Excursion trip until 2006. Motion made by Director Cochran, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 04-12-05.. PRM Model Railroad, Approval of report of Model Railroad Committee covering plan to build FRCanyon HO layout. Motion made by Director Vicknair, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 04-12-05.. WPRRHS 2005 Convention Excursion, Postpone ACE/SJRRC Excursion trip until 2006. Motion made by Director Cochran, seconded by Director Brehm. All Directors present voted in favor – Motion carried.

Motion 04-12-06.. Item of Urgency, Addition of Item of Urgency arising after publication of the formal agenda having to do with purchase of Silver Lodge. Motion made by Director McClure, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

Motion 04-12-07.. Silver Lodge purchase, Agreement to self-fund purchase of Silver Lodge utilizing currently available funds, with the exception of \$5,000 to be held in reserve, from the Zephyr Project account and balance to be funded from restricted accounts and with a repayment agreement to all accounts at current market interest rates. Motion made by Director Cochran, seconded by Director Vicknair. All Directors present voted in favor except Director Stiles who voted against – Motion carried.

### **PRESERVING “THE FEATHER RIVER ROUTE”**

#### **WP Lives, in Portola!**

##### **Mission Statement**

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and interchange railroads within the territories it served.

##### **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

### **Actions and Notices:**

Tidewater Southern bunk car 0565-H is now in Portola. Thanks to Rod McClure, Steve Habeck, Hank Stiles and Doug Morgan for the assistance in moving and unloading it.

The signed copy of “The Silver Lady” book we have had in reserve as a fundraiser will be a drawing item as part of our 2005 Fundraiser. Also, Director Holmes graciously offered a second edition copy of Guy Dunscomb’s “Western Pacific Steam Locomotives” as a fundraiser prize.

Director Brehm reported he has received all of the text from Jeff Asay for the publication of the new edition of his WP timetable book. Goal is to have the book published in time for the April WPRRHS Convention.

President McClure also took the opportunity to offer congratulations and special acknowledgement to the Historical Branch of the FRRS for publication of the third issue of The Headlight for meeting their promised goal.

Director Gail McClure reported that Will Wood has again supported the Society with a donation through the Vanguard Charitable Trust in the amount of \$1,000. Funds will be first donation applied to purchase of Silver Lodge and was joined by \$500 from Wayne Monger.

Magnolia Tower is safe and sound in the old Oakland coach yard. Once the high-wide issue has been resolved, the tower will be moved up to Portola.

February Board Meeting will be held in Roseville at the Oxford Suites.

### **Closed Session:**

President McClure advised that the Board had received a report regarding ongoing legal issues. No reportable action was taken. The Board also heard information regarding several business issues of a proprietary nature. No reportable action was taken.

respectfully submitted by Eugene Vicknair, secretary

## **Upcoming Events**

**February..** Grounds Clean-up  
5 Board Meeting - 1 PM Roseville, CA Oxford Suites

**March..** Museum Opening Hours: 10 AM – 5 PM  
1 Election Withdrawal Deadline  
5 Museum Open to Public, Board Meeting - 1 PM Portola  
12 Winterail Stockton  
19-20 Facilities/Track Work Weekend  
26-27 Zephyr Project Work Weekend

**April..** Prepare for Operating Season Hours: 10 AM – 5 PM  
2 Board Meeting - 1 PM Portola  
2-3 Locomotive Maintenance Clinic, Facilities Work Weekend  
15-16 WPRRHS Convention Tracy, CA Tracy Holiday Inn  
20 Election Ballots mailed to membership  
24-May 2 Facilities/Track Work Week  
30-May 1 Crew Training/Rules Exam



**The Train Sheet**  
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