



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 131

July/August 2005



- 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

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: Operations Supervisor Kerry Cochran works as the Conductor on Labor Day and is protecting the shove of the Caboose Train back to 3 rail.

Back Cover: - WP 805A stands for photos with the UP 1983 Western Pacific Heritage Logo unit during Portola Railroad Days.

Web Pages of Interest

Feather River Rail Society (Official Site) www.wplives.org

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

- 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
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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

Preparing for a Special Visitor

By Charlie Spikes

When we were advised that the UP 3985 was going to visit Portola I was asked to find a way to provide a water line for filling the tenders on the challenger.

After looking into it, I found that the fire hydrants were all bad order. I found that the hydrant by the oil shed did have a good shut off valve, but the hydrant itself was rusted through under ground. The hydrant was dug out and we adapted a 1 1/2 inch water line to the existing 6 inch line that serviced the old hydrant. This new line was extended to the south west corner of the oil shed so you can now drive through the area.

The installation of this new line and clean up around the oil shed was done with the work and sweat of several of our members and I would like to extend my thanks to them. My thanks go out to Hank Stiles, Doug Morgan, Kerry Cochran, Lou Bernard, Don Nelson, Craig Simmons, Pat Brimmer, Spencer Walker, Sam Herschbein, and Loren Ross. Also thanks to B and B plumbing and electrical in Portola for running a tab on parts for this project.

A second water line was installed on the south side of track 3 after Norm Holmes told me about an abandoned line used for filling tank cars when WP owned the yard.



2004 Glad Hand Award Winner

By Kerry Cochran

The Glad Hand Committee selected two members to receive the 2004 award.

This years recipients are two members that have been with the Feather River Rail Society since day one. Both have given service to the society above and beyond each and every year that they have been with us. You will always find them working around the museum.

John Walker and Hank Stiles are the members. John is currently our Museum Manager and has worked hard on the WPRRHS active and a part of the museum. Hank you will find working on our equipment. Hank is CMO and head of the Mechanical Department.

Congratulations to both John and Hank, keep up the good work.



John Walker, recipient of the 2004 Glad Hand Award

Some history on the Glad Hand Award

In the early part of 1990, Feather River Rail Society's Founder, Norman Holmes made the statement "That the Railroad Museum should do something to award members who do outstanding service" From this statement and Bruce Cooper's work, the Glad Hand Award was created.

Each of the awards is hand made. Bruce Cooper made several of the first awards, and when Bruce passed away, Jim Gidley Sr. with the help of Kerry Cochran made sure the awards continued. Unfortunately Jim Gidley Sr. soon thereafter passed away, and Kerry continued to press on making the awards.

There are some guidelines governing the presentation of this award. The person must give service to the Feather River Rail Society above their normal museum duty. Be enthusiastic, always looking out for the museums best interest. The award is not restricted to any one department of the Feather River Rail Society. There may be one or more given out a year. The Superintendent of Operations does presentation of the award, during the summer operating season or at the annual membership meeting.

The first award was given to Gordon Wollesen in 1992.

The Glad Hand Award is the highest award the Feather River Rail Society can give and is a very special award.

If you feel there is someone who should receive the Glad Hand Award in the future, nominate the person by writing to the Glad Hand Committee, in care of the Operating Department. Be sure to list what they have done and why you feel they should be considered for the Glad Hand Award.

Past recipients

RECIPIENT	YEAR	YEAR AWARD PRESENTED
Gordon Wollensen	1991	1992
Jim Gidley Sr.	1992	1993
Steve Habeck (Past President)	1993	1994
Norman Holmes (Founder/Past President)	1994	1995
Sue Cooper	1995	1996
Tom Graham	1996	1997
Barbara Holmes	1996	1997
Kerry Cochran	1997	1998
Ken Iverson	1998	1999
Bruce Cooper	1999	2000
Jack Palmer	1999	2000
Ken Roller	2000	2001
None Issued	2001	2002
Samuel Herschbein	2002	2003
Ed Powell	2003	2004
John Walker	2004	2005
Hank Stiles	2004	2005

PRM Webcam

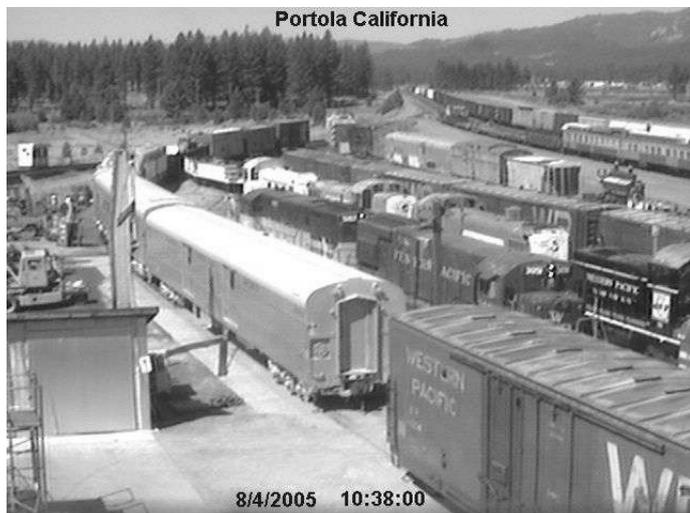
By David Epling

Several years ago, John Manter and I started tossing ideas for locations to put up a webcam. At the time we both still lived in Stockton CA and neither one of us were members of the FRRS. As time and life went on, the Webcam idea was placed farther and farther on the backburner. I moved to Carson City NV, and John Moved to Corinth ME. I joined the FRRS, and John joined the FRRS last year. We got to talking about the webcam idea again. At the time, John was looking at placing it somewhere near the Northern Maine Junction where it would catch Guilford Run Maine Central and the Bangor & Aroostook Action. The next few months go by and John sells his home in Corinth in favor of moving back west. I take Amtrak cross-country and drive back with him to my home in Carson City. We started looking at locations such as the Nugget in Sparks NV overlooking the yard. Then it hit us, DUH! Why don't we put it at the museum?

I approached President McClure with the idea and later presented the FRRS/PRM Board of Directors with the plan. On August 3, 2005, The Camera went live. It is currently sitting on a telephone pole just outside the Operations Office in the Diesel shop. Currently it faces northwest catching both the museum and part of the UP Mainline. Unfortunately, after we set it there, it was discovered that it faced right into the late afternoon sun. So pending availability of a bucket truck, the camera will be turned rough-

ly 60 degrees to face Northeast with the primary focus being the Union Pacific mainline just west of the current UP station.

In July, Tom Carter set up an online discussion board with several rooms. Registration is required and free. SO far, the board has 181 members. This board is your board. Log on and check it out. Both the Web camera and the Discussion Board are accessed by links on the FRRS/PRM website located at <http://www.wplives.org>



WP 484 Graphics

By Eugene John Vicknair

One very important part of the recent repainting of Western Pacific caboose 484 was the creation and application of its graphics. Getting all the typefaces and data correct on restored equipment has often been a difficult task for many museums. This is complicated by the vagaries and rarity of some of the typefaces used on older equipment (see the article on WP's "Clarendon" font in the next issue of the Train Sheet for more info on this problem).

In the case of the 484, the task was somewhat simpler. The caboose was only 25 years old and the font used on its main lettering had been in use on the WP since steam days. Many examples existed and I was able to build a near complete alphabet by carefully photographing each letter and then laying it out into a computer program that crafts each letter as mathematical vectors. The result is a letter that can be scaled to match any size we need.

Using the photos, I laid out the letter spacing for everything from the large WESTERN PACIFIC to the small, stenciled items on the side sill. Here, I discovered that International Car had used not one but two different and distinct stencil faces. These matched no computer font I could find, so I was forced to draw each letter into the computer individually. Steve Habeck, who was leading the 484's restoration, quickly supplied me with missing photos when it was discovered that I had missed some of the data items.

Once all the files were created, the question turned to how the lettering had been applied. The weathering on the 484's lettering appeared to point to paint and it

was well-known that the lettering on these cars was reflective. While Doug Morgan worked with Steve on paint, I spoke with former WP carman Rick Carter, who gave me an overview of how WP mixed reflective paint by adding large amounts of reflective powder to their standard white paint. I located a supplier for such powder, but no one could determine mix ratios. In trying to solve this question, I contacted Mike Mucklin who quickly raised the point that the 481 class cabooses in fact had reflective vinyl for their large lettering! I contacted Doug at the museum and he went out to the 483 and investigated its lettering. Sure enough, the reflective vinyl was so thing that, when it wore, it gave the appearance of fading paint. However, with a little scraping, the presence of vinyl for the numbers, roadname and initials over the end doors was confirmed. The remaining graphics were non-reflective paint.

With advice from Tom Carter, who has worked extensively with vinyl graphics, I contacted Yak Graphics in San Jose. They took on the task of actually making the large reflective lettering and cutting paint mask vinyl for the smaller data items. Their quick turnaround allowed me to hand carry the lettering to the museum on the weekend of August 6, where the freshly painted 484 was waiting.

Tom Carter joined with painter Raymond Franklin and together they began exploring how best to handle the application of the lettering. After some initial issues, they discovered techniques that worked beautifully. Visitors to the museum got quite a sight as Tom and Raymond quickly worked their way around the caboose. With the paint mask vinyl down, Raymond was able to paint the data lettering, while Tom de-bubbled and put the finishing touches on the reflective.

In all, this process took around three weeks and resulted in the crowning touch that completed the car. A particularly gratifying moment came when Tom and Raymond were laying the large WESTERN PACIFIC on to the car and they reported that the letters were aligning perfectly over the faint ghost left by the original lettering. Three weeks of worrying if we had gotten it right came to an end. In the end, this major group effort resulted in a very accurate repainting of this highly visible part of our collection. The 484 is now continuing its role as our road caboose for off-site trips.



Photo by John Manter

PRM in the Movies

By Pat Brimmer

Last spring while I was attending a season ending banquet for the Judge Memorial Catholic High School swim team, a father came over to me and said that his son Brian (Brian Christiansen, one of my former students) was in the process of making a movie and they needed to shoot some railroad scenes and could I possibly help. I told him to have Brian call me and tell me what it was all about and I would see what I could do.

A couple of weeks later, Brian called me and explained that he was attending a film school to learn about making movies and that they had developed a script that needed a boxcar and other train equipment. He asked if I thought the Union Pacific would let them use their equipment for the shooting. I responded that even if they did it would probably cost a lot of money. He then asked if the museum where I worked during the summer might be able to accommodate their needs. I told him I would check it out and get back to him as soon as possible since he told me that they wanted to do the shooting very soon.

After an email to Rod with all of the details of what they needed, Rod got back to me and said that it was a "go"; we just needed to make sure that they signed liability releases to cover any problems that might occur. Then, I got together with Brian and the production company to decide what they wanted in the consist. I took several pictures of our equipment along with me so that they could see what would be available. They wanted to have cars that matched in color for the most part and preferred dark colors. They also needed to have the middle car relatively empty so that they could set up lights, etc. The middle car also had to have doors that would open easily and one car on either side of the middle car had to have a door that would open easily so that we could put the generator in that car to provide power for the lights.

With that, I emailed Steve Habeck and asked if it would be possible to put together a five car train with their specifications, the SP 2873 for power and the WP 484 on the end. Steve emailed back to say that he could indeed put together such a consist but would need some lead time to do the necessary switching.

After contacting Brian again with the good news, we set dates of June 17 and June 18 for the shooting sequence. I emailed Steve again and gave him the dates and he said that the train would be ready to go and it would be on the west end of RIP 1. All I would need to do when I arrived was to get the cabooses out of the way, grab the WP 484 caboose and the SP 2873 and we would be ready to shoot. Then, I began assembling a crew for the movie train. I called Kerry Cochran to see if he would be available on those dates and if he would act as our Safety Officer. He said he would be available and would fill the Safety Officer role. What I wanted from the Safety Officer was someone who would be on the ground with the movie crew the entire time. Then, before the train made any moves, the movie crew would describe what they wanted to do and the Safety Officer would approve or disapprove of their request. If the Safety Officer disapproved of the request, then he would work with the movie crew to help them come up with an alternative. Also, the train was not allowed to move until the Safety Officer told the train crew that he had

approved their request and it was all right to move the train. Our biggest concern here was that the movie crew were young people, under age 25 with one exception, and that they did not fully understand the dangers that exist around a moving train.

When I arrived on June 16 to finish the setup, I found the consist not on RIP 1 as expected but on 3 rail where the caboose train normally resides. It already had the WP 428 on the back end and the other cabooses were stored on RIP 1. So, it was now a simple matter to get the entire consist on the south lead heading west with the SP 2873 on the front end.

The production crew arrived at the museum about 4:00 pm on June 17th. We had told them that we could only shoot between the hours of 5:00 pm and 10:00 pm due to our RAL program and the time by which all locomotives had to be shut down at the museum. After they unpacked their equipment, the train crew and movie crew sat down together for an in-depth safety meeting and to fill out the liability releases. The meeting lasted about 30 minutes and then we were on our way to the south lead where the train was parked. We shot several scenes over and over that evening and then the movie crew stayed past the 10:00 pm shutdown to do several static shots. It was funny to see them the first time they tried to jump up into the middle boxcar. It was a tad higher than they realized and they didn't make it on their first attempt. One scene that they wanted to shoot involved a fight in the boxcar while it was moving and one of the actors would be thrown out of the boxcar while it was moving. I had told them ahead of time that it was questionable as to whether we would allow that scene but we would see how things went after they were on-site. Well, after trying to jump up into the boxcar, and realizing how far off the ground they were and seeing the gravel roadbed they would fall on, they decided that it probably was not a good idea to do that stunt as planned. So, they set up a light on the south side of the boxcar and built a small fence with vertical slats. They raised the fence up about six feet on a stand and then from behind the fence one of the crew members moved a huge light in a slow clockwise circular motion so that it looked like the car was moving while it was really standing still. They did throw an actor out of the boxcar, but it was stationary and they realized how dangerous it would have been to do the stunt with a moving train.

They left the museum grounds about midnight on Friday night and returned on Saturday as we were completing the last run of the caboose train. After our crew rested for about 30 minutes, we put the train together again and out on the south lead to start another five hours of filming. And, just as the professionals do, we did many shots over and over. By 10:00 pm Saturday night, the train crew was totally bushed and so were the members of the movie crew.

We thought that that would be the end of the filming, but around the first of July, Brian called me again to say that some of the scenes they shot did not have enough daylight and could they come back up again to repeat some of the shots while there was more daylight. After checking with Rod, Steve and Kerry, it was agreed that they would return on July 22nd to finish the shooting.

So, on July 22nd, they showed up about 4:00 in the afternoon and we proceeded to re-shoot some of the scenes over again and also some new scenes that they felt they needed. We again had a fun time watching them shoot the scenes and gave a sigh of

relief when they left about 10:00 that night. The train crew was pooped after pushing the twelve hour law on each of the three shooting nights.

Kerry and I were very impressed with the maturity of these young folks who were on the movie crew. We really had anticipated that they would be very demanding of what they wanted to shoot and that they would want to try all kinds of things that the Safety Officer would have a difficult time approving. Well, our concerns were definitely unwarranted! They listened carefully in our safety meetings and constantly were asking what was safe and what was not. Overall, it was a real pleasure and a lot of fun having them on-site and working with them for nearly twenty hours.

The movie will be shown on two occasions in Salt Lake City sometime in November. The production company will let me know as soon as they set the date. They have also promised to give us a DVD of the movie to keep at the museum.

A special thank you goes to Steve Habeck and Loren Ross who put the first movie train together. It took them about 3 – 4 hours to decide what to use and then to dig it out and get it in the correct order on the train. Also, thank you to Kerry Cochran and those who helped put the train away after the first shooting. I had to leave early Sunday morning to drive to Pasadena and could not help. And finally, thanks to John Walker, our Museum Manager, who was always ready and willing to help in any way he could (and he was a big help!).

Thanks also to those train crew members who volunteered their time to come up and help with the movie train. They are: Seth Adams, Lew Barnard, Eddie Chase, Dave Epling, Ken Iverson, and Craig Simmons.

A Big Thanks to our Museum Manager and Many Others

By Pat Brimmer

I'd like to offer some personal words of thanks based on my observations during the times preceding Railroad Days and the Challenger visit.

First, I want to publicly thank John Walker, our Museum Manager, for all of the planning and effort that he put in getting the museum ready for Railroad Days and the arrival of the UP 3985 Challenger. I spent a full two weeks at the museum prior to the departure of the Challenger on September 2nd. During this time I observed John doing everything he could to make sure that the museum was in tip top shape for these two events. Please don't misunderstand me, he didn't do it all alone, but he did have to have a game plan that could be executed by whatever volunteers showed up to help. Not only did John have a game plan but he was always out there working right along side everyone else to make sure it all was finished.

Charlie Spikes took on the yeoman's chore of replacing the fire hydrant so that we could water the Challenger while it was on museum property. The first challenge came when they discovered that the hydrant was no longer connected to the water line. It had rusted away at the elbow about seven feet underground. So, he and Doug Morgan spent a lot of time down in that hole figuring out how to best solve the problem. Of course after the problem was solved, then the hole had to be filled in. Numerous vol-

unteers were available and grabbed shovels to start the task of filling the hole. Then, we needed to have gravel on the top of the dirt. So, Kerry Cochran got the front loader and started bringing us buckets of gravel to spread in the area. Eventually we ran out of gravel, and the area around the oil house and the new placement of the water supply looked really great. It was finished just the day before the Challenger was due to arrive.

While I was at the museum in July for an extended stay, I noticed that Doug Morgan came into the shop area and began cleaning everything west of the carpenter shop. It took him two and one-half days working by himself to clean up that area. As far as I know, no one asked him to do it; he saw that it needed to be done and just did it. My guess is that he was cleaning up messes left by everyone but himself.

I would like to thank my wife Linda for finishing up a project that I started in July. John Walker asked me in July to repaint the bench seats on the MOP. I was able to finish one end during the week I was at the museum in July. I told John that I would finish the other two benches when I came back in August. Well, we had several RAL's that I covered in August and I helped John with other preparations for Railroad Days and the Challenger visit. So, Linda ended up doing all of the sanding, priming and painting for the other two benches and then helped me re-install the units after the paint was dry. The benches were installed Friday morning just in time for Railroad Days.

I would also like to thank everyone (I don't remember everyone that was out there but we had a lot of volunteers helping) that helped me with traffic and pedestrian control on the two days that the Challenger was in town. Sam Herschbein, aka Charlie Hustle (watch out Pete Rose), was all over the place doing a myriad of things to help me set up the barriers and caution tape in the UP parking lot. It seemed to work really well to have the cars park in our lot and for people to walk down the see the Challenger. We set up a couple of spaces just east of our front gate to assist those people with handicapped tags on their car.

Finally, I understand through the rumor mill that Rod and Steve felt that they promised big things about the Challenger visit but that they didn't deliver after all of the effort the volunteers made to get the museum in tip-top shape. My personal opinion is that you did indeed deliver! The Challenger arrived for a nice visit in Portola and we had a lot of visitors. Yes, it would have been nice to have everything on museum property as planned but even the best laid plans sometimes go astray. The mere fact that the Challenger visited Portola tells me that you delivered. You, of course, had no idea that UP trackage would not safely hold the big Challenger. But, you did deliver and the Challenger was in Portola. As it turned out, I think we made a very favorable impression with the UP folks when we took over the crowd control and made everything flow smoothly for the people who came to see the Challenger. Who knows, we may get another visit sometime in the future from the Challenger and maybe this time we can have the UP folks fix their tracks ahead of time so that we can display it on our property. I don't think any of the volunteers who spent a lot of time and sweat getting ready for the Challenger visit have any serious regrets (disappointment, maybe) and feel that their work went for nothing. After all, most of that work needed to be done anyway!

CZ Dome “Silver Lodge” Arrives in Portola!

By Eugene John Vicknair

On Thursday, August 25, 2005, the FRRS welcomed its second California Zephyr car in to the collection. CBQ dome-coach “Silver Lodge” finally arrived in Portola Yard at the end of its long journey from San Antonio, TX. The car was soon pulled in to the museum and placed on track 6 where it would be visible from the parking lot for Railroad Days. Although not open for display, the car was seen by everyone coming in to the museum.

This ends over 1 year of negotiations, repairs and movement to bring the “Lodge” home. In February, 2004, I became aware of several CZ dome coaches that were being auctioned by D. F. Barnhardt on behalf of Denver Railcar. These cars, 2 DRGW and 2 CBQ, had been used in various services, including Copper Canyon trains in Mexico and Arcadian trains in Canada. All were sold at the auction in July 2004, however the deal for the “Silver Lodge” fell through and I was contacted by Randy Robbins of D. F. Barnhardt concerning the car’s fate.

An inspection conducted in San Antonio revealed the car to be dirty and in need of care and repair, but very complete and intact. Only a few interior parts were missing, as well as 1 window and all the underframe skirts, which had been removed during its Amtrak days. Like the “Silver Hostel”, the “Lodge” was found to be structurally sound.

Several discussions finally resulted in an offer to purchase which was approved by the FRRS Board in October 2004. Doug Morgan and Hank Stiles traveled to San Antonio in early 2005 to make mechanical repairs to the car and prepare it for movement to Portola. During this trip, Mr. Morgan discovered several panes of dome glass at the Trans-Texas Railcar shop, where the “Lodge” was stored. A quick negotiation secured these panes for us and they were loaded into the car.

After several false starts and many phone calls by FRRS President Rod McClure, the “Lodge” finally left San Antonio on July 31 and made its way across New Mexico and Arizona. After stops in the LA area and Fresno, it was finally on the home stretch. It was switched out in Roseville at the same time the Union Pacific’s WP Heritage SD70MAC-2 was in town. The left on successive trains, the “Lodge” going first, and arrived in Portola on the same day. So far, the only transit damage seems to

have been the loss of one of the dome windows. Unfortunately, this was one of the expensive and rare teardrop windows. As we have already been exploring window replication on the “Silver Hostel”, we now have the engineering means to replace it, however we still needs enough funds to make the window order.

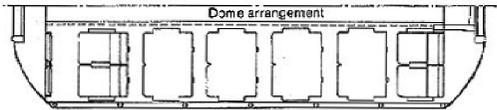
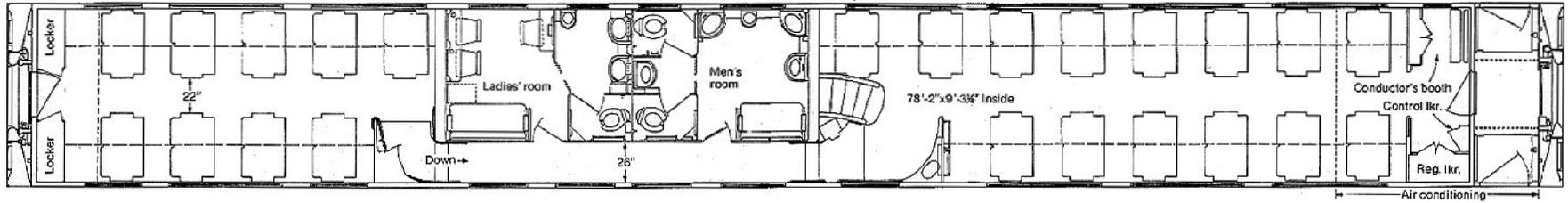
Cleaning efforts on the car will begin shortly, then it will be evaluated for the first steps in restoration. Since work is occurring on the “Hostel’s” dome area, current plans are to do the dome of the “Lodge” in tandem, since much work will be common to the two cars. The exterior of the “Lodge” also needs much paint stripping and reapplication of the CZ and car name. The computer files for this work have been completed and the lettering for both cars will be made once the cleaning and letterboard repairs are complete.

While these cars represent a major restoration challenge and expense, the CZ story is too important to the overall history of the Western Pacific to allow these cars to be lost. More and more former CZ cars are being rebuilt for excursion and charter service and, as a result, are losing their CZ history and character. As the “Lodge” retains most of its interior details, marred only by Amtrak’s application of faux wood paneling and its typical 1970’s carpet and fabric, this car is in a fine position for an accurate restoration. Paired with the “Hostel”, they will make an excellent display train behind restored CZ locomotive 805-A.

But to make this happen we need your help! Donations for the Zephyr Project are always welcome. They can be mailed to the museum at Zephyr Project, P O Box 608, Portola, California, 96122, or made on-line at www.WPLives.org or at www.ZephyrProject.com. There is also a CZ on-line store at the Zephyr Project website with proceeds to benefit the restorations.

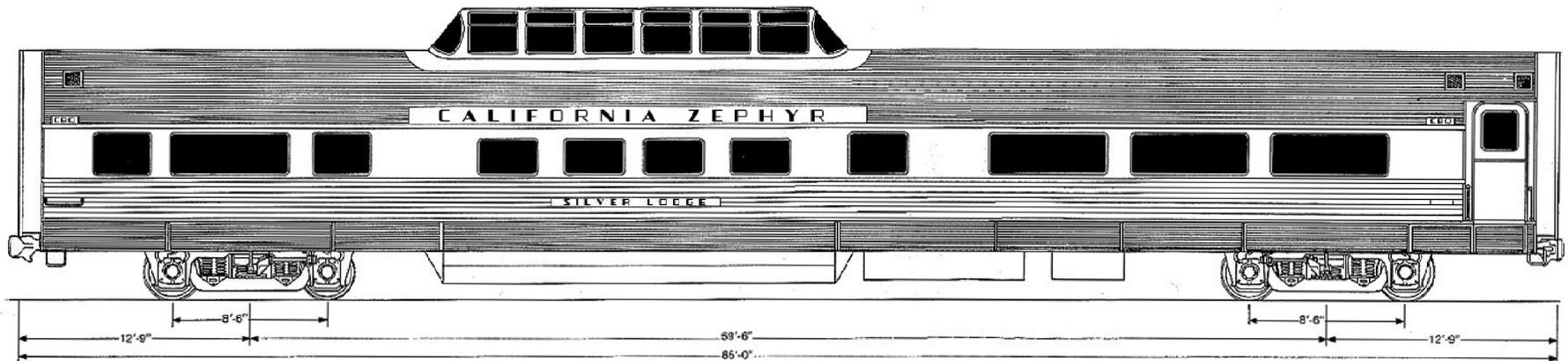
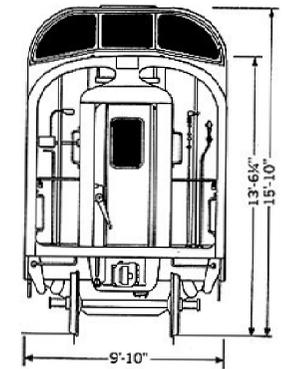
Also, watch the Train Sheet and the upcoming 2006 Calendar for ZP work parties. While work on the “Hostel” has been slow this year, due to my commitment to complete several other projects at the museum, including the “Silver Debris” crew lounge and the Volunteer Deck, I hope to have those wrapped up before the end of the season. At that point, I will be devoting most of my attention to our Zephyr cars. If you have any questions or would like to help, please contact Eugene Vicknair at info@zephyrproject.com.





California Zephyr Dome Chair Coach

Plans not to scale



From Plans originally drawn by Julian Cavalier
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Video and DVD Sale from your Museum Gift Shop

Museum Gift Shop Video/DVD Sale. One only in some cases. Call the museum gift shop at 530-832-4131 to place your order. Visa/MC accepted. Shipping \$3.95 for Priority Mail.

	Producer	Subject	Title	Minutes	Retail	Member
DVD	Green Frog	ATSF	Santa Fe Odyssey Vol 3	105	\$39.95	\$35.96
DVD	Highball	ATSF	Superfleet & Sagebrush	120	\$35.95	\$32.36
DVD	Highball	BN	Crawford Hill revisited	120	\$35.95	\$32.36
DVD	Highball	BN	Powder River-The Orin Line	120	\$35.95	\$32.36
DVD	Highball	BN/BNSF	Marias Pass	120	\$29.95	\$26.96
DVD	C. Smiley	BN/WP	Empire of the North (BN-HighLine)	90	\$29.50	\$26.50
DVD	Green Frog	BNSF	Tracks of the old Goat Vol. 2	87	\$29.95	\$26.96
DVD	Green Frog	CB&Q	Top Frog Vol. 7: The CB&Q	45	\$24.95	\$22.46
DVD	Highball	Chicago	Hot Spots Vol. 1: Blue Island	75	\$24.95	\$22.46
DVD	Highball	Chicago	Hot Spots Vol. 7: Dolton	90	\$24.95	\$22.46
DVD	Green Frog	CN	CN North America Vol. 1	60	\$24.95	\$22.46
DVD	Green Frog	CN	CN-North America Vol. 2	60	\$29.95	\$26.96
DVD	PENTREX	D&RGWNG	Steam Photo freights	96	\$29.95	\$26.96
DVD	Highball	Diesels	MK 5000's over Soldier Summit	72	\$24.95	\$22.46
DVD	Green Frog	Diesels	Top Frog Vol. 5: Early Diesels	60	\$24.95	\$22.46
DVD	Pentrex	DM&IR	Deluth, Missabe & Iron Range	80	\$29.95	\$26.96
DVD	Pentrex	Foreign	China Steam Spectacular	148	\$29.95	\$26.96
DVD	Highball	Foreign	Winter on Jingpeng (China)	120	\$35.95	\$32.36
DVD	Pentrex	General	Workin' on the Union Pacific	95	\$29.95	\$14.95
DVD	Highball	Interurban	Cable Cars of San Francisco	55	\$24.95	\$22.46
DVD	C. Smiley	Interurban	Electric Rails around the Bay Area	67	\$34.50	\$30.98
DVD	C. Smiley	Interurban	Key System Empire	61	\$28.50	\$25.50
DVD	Green Frog	NP/GN/SP&S	Pacific Northwest Kaleidoscope	60	\$24.95	\$22.46
DVD	C. Smiley	SP	Diesel Power on the SP	103	\$29.50	\$26.50
DVD	PENTREX	Steam	Daylight Freedom Special	60	\$29.95	\$26.96
DVD	Green Frog	Steam	The Golden Twilight of Postwar Steam	45	\$34.95	\$31.45
DVD	Highball	UP	Hot Spots Vol. 9: O'Fallons	75	\$24.95	\$22.46
DVD	Green Frog	UP	Tracks of the Old MOPAC Vol. 2	60	\$29.95	\$26.96
DVD	Highball	UP	UP's Oregon Blues	90	\$29.95	\$26.96
DVD	Highball	UP	UP's Salt Lake Route	120	\$29.95	\$26.96
DVD	C. Smiley	WP	WP: The Last Decade	68	\$26.50	\$23.98
DVD	C. Smiley	WP	WP: Vintage west	90	\$29.50	\$26.50
DVD	PENTREX		St. Louis/Vinatge Santa Fe Combo		\$29.95	\$26.96
DVD	Pentrex		Pittsburgh Mainlines	136	\$29.95	\$26.96
DVD	Pentrex		Street Running	104	\$29.95	\$26.96
VHS	PENTREX	ATSF	Santa Fe 3751-Return to Steam	60	\$29.95	\$23.98
VHS	C. Smiley	ATSF	Santa Fe Desert Tour	90	\$24.50	\$21.98
VHS	Daylight Prod.	ATSF	Santa Fe Salute Part Two	60	\$24.95	\$22.46
VHS	Video Rails	ATSF/UP	Cajon Pass	60	\$29.95	\$26.96
VHS	C. Smiley	ATSF/UP	Cajon Pass Tour	102	\$24.50	\$21.98
VHS	Kalmbach	ATSF/UP	Cajon Pass: On Location	60	\$29.95	\$26.98
VHS	C. Smiley	BN/WP	Empire of the North (BN-HighLine)	90	\$29.50	\$26.50
VHS	Pentrex	BNSF	Black Diamonds through the Dunes	85		\$14.95
VHS	Green Frog	Chicago	Rails Chicago: 1995 Hot Spots	60	\$24.95	\$22.46
VHS	Green Frog	Chicago	Rails Chicago: Late 1990's Vol. 1	60	\$29.95	\$26.96
VHS	Green Frog	Chicago	Rails Chicago: Late 1990's Vol. 2	60	\$29.95	\$26.96
VHS	Pentrex	Colorado	The Joint Line	87		\$14.95
VHS	PENTREX	CP/CN	The Fraser Canyon Route	60	\$19.95	\$17.96
VHS	C. Smiley	D&RGW	Soldier Summit Reflections	90	\$29.50	\$26.50
VHS	Pentrex	D&RGW/WP	Royal Gorge/Trouble at Troublesome	40		\$14.95
VHS	Greg Scholl	Diesels	Early Diesels Vol 1	90	\$24.95	\$22.50
VHS	Greg Scholl	Diesels	Early Diesels Vol 2	60	\$24.95	\$22.50

	Producer	Subject	Title	Minutes	Retail	Member
VHS	Greg Scholl	Diesels	Early Diesels Vol 3	60	\$24.95	\$22.50
VHS	PENTREX	Diesels	McCloud River Railroad	35	\$29.95	\$26.96
VHS	PENTREX	Diesels	Those Incredible Alco's Vol One	117	\$29.95	\$23.98
VHS	PENTREX	Diesels	Those Incredible Alco's Vol Three	117	\$29.95	\$23.98
VHS	PENTREX	Diesels	Those Incredible Alco's Vol Two	116	\$29.95	\$19.95
VHS	Pentrex	DM&IR	Deluth, Missabe & Iron Range	80	\$29.95	\$26.96
VHS	PENTREX	Foreign	Mexico's Pacifico Railroad	120	\$39.95	\$29.98
VHS	Pub. Choice	Foreign	World's Greatest Train Ride (Scotland)		\$15.00	\$13.50
VHS	Pub. Choice	Foreign	World's Greatest Train Rides (Germany)		\$19.95	\$17.96
VHS	Pub. Choice	Foreign	World's Greatest Train Rides (Siberia)		\$19.95	\$17.96
VHS	Pentrex	GB&W	The Green Bay Route	72	\$39.95	\$35.96
VHS	Pentrex	General	225,000 Mile Proving Ground	20	\$19.95	\$17.96
VHS	Readers Digest	General	All Aboard	130	\$19.95	\$17.96
VHS	Pentrex	General	All Aboard Vol Three	120	\$9.98	\$8.98
VHS	Pentrex	General	All Aboard Vol Two	120	\$19.98	\$17.98
VHS	Alpha	General	Classic TV Train Commercials	30	\$9.00	\$8.00
VHS	PENTREX	General	American Railroad Collection Vol. One	95	\$19.95	\$17.96
VHS	Green Frog	General	Gateway to the Pacific	60	\$29.95	\$26.96
VHS	C. Smiley	General	Great Shortlines:(Texas, Oregon, Calif)	90	\$28.50	\$25.50
VHS	Green Frog	General	Illinois Hot Spots	60	\$24.95	\$22.46
VHS	N. Geographic	General	Love those Trains	60	\$24.95	\$22.50
VHS	Green Frog	General	The Way West: Vol. 1	60	\$24.95	\$22.46
VHS	Green Frog	General	The Way west: Vol. 2	60	\$24.95	\$22.46
VHS	PENTREX	General	Train Wrecks, Crashes and Disasters	45	\$29.95	\$26.96
VHS	Video Rails	GN	Great Northern Vol One	45		\$14.95
VHS	PENTREX	IC	Today's Illinois Central Vol. Two – South	99	\$29.95	\$26.96
VHS	C. Smiley	Interurban	Electric Rails around the Bay Area	67	\$34.50	\$30.98
VHS	C. Smiley	Interurban	Key System Empire	61	\$28.50	\$25.50
VHS	Catenary	Interurban	PE: Remembering the Red Cars Vol. Three		\$49.95	\$39.98
VHS	Catenary	Interurban	PE: Remembering the red cars Vol. Two	60	\$49.95	\$39.98
VHS	Valhalla	Interurban	San Francisco's Trolley's	170	\$39.95	\$35.98
VHS	Sand Box	Kids	Big Trains, Little Trains	27	\$14.95	\$13.45
VHS	Catenary	Logging	Westside-Slim Gauge Logging	70	\$39.95	\$35.96
VHS	Green Frog	Passenger	Amtrak's California Zephyr Vol. 1	48	\$24.95	\$22.50
VHS	DF Associates	Plumas Co	Plumas Co. A Land for all seasons		\$19.95	\$14.95
VHS	PENTREX	PRR	Standard Railway of the World	60	\$39.95	\$29.98
VHS	Donner Rails	SP	A Cab Ride over Donner Pass	230	\$54.95	\$49.50
VHS	PENTREX	SP	Early Baldwins on the SP	25	\$19.95	\$15.98
VHS	C. Smiley	SP	Diesel Power on the SP	103	\$29.50	\$23.98
VHS	PENTREX	SP	SP Film Archives (Daylights, Cab Forwards	30	\$19.95	\$17.96
VHS	PENTREX	SP	SP Film Archives (Snow fighting)	30	\$19.95	\$17.96
VHS	C. Smiley	SP	SP: Scrapbook	90	\$29.95	\$23.98
VHS	Catenary Video	SP	SP's Shasta Route Vol One Circa 1950	62	\$34.95	\$31.50
VHS	Catenary Video	SP	SP's Shasta Route Vol Two Circa 1950	62	\$34.95	\$31.50
VHS	PENTREX	SP	This is my Railroad-SP Diesel Version	30	\$29.95	\$23.98
VHS	Pentrex SP		Today's Northwestern Pacific	110	\$39.95	\$29.95
VHS	Kalmbach	SP/ATSF	Tehachapi	60	\$29.95	\$26.98
VHS	Pentrex	Steam	20th Anniversary Daylight Combo	150	\$19.95	\$17.96
VHS	PENTREX	Steam	California Limiteds	33	\$39.95	\$29.98
VHS	PENTREX	Steam	Extreme Steam	150	\$29.95	\$26.96
VHS	PENTREX	Steam	Chicago Steam Celebration (1993)	120	\$29.95	\$23.98
VHS	PENTREX	Steam	Steam to Spokane, SP&S 700		\$29.95	\$23.98
VHS	PENTREX	Steam	Steam to the Grand Canyon		\$29.95	\$23.98
VHS	Green Frog	Steam	Train Mountain Museum	45	\$19.95	\$15.98
VHS	PENTREX	UP	Last of the Giants	25	\$19.95	\$14.95
VHS	Pentrex	UP	Last of the Giants Vol. Three	70	\$29.95	\$26.96
VHS	Pentrex	UP	Last of the Giants Vol. Two	60	\$29.95	\$26.96

	Producer	Subject	Title	Minutes	Retail	Member
VHS	PENTREX	UP	The Blue Mountains Vol. One	60	\$29.95	\$26.96
VHS	PENTREX	UP	The Blue Mountains Vol. Three	60	\$29.95	\$26.96
VHS	PENTREX	UP	The Blue Mountains Vol. Two	60	\$29.95	\$26.96
VHS	Video Rails	UP	Turbines of the Wasatch	60	\$29.95	\$26.96
VHS	Pentrex	UP	Union Pacific Steam Vol. Six	30	\$29.95	\$14.95
VHS	Video Rails	UP	UP 6900's	30	\$29.95	\$26.96
VHS	Pentrex	UP	UP Challengers	30	\$29.95	\$14.95
VHS	C. Smiley	UP	UP Mojave Gateway	90	\$24.50	\$21.98
VHS	Green Frog	UP	UP Super Railroad: Vol. 1	90	\$29.95	\$26.96
VHS	Green Frog	UP	UP Super Railroad: Vol. 2	90	\$29.95	\$26.96
VHS	Green Frog	UP	UP Super Railroad: Vol. 3	30	\$19.95	\$17.96
VHS	Green Frog	UP	UP Super Railroad: Vol. 4	60	\$29.95	\$26.96
VHS	Green Frog	UP	UP Super Railroad: Vol. 6	60	\$29.95	\$26.96
VHS	Green Frog	UP	UP Super Railroad: Vol. 7	60	\$29.95	\$26.96
VHS	Video Rails	UP	UP's Sherman Hill	60	\$29.95	\$26.96
VHS	Green Frog	UP/BNSF	Front Range/Crawford Hill, UP/BNSF	60	\$29.95	\$26.96
VHS	Pentrex	UP/Snow	California Rotary Action	45		\$14.95
VHS	Pentrex	UP/Steam	Big Boys on TV	70		\$14.95
VHS	Pentrex	UP/Steam	UP3985 Over Cajon Pass	75		\$14.95
VHS	Pentrex	UP/Steam	UP8444-1987	60		\$14.95
VHS	PENTREX	WP	Western Pacific on TV		\$19.95	\$14.95
VHS	C. Smiley	WP	WP: The Last Decade	68	\$26.50	\$23.98
VHS	C. Smiley	WP	WP: Vintage West	90	\$29.50	\$26.50
VHS	Catenary	WP&Y	North to the Yukon	50	\$29.95	\$26.98
VHS	PENTREX		Best of the Midwest Vol. One	67	\$19.95	\$17.96
VHS	PENTREX		Best of the Midwest Vol. Two	97	\$19.95	\$17.96
VHS	PENTREX		California Electric Trilogy	38	\$20.00	\$14.95
VHS	PENTREX		Classic Twin Cities Railroading	52	\$19.95	\$17.96
VHS	PENTREX		Continental Divide, Winter's Journey	60	\$19.95	\$17.96
VHS	Green frog		I've been working on the railroad	45	\$24.95	\$22.45
VHS	PENTREX		King Coal, Powder River Rails & Mines	90	\$29.95	\$26.96
VHS	PENTREX		Pittsburgh Mainlines	136	\$29.95	\$26.96
VHS	Kalmbach		Rails around the Bay Area	60	\$29.95	\$26.98
VHS	PENTREX		Today's Maine Railroads	105	\$39.95	\$35.96
VHS	PENTREX		Today's Shortlines & Regionals Vol. One	76	\$29.95	\$26.96
VHS	PENTREX		Train Meets-Double the Action	48	\$29.95	\$26.96
VHS	PENTREX		Winter along the Upper Mississippi	90	\$39.95	\$35.96

The Roadmasters New Office?



WP Equipment Sightings

Compiled by David Epling

Well it is that time again, a new issue of the trainsheet and a report of your sightings. I am amazed at how much this has grown. In this issue we have over 65 reports for this issue. Remember there are 2 ways you can report your sightings, one is via E-mail, and 2 is via the NEW Discussion board now hosted at the WPlives.org website. So without further ado, On to the reports.

Via E-mail We start with:

Dan Crews.

Roseville CA, WP 12107 (Covered Hopper) and WP 13117 (Bulkhead Flat) April 9, 2005

Doyle CA, WP 38658 (Boxcar) Westbound May 26, 2005

Doyle CA, WP 3154 (High Cube Boxcar) Westbound June 7, 2005

Roseville CA, WP 38002 (Boxcar) June 13, 2005

Roseville CA, WP 38502 (Boxcar) June 19, 2005

Tehachapi CA, WP 2248 (Flatcar) June 23, 2005

Doyle CA, WP 38093 (Boxcar) June 26, 2005

Doyle CA, WP 38175 (Boxcar) June 26, 2005

Roseville CA, (2) WP Boxcars. Unable to get the numbers June 27, 2005

Doyle CA, WP 66317 (Boxcar) (UP 4634 west) June 28, 2005

Doyle CA, WP 65680 (Boxcar) Westbound Manifest June 29, 2005

Doyle CA, WP 65638 (Boxcar) Westbound Manifest June 29, 2005

Dan Crews also starts off July (Not only does Dan live right next to the Union Pacific Winnemucca Sub, but he travels a lot)

Sparks NV, WP 11812 (Covered Hopper) July 5, 2005

Roseville CA, WP 38403 (Boxcar) July 5, 2005

Roseville CA, WP 67053 (Boxcar) July 5, 2005

Roseville CA, WP 65684 (Boxcar) July 5, 2005

Roseville CA, WP 67053 (Boxcar) July 17, 2005

Doyle CA, WP 66343 (Boxcar) July 20, 2005

Doyle CA, WP 65531 (Boxcar) July 21, 2005

Roseville CA, 38720 (Boxcar) July 22, 2005

Roseville CA, 65429 (Boxcar) July 22, 2005

Roseville CA, 65608 (Boxcar) July 22, 2005

North Highlands CA, 38026 (Boxcar) July 23, 2005

North Highlands CA, 65681 (Boxcar) July 23, 2005

North Highlands CA, 65658 (Boxcar) July 24, 2005

Roseville CA, 38518 (Boxcar) July 24, 2005

Chris Bekaris also had a good July

Roseville CA, 38254 (Boxcar) July 5, 2005

Roseville CA, 38251 (Boxcar) July 20, 2005

Roseville CA, 38195 (Boxcar) July 20, 2005

Roseville CA, 86122 (Auto Parts Boxcar) July 20, 2005

Roseville CA, 38404 (Boxcar) July 25, 2005

Roseville CA, 38275 (Boxcar) July 25, 2005

Roseville CA, 65608 (Boxcar) July 28, 2005

Roseville CA, 65429 (Boxcar) July 28, 2005

Gobble3gook Ted in Davis CA reported an EB manifest through Davis with a WP Feather Boxcar in the consist.

Roger Burdick reports WP 7718 in a work train in Colfax CA on July 20, 2005. As of press time, the car is still there.

Bill Gilbert reported WP Boxcar 65681 in Roseville on July 23, 2005

Pat and Linda Brimmer spotted 3 WP boxcars while traveling home to Utah from the Museum July 25, 2005, they were all boxcars and located at Elko, NV, an EB Manifest 50 miles west of Salt Lake City UT, and at Morton Salt Co, 30 miles outside of Salt Lake City.

August starts us off with the mother of all sightings. The Museum Road Caboose WP 484 was freshly re-painted and went east to Cheyenne WY with a Union Pacific hospital train crewed by the Museum's own Rod McClure and Steve Habeck. Even more significant was how the caboose came back to the Museum. Steve Lee, head of the Union Pacific's steam program tucked the 484 in behind the Auxiliary water tenders and returned the 484 safe and sound to the museum with the Western Heritage tour train headed up by the UP Challenger 3985.

First up is Dennis Felton who reported WP Boxcar 65663 in Bellevue OH on Aug 1, 2005

Merrill Thurman comes in next with WP 10208 (2 Bay Open Hopper) in Pryor OK on August 4, 2005

Bill Gilbert comes in next with a pair of sightings.

Oroville CA, WP 12048 (Covered Hopper) August 5, 2005

Layman Camp CA (Feather River Canyon). WP 38728 (Boxcar) August 12, 2005

Tom Kummell comes in next with a WP Covered Hopper at Elvas Tower August 15, 2005.

Rounding out the E-mailed information is a visit to the Roseville Area by David Epling and Russ Johnson on August 13, 2005. The last 3 were in a parked train just west of McClelland AFB.

WP 67016 (Boxcar)

WP 67021 (Boxcar)

WP 65621 (Boxcar)

WP 65605 (Boxcar)

Just when you thought it was done...along comes the reports from the PRM Discussion board. I am going to use user names instead of real names unless provided in the signatures.

August 3rd, Seth Adams reported multiple WP boxcars around Eugene OR

August 6th, User AC60W reported WP Boxcar 66347 on the QPDRV in Roseville CA

August 7th, User AC60W reported WP Hopper 12061 on the MRVOA in Roseville CA

August 8th, User GTE reported BAEX 460, a former WP boxcar WP # N/A Eb at Sparks NV

August 16th, User Tkrummell reported WP Hopper Number N/A at the Arden O/P in Sacramento CA

August 8th, User GTE reported WP Hopper 11687 in Sparks NV

August 27th, User zblindman both reported WP Hopper 11687 in Alta CA headed towards Sparks NV

I gave a lot of thought as to whether or not we should include UP 1983 in this listing, I decided not to include it because it is not a real WP unit.

In Memoriam: WAMX 2506 ex WP 3009, working on the Kansas & Oklahoma Railroad (Watco owned) was involved in a collision with parked tank cars in Nickerson KS on August 19, 2005. The damage looks to be terminal. Photos are available at the following URL:

<http://www.railroadforums.com/photos/showphoto.php?photo=28807&cat=576>

And that brings us to the end of this report through the end of August. Remember to send in your reports to me at frrsweb@sbcglobal.net or you can post them to the FRRS Discussion board. the link is on the FRRS/PRM website located at <http://www.wplives.org> Remember our battle cry...WP LIVES!

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.

July 2005 Board Meeting

Motions and Actions Summary

Installation of New Board Members

President McClure welcomed Matt Parker as the newest member of the FRRS Board of Directors.

Motions Passed

Consent Motions – Motion 05-07-01/05-07-02. Removed from agenda by motion

Minutes – Approval of the minutes of the regular meeting held Jun 4, 2005.

Financial Reports – May – June 2005. Removed for report by Treasurer.

Motions

Motion 05-07-03.. Abandon Pursuit of Participation in Truckee Railroad Days 2005

End plans for participation in Truckee Railroad Days 2005 following no contact from organizers of the event. Motion made by Director Cochran, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Motion 05-07-04.. Wheelchair Lift Purchase
Authorization to purchase wheelchair lift in the amount of \$800 to be funded from budgetary line item 40415 - LIFT FUND AND ADA COMPLIANCE. Motion made by Director Stiles, seconded by Director McClure. All Directors present voted in favor – Motion carried.

Motion 05-07-05.. WP Caboose 484 Repainting and Repair
Approval of cosmetic restoration of exterior of WP 484 caboose, in an amount not to exceed \$4,000 to be funded from budgetary line item 56000 – Restorations, with a specific line item to be created for WP 484 under this general category, and supported by an internet fundraiser. Motion made by Director Vicknair, seconded by Director Stiles. All Directors present voted in favor with the exception on Director Habeck, who abstained – Motion carried.

Financial Summary

Treasurer Dan Brady presented an overview of the financial situation of the organization. Fundraising campaigns have netted slightly over \$8,000. Membership dues holding steady. Need to raise money to recoup expenses for purchase of Silver Lodge. Gift shop revenues down, but so are expenses. RALs are down a bit, but special events are up. Revenues to date are where they were at this time last year. Expenses have been kept down and in line with revenue. Copies of reports are available at the Museum for pickup or mailing. Investment account doing well.

He also highly suggested we consider recruitment of new volunteers. There was discussion regarding some new volunteer assignments and the fact that we are starting to see some new faces on the property.

Actions and Notices

Dunsmuir Railroad Days 2005 has been successful for the FRRS. Event is well organized and we appear to be receiving lots of positive public relations opportunities. Special thanks to Matt Shuman/Shasta Cascade Rail Preservation Society for his hard work in seeing that we were well represented and that the FRRS and volunteers have been treated very well.

WP 2001 is back under our care and control after use on an excursion in conjunction with Trains Unlimited, Tours on the McCloud Railroad. The locomotive performed extremely well and was returned with no issue.

Silver Lodge has not been moved from San Antonio, TX. We continue to be in contact with representatives of the UP to get this issue to progress.

Our red flatcar is currently in use by Pacific Locomotive Association/Nile Canyon Railway. They are leasing the car from us for transportation of a donated locomotive. Hopes are that once the locomotive is unloaded at PLA, we will be able to load the WP 165 for return to Portola.

Director Monger advised he has concerns regarding the membership fee structure. He asked that the Board re-evaluate the current structure.

President McClure reported that a switch was run through and two axles of SPI 12 were on the ground. Incident was handled exactly as required and expected by the Director of Operations and his crew. Engine was re-railed with minimal effort and little or no damage to the equipment and track.

CMO Report – SP 1100 has a bad load regulator. WP 2001 running “like a watch”. UP 849 up and running although it currently has no oil.

Funding – A mail out fundraiser is planned for September to take advantage of last minute opportunities to make tax deductible donations.

Facilities – Work continues on the Silver Debris including additional sheetrock work. Deck work and electrical work including hard power connection with quick disconnect to follow shortly.

The museum webcam will be operational by week’s end. A member based bulletin board tied to the FRRS website to go live that evening.

Closed Session

President McClure reported out of closed session that a report was given regarding an ongoing legal issue. No reportable action was taken.

August 2005 Board Meeting

Motions and Actions Summary

Election of Officers and Appointment of Department Heads

Officers for 2005

President – Rod McClure
Vice-President – Steve Habeck
Secretary – Eugene Vicknair
Treasurer – Dan Brady

Summary of Recent Board Meetings

Department Heads for 2005

Superintendent of Operations – Kerry Cochran
Chief Mechanical Officer – Hank Stiles
Funding Director – Gail McClure
Zephyr Project – Eugene Vicknair
Facilities Manager – Charlie Spikes
Publications – Frank Brehm
Contracts Supervisor – Doug Morgan
Yardmaster – Steve Habeck
Restorations Manager – Steve Habeck
Roadmaster – Rod McClure
Assistant Roadmaster – Wayne Monger
Webmaster – David Epling.

Motions Passed

Consent Motions – Motion 05-08-01 – removed from agenda by motion
Minutes – Approval of the minutes of the regular meeting held July 9, 2005.
Financial Reports – June-July 2005.

Motions

None

Actions and Notices

The Pacific Southwest Railroad Museum in Campo, CA is interested in acquiring one of our remaining SP Beet Gons. This item is referred to the A&D Committee.

The Board learned that there are two items in the Stockton shops that ACE would like to dispose of and they are looking for a Museum to donate them to. The items are a hydraulic sheet metal break and an original, water-cooled air compressor. Director Stiles was directed to see if either are suitable for our needs and report back to the Board.

Dunsmuir Railroad Days was a success. We made about \$2,000 in the gift shop, no expenses to the Society, event well organized, volunteers well treated.

WP 2001, as previously reported, provided flawless performance in use as power for a Trains Unlimited, Tours excursion on the

PRESERVING “THE FEATHER RIVER ROUTE”

WP Lives, in Portola!

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

McClure Railroad. We received \$10,000 in consideration for the use of the locomotive.

Operations – Director Cochran, in his capacity as Supervisor of Operations, provided a report with regard to an incident that occurred on the property July 16, 2005 involving two RAL locomotives. An investigation was held and the results of that investigation were submitted to him. Recommendations for changes to avoid a situation of this nature occurring again were provided and have either been, or will be, implemented. All questions regarding this issue are to be directed to Director Cochran or President McClure as they are the only individuals authorized to respond.

Funding – The internet fundraiser for the exterior restoration of the WP 484 had grossed approximately \$2,655

Restorations – Director Habeck is working with painter Raymond Franklin for anticipated cost to paint the Troop Sleeper since he is at the Museum working on the WP 484.

The webcam is up but there are issues with the computer running it – overheating and shutting down. These will be addressed.

November Board Meeting will be held in Stockton at the ACE Depot.

Closed Session

President McClure provided the Board a report regarding a personnel issue of confidential nature. Consensus direction was given, no reportable action was taken. The Board was also given a report regarding an ongoing legal issue, no reportable action was taken. Regarding a proprietary business item, a report was offered to the Board and consensus direction was given. Finally, the Board received a report regarding an Operations issue of confidential nature. No reportable action was taken.

respectfully submitted by Eugene Vicknair, secretary
September 10, 2005

Upcoming Events

November.. Winter Prep., Hours: 10 AM – 5 PM
until 1st Monday

5 Board Meeting - 1 PM *Stockton, CA*
ACE Depot Meeting Room

Museum Closes to Public

26-27 Work Weekend – Santa Train decorations and winterization of facility

December.. Santa Trains

3 Board Meeting - 1 PM *Portola*
Santa Train - 5 PM

10 Santa Train - 5 PM

11 Santa Train clean-up Work Party and Facility Closedown



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

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