

THE

TRAIN SHEET

News from the Feather River Rail Society



Spring 2011
Issue 155

- THE TRAIN SHEET -

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

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

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**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

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

Museum: 530.832.4131
Fax: 530.832.1854

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

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

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum will be open.

Entrance to the museum for members is free. Non-members are required to pay an admission fee, details are in this issue.

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

The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway Museums and the Tourist Railway Association, Inc

- BOARD OF DIRECTORS and OFFICERS -

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Cover Photo - WP derrick MW37 frames several members of the museum's extensive boxcar collection. - Eugene Vicknair photo

Table of Contents - Issue 155

Zephyr Progress	3
WP 2001 Makes History... Again! part 2	4
WP 165 Spring Progress	6
Board Motions and Actions	9
Membership and Admission Information	15
From The Past	back cover

Preserving "THE FEATHER RIVER ROUTE"



- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm
Central Calif Traction	www.trainweb.org/tractionco/

ZEPHYR PROGRESS

- Eugene Vicknair, Zephyr Project

A lot of work has been happening our on *California Zephyr* equipment over the past year. While there has been no major single event, a lot of repairs, improvements and restoration steps have been made toward the goal of getting our Zephyr items into reliable operation.

Our FP7, WP 805-A, has been receiving much tender loving care from the crew led by Dave McClain. A leaky cylinder has been repaired, the recently installed dynamic brakes have been getting wired in and several lingering issues are being taken care of. Special thanks to Dwight Whetstone and Larry Hanlon, as well as Steve Habeck and Seth Adams for their help on the 805-A. (And everyone else who has pitched in.)

One non-mechanical feature receiving attention has been the bad scarring of the stainless steel side panels. I have spent many years looking for and researching ways to restore those panels without resorting to the cost and expense of replacing them. Thanks to a company in Los Angeles that developed an amazing scratch removal system for stainless, we have finally made some progress on this. They were kind enough to



sell us a large quantity of their products at cost to be used on our stainless steel and the results have been encouraging. Over several weekends, Tom Carter and I, with some help from Tim Carter and Alicia LaBreque, sanded, polished and regrained one side of the 805-A. Everyone commented that the improvement was dramatic. One key has been the use of a special, non-circular, reciprocating sander (costing \$400! Thankfully, this tool was donated to the Project), which keeps the cutting of the abrasives completely in line with the stainless grain.

The electrical system on the "Silver Plate" diner has also been receiving a lot of work, thanks for Steve Habeck, Seth Adams, Justin Nelson and Erik McKay (with a little help from me at times). A lot of electrical bugs have been tracked down and repaired, with just a few lights still being out. The major repair still to do electrically is the lights over the Steward's Station. At some point after the WP retired the car, someone severed the conduit and wires at one of the bulkheads. This will require some rebuilding to repair.

Thanks to Dave Roth of Golden Gate Railroad Museum, we found a professional shop to look at restoring the original dining car seats we have from the car. The cost is high (about \$350 per chair) but would completely rebuild each seat. We have also located material to resurface and rebuild the tables. Several are damaged to the point where a complete rebuild / replacement will be required.

Also, thanks to everyone who has pitched in on car cleaning duty, including Alicia, Vicki Epling, Cheri Johnson and Mary Ann Vicknair.

Our biggest needs right now are money and manpower. If you would like to donate to the Zephyr Project, please go to donate.WPLives.org or send a donation to FRRS – Zephyr Project, P O Box 608, Portola, CA 96122.

If all goes well, we will have a major announcement concerning an important donation to the Project in the coming months.

The 805-A in the Diesel Shop to receive some mechanical and cosmetic work.

- Eugene Vicknair photo

WP 2001 MAKES HISTORY... AGAIN!

- Steve Habeck, Vice-President

Part 2: Railroad Days

It's Friday, August 20, 2010. Railroad Days is officially underway and, although we hadn't planned on it, the FRRS operating department put together a full crew to run caboose trains, which had been advertised in the Railroad Days flyers, but not on our calendar of events. Again, the Willing People came through.

Later in the afternoon, we shifted into the "train arrival and turning" mode, as we had discussed in the job briefings earlier in the day. The caboose train was stored on track 1, leaving track 3 clear for the turning moves, and everyone took up their positions. Rod McClure was running WP 608, with Cody "Noodle" Wilson on board as fireman. This would be the power used to turn the train, and I went with them out to the UP West Pass to meet the train. Working with Operations Superintendent Bill Parker, I had operating department people at the West Pass switch, the Malfunction Junction switches, and the east 3 switch, all of

which would be operated to turn the train. These people included Pat Brimmer, Lew Barnard, Don Nelson, Craig Simmons, Rick Gruninger, Bill Jackson (One Ell), and Bill Parker (Two Ells), and there were others on hand to pitch in where needed (my apologies to any volunteer who isn't named).

Thanks to a concerted effort by our track gang, led by Bill Parker and Rick Gruninger, and a dedicated team of volunteers, the extensive project to repair west Rip 1 and cut in the new switch to Rip 2 was completed the week before Railroad Days. Our Rip 1 track had been cleared down to alongside the shop building, and the Ramp track was also cleared. Along with other cars moved to make room, we had a 43-car, 2700' cut of FRRS equipment out on track 4 of the UP yard!

We eased down to the UP yard office on the West Pass with the 608, and waited for the excursion to arrive (it was late, as expected). Once they stopped, we sent the UP pilot crew home, and held a job briefing with the Amtrak crew, which included Amtrak RFE (Road Foreman of Engines) Mike Richards, and Conductor Amanda Kittirath,



WP GP20 2001 receives work before her Railroad Days mainline run. - Eugene Vicknair photo

younger sister of FRRS Director/Webmaster/
Instructor Tom Carter.

With everyone dialed into our plan, we set up to turn and store the train. WP 608 moved down to the Museum lead off the West Pass and the train was shoved west down the West Pass, past our switch, where the rear three cars were cut off (this was done by the Amtrak people, due to HEP cables, etc). The train then pulled ahead to clear the switch, and Rod coupled into the rear three cars with 608, and headed into the Museum. Only three cars at a time could be handled, due to the length of track from the east 3 switch to the gate. The 608 pulled the three cars past Malfunction Junction, through 3 rail, and onto the east lead.

The east 3 switch was thrown, and 608 shoved the three cars down the east lead, around the balloon, and into the Rip 1 track. (These first three cars, by the way, were the 3 former CZ (California Zephyr) cars on the train, ex-PRR 10 roomette/6 double bedroom sleeper Silver Rapids, ex-CB&Q dome coach Silver Lariat, and ex-CB&Q dome/lounge/observation Silver Solarium.) Then, 608 was cut off, and headed back out on the West Pass lead to get the next three cars. The process was then repeated, taking 3 (or sometimes 2) cars at a time, until the rear 8 cars were in our Rip 1 track, and the head 6 cars were in the Ramp track, all turned for the return trip. We then turned the Amtrak units under their own power, using the same route, and then split the Amtrak units, putting one on each cut of cars, to supply HEP to the entire train. By the time this was all done, it was dark.

We used 608 to get the caboose train staged for the weekend and left it on track 3. Ed Powell and Tim Carter assisted the Amtrak maintenance people in locking out and blue-flagging the two tracks the train was on. I believe it was after 10 PM by the time we got done, but we now had a 14 car Amtrak excursion train, complete with power, tied down and laying over inside the WPRM gates.

Meanwhile, our CZ diner, the ex-WP Silver Plate, was also being featured, with a catered Mexican-style dinner being served to passengers on the train hosted by Chris Skow. Norman and Barbara Holmes acted as on-board host and hostess and over 100 dinners were served in the Plate, which was coupled to our baggage car on track 4, and toured by most of the guests.

Throughout the entire day, Museum Manager

David Epling, his wife Vicki and Debra Reynolds manned the gift shop, staying open past 9 PM to accommodate the passengers off the train. It was a true team effort by everyone involved, and our expertise in doing all these things simultaneously was noted by many of our guests.

All this activity, and the Railroad Days main events (outside of the Museum) hadn't even started yet!

Saturday, August 21. The main event day for Railroad Days, with the parade in town, activities in City Park, all along Commercial Street (closed to vehicular traffic) and, of course, at the Museum. The operating department ran caboose trains all day, with speeder rides mixed in. The shop was full of model railroad layouts, and Sinbad's was there selling those great hot dogs. All in all, it was a fairly "normal" day for Railroad Days, except, of course, that we had an excursion train laying over in the Museum yard.

Late that afternoon, Rod and I got together with Amanda, Mike, and some of the car owners, and we discussed whether we should put the train together on Sunday morning (the original plan), or start getting it put together and out on the West Pass that evening. Knowing that things always take longer than planned, we decided to put the train together and get it ready as soon as Museum activities would allow (two special Run-A-Locomotive sessions, using WP 917-D/WP 707/WP 2001, were scheduled after the caboose trains were done, so I had to wait until Bill Parker completed these runs). By the time Bill was done, we had people staged to begin the process.

First, we had to stash the caboose train on track 1 again. On the trip up to Portola, the excursion train had many problems with HEP. Since both Amtrak units were facing the same way (nose to tail), there was no access to the second unit from the first unit while the train was underway (the Amtrak units have no nose doors) to make changes to the HEP setup. We had already turned both Amtrak units on Friday night, so both were facing west. So, the first order of business was to turn one of them so that it was facing east and the two units could be coupled back-to-back, allowing access between them via the rear doors.

With that accomplished, we then staged our WP 608 on the West Pass lead, and had the Amtrak units couple to the cut on the Ramp track, then double to the Rip 1 cut, and pull the train out on

the balloon. The rear three cars (the CZ cars) were then cut off at Malfunction Junction, and the Amtrak units pulled the rest of the train in the clear on the balloon, allowing 608 to back down to the rear cars, couple up, and take them out to the West Pass. Once 608 cleared, we shoved three more cars past the Junction, cut off, and pulled ahead again. The 608 came back, got those three cars, and took them out to the West Pass, building the train three cars at a time. This process was repeated until the rear 12 cars were on the West Pass. While we were working on this, I worked with Bill Parker and Cody "Noodle" Wilson to cut WP 2001 away from the 707, after the special RAL's. This occurred at the east end of the yard, so as not to interfere with building the outbound train. I then brought 2001 around the balloon and coupled to the lead Amtrak unit.

Connections were made, air brakes were tested, and all was in order. Amtrak Mike and I then took 2001, the two Amtrak units, and the two head cars out to the West Pass, coupled up to the 12 cars already there, and we were done! We shoved the train east a few car lengths for good access to most of the cars for loading in the morning, and tied it down. Mike and the Amtrak mechanic then went about connecting all the HEP cables, and getting the HEP up and running. I shut down the 2001, and locked it up for the night.

It turned out that it was a good idea to build the train on Saturday night, because with all the work involved, it took over 4 hours to complete (about twice what we had estimated). By the time we restored the yard to normal for Sunday's caboose trains, it was well after 10 PM. This would have definitely delayed our departure in the morning significantly.

On a humorous note, two ladies, passengers on the train, who obviously had been partying in town, stumbled into the Museum some time after 10:30 PM, looking for their car. Finding only empty track, they displayed a combination of anger, fear, and confusion. Fortunately, I was just leaving the Museum, and was able to direct these ladies to the train out on the West Pass via our little-used personnel gate on the north side of the property. I made sure they found their car and were safely aboard before I headed home for a short nap, and to prepare for what would surely be a grand day for the FRRS (and me, too).

continued in the next issue....

WP 165 SPRING PROGRESS

- Chris Allan, Steam CMO

Spring has sprung, an unusually long, wet winter is over, and we are ready to get back to work on the WP 165. Leaving Los Angeles for a few days seldom requires an excuse, but in this case the cabin fever made it imperative. I arrived in Portola on Wednesday, April 27th ready to get something accomplished. Upon arrival we met up with Steve Lee, recently retired from the Union Pacific Steam Department. Steve came out from Cheyenne to help out for the week, and we were very happy to see him on the property. In anticipation for the "big pick" the following Saturday, Rod McClure, Steve Habeck and Cody Wilson were adjusting the drum brakes in derrick 37, a beastly machine. Built for the WP as a steam derrick, it was converted to internal combustion sometime in the 1970's. We ordered pizza in, and called it a night.

Thursday morning dawned clear, cold and windy. Breakfast at the Station Café with Charlie Spikes is always a good way to start the day. Charlie, Bill and Duane had spent the previous week getting our parts cleaning tank cleared away and functional so we could start degreasing locomotive parts. A 55 gallon drum of the cleaning solvent only gave us a few inches in the bottom due to the tanks enormous size, more is on order.



Steve Lee helps move a big lathe donated to us by the Union Pacific.

- Debra Baer photo

The big task facing us on Thursday was getting the pedestal binders ready to come off. This proved to be another colossal task given the amount of crud clogging the holes, damaged studs, etc. Luckily by this time our friends from the Golden Gate Railroad Museum in San

Francisco were starting to arrive. Dave Roth, Dave Varley, Jim Prettyleaf, and Severen Edmonds were ready to get dirty, so they were put to work. By Friday Roger Stabler and Dave Wallace also took turns in the pit "persuading" the heavy binders to move, which eventually did. Everything does, in time, bend to our will, some things just not that easily. Bruce Hilliard serenaded us with the needlescaler. Charlie had to run back to Reno to refill the O2 bottles. David Hensarling, president of GGRM, arrived on Friday to check things out, and was put to work reassembling the left side brake cylinder with Jim P. and Nathan Osborn. James Cowdery, "Burr" Wilson and Nathan applied red primer to the first two boiler courses and the dome, which was nice to see, much better than rust colored metal. Doyle McCormack came down from Portland, Oregon to check out his sleeper car, the "Magnolia Grove", and visit with Steve Lee. Doyle is a steam veteran and has a lot of good advice for us. Thus started the "Fog of War" period when things were happening so fast that it's hard to recount everything, so forgive me if I omit any details.



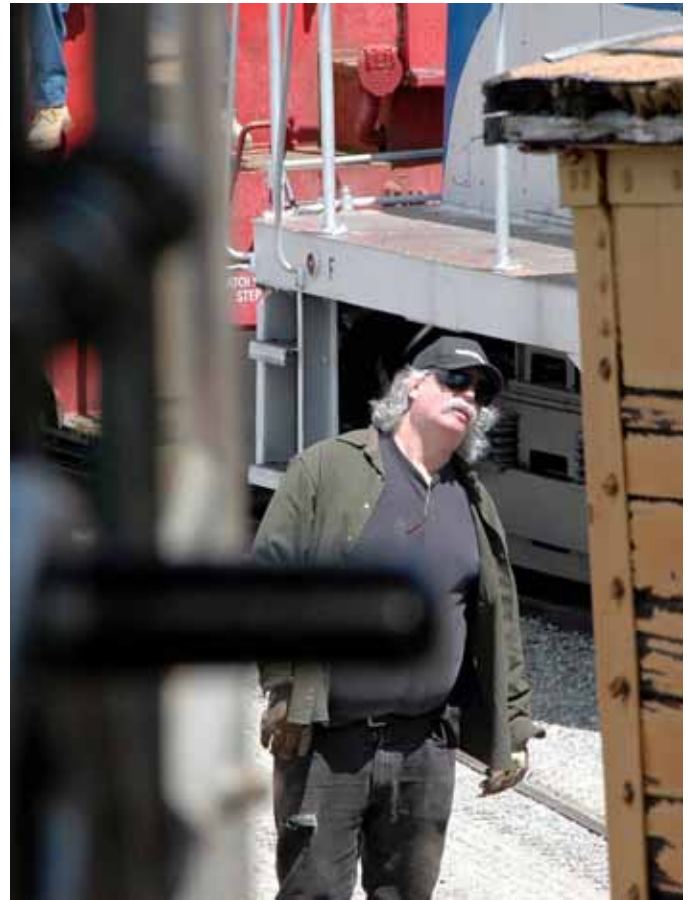
Jim Prettyleaf, GGRM welder, removes a wasted section of the 165's wrapper sheet.

- Debra Baer photo

Friday also saw the Brehm family up from Phoenix to re-roof the Steam Department's tool car, the former Denver & Rio Grande boxcar donated to us by the Western Railway Museum in Rio Vista, CA. The three of them set to removing the mostly rotted T&G and recovering with plywood and rubberized roofing. This is a temporary measure until we can mill up the proper wood roofing, but at least the interior can stay dry for the time being. Thanks to you guys for making the trip and getting the job done!

Friday night dinner at the Roadhouse was

enjoyable, at least until the Karaoke started. At that point we were ready to get back to our bunks to rest up for Saturday, which proved to be eventful.



Phil Schmierer checks the rigging on Tidewater Southern bunk car / depot 0565-H prior to lifting.

- Debra Baer photo

Saturday morning the derrick crew, guided by rigging foreman Phil Schmierer had the Tidewater Southern bunk car back up on trucks for the first time in a long time. The plan was to pick the 165 off its drivers and place the boiler and chassis in the spot previously occupied the TS car. With the binder nuts loose, and the engine back down on the axles and lubricated with some STP (Doyle's suggestion) it left the confines of the shop for the first time in several years and was back out in the light of day. The move went slowly due to having to pull it out with a chain, before the switch crew could run around and use the coupler on the front.

Finally spotted next to the derrick, Steve Lee and Phil rigged the cables, and derrick operator Rod eased the engine skyward, just a bit. Of course the 165 didn't give up that easy, as Severen, Dave Varley and Dave Wallace had to beat on a couple of the binders before they finally gave in (the

binders, not the Severen, Dave and Dave). Once Phil was confident that the rigging was sound, up went the boiler and frame, and as according to plan, the driver sets stayed on the ground, thankfully. With two taglines and numerous holders-on, the engine spinning around 180 degrees to its resting spot resembled a Macy's Thanksgiving Parade balloon, albeit an incredibly ungainly one.

After some careful negotiation through the air, the chassis and frame were set down on cribbing. Sandblasting can now commence later in the season on the boiler interior, the drivers and other parts. Roger Stabler has offered to get quotes on the four leaf springs that need renewal. The plan calls for re-wheeling the locomotive this time next year, barring any "unforeseen" events or disclosures once we get the numerous layers of paint and grime off.

Thanks to all for a great deal of time, effort, and professionalism during this process. It is my hope that this is as far as we need to go for disassembly, and we can now begin putting it all back together. Erin Swain has been making good progress on restoring the power reverse cylinder at his home shop in Flagstaff, AZ. This is one example of how things are always happening on the 165 project, little by little. In time lots of "littles" add up to a whole lot.

Our next work session is coming up July 21st-23rd, 2011. By then we hope to have the sandblasting done, including the cab. Erin is going to lead the project to repair the cancer around the base, and renew the wood headliner. Cleaning of parts continues, thanks to Charlie

and his son Eric. Thanks go to Rod McClure especially for all the prep work getting the derrick back into fighting shape. Big thanks also to James Mason, our Treasurer, behind the scenes directing all of the steam funds in the right direction. The amount of work left is staggering, but if we have a few more sessions like this last one, some real progress will be apparent real soon.



FRRS President Rod McClure works the controls of 200 ton derrick WP MW37, one of our many historic items that still does its original job at the museum.

- Debra Baer photo

WP 165 needs your help. Steam engines run on 4 things: fuel, water, rails and money. We've got 3 of those in abundance, but your help is needed for the last one. To donate to the 165, you can post mail a check to Steam Department - FRRS, P O Box 608, Portola, CA 96122. Or go on-line to the WP Store: giftshop.wplives.org. Click on Monetary Donations and select 165 Donation to support the return of steam to Portola.

HOW TO MAKE ADDRESS and MEMBERSHIP CHANGES

In our efforts to inform and keep in touch with our members, one of the difficulties we often face are members who have moved or changed their contact information without sharing the changes with us. If you move, get a new email or phone number, or need to make other changes to your contact information, there are several easy ways to let us know.

By postal mail: FRRS - Membership, P O Box 608, Portola, CA 96122

By email: memberships@wplives.org or info@wplives.org

Or you can call the museum directly at 530.832.4131

When sending new contact info, please include your full name, member number, former contact information (and mark it as your old information) and your new contact information. Also, if you have an email address, please consider adding it to your membership information so we have multiple ways to contact you. This will help us keep in touch with you in case other methods do not work.

January 2011 Board Meeting Motions and Actions Summary

Correspondance

- Received letter of thanks from University of Nevada – Reno. We donated an RAL certificate for fundraising raffle for student athletes.
- NMRA lawyer is acting as representative for all parties involved in R. Stromme bequeathment legal actions.
- Plumas County Museum, Scott Lawson requested someone to make a presentation for an event. Wayne Monger has volunteered.

Motion 11-01-01

Consent Calendar

Motion to table consent calendar to February 2011. Holmes / Habeck. Aye – 8, Nay – 0, Abstain – 0. Motion carries.

City Guide Map

Written report submitted.

Tom Carter presented a map showing businesses in town relative to the museum. Idea is to print these out to help people find their way around town and promote local business. Discussion of having it printed 2 sided with business coupons on the reverse. Curt McBride suggested discussing with local businesses to get cost covered. He will present this to the local businesses in March for their review. Concensus direction to move forward.

California Association of Museums 2011

Discuss sending representatives to the CAM Conference in Pasadena, CA on March 2-4, 2011. Entry deadline is Friday, January 14. Wayne Monger will be attending. Request for James Mason and Mike Mucklin to also attend.

Joint Billboard in Reno

RR Days Committee would like to cooperate in a joint venture with FRRS for a year-round billboard. City and committee will work with Eugene Vicknair to get billboard designed and details handled. Concensus direction to proceed.

President's Report

- Will be sending letter to UP shortly concerning Dunsmiur RR Days
- Sent several letters recently with donation requests from UP
- Purchased 14" JET brand wood lathe for shop with all tools for \$1200, retail price about \$3000
- Also received a 16" steel lathe from the UP as a donation, along with a large number of tools
- Working on deal with Rio Vista Museum to get a

25,000 lb. forklift

- Lots of positive comments on Santa Train, things seemed to go smoothly, more details in museum manager report
- Steve Habeck got drumheads made for caboos train
- All lights in shop are now changed out for low-cost CFL bulbs to reduce power bill

Museum Manager's Report

- Written report submitted.
- Listed donations and donors for Santa Train. Subway also donated cookies for Santa Train, in addition to Portola High School, Louise Dunbar and Mary Ann Vicknair
- Duane Vanderveen has removed middle stall in women's restroom so other two stalls can be expanded and one made ADA compliant
- Inventory is in progress, but cold temperatures are hampering completion
- Request for us to participate in National Train Day
- January 21-24 is the Sportsman's Expo in Sacramento. Plumas Chamber is offering to take our flyers down, but we need new flyers showing admission
- Looking at expanding food offers during Portola Railroad Days
- WPRRHS Convention info is now announced and available.

Financial Reports

- Written reports provided.
- Year end fundraiser is over \$15,000 and counting, thanks to Gail McClure for pulling the fundraiser together and getting it mailed.
- \$1000 each from James Mason and another member, also received an \$850 donation and \$500 from Barbara Flannery.
- Official recognition by Board thanking Gail McClure for all her work on the year end fundraiser.
- Numbers for year end are preliminary, will have finals in February and need to get inventory done before final numbers can be done and file IRS 990 Form.
- Suggested a mid-year fundraiser in June or July will be needed.
- We need to operate with an annual surplus of about \$100,000 each year.
- Suggested that other directors start reporting hours, expenses and donations for use in support for grant-writing.

Director's Reports

Monger – Working on some more donation thank you letters at the end of the year.

Event Reports

Dunsmiur Railroad Days – Letter to UP going out soon.

Dunsmuir is enthusiastic about event. Chris Skow / Trains Unlimited will be running a train to event, plus a Black Butte train.

Legal Counsel Report

David Luddington has offered to be our corporate counsel and has been appointed by President McClure

Public Comments

- Discussion Board has been replaced by blog.
- Railfan Photographer Day will be September 24, 2011.
- Bruce Veilleux paid for repair to failed power supply on webcam.

Notices

- Election nominations opened January 1, 2011

Closed Session

Meeting adjourned to closed session at 2:11 PM and reconvened to open session at 3:14 PM. Director Vicknair reported the following out of closed session:

"The Board heard a report on a legal issue – FRRS v. Kasten / ITAC. Consensus direction given, no action taken.

The Board heard a report on a legal issue – FRRS v. Morgan. Consensus direction given, no action taken.

The Board heard a report on the donation of the Ken Meeker collection, which will be tallied as a fractional donation starting in 2011 tax year."

February 2011 Board Meeting Motions and Actions Summary

Correspondance

- Thom Anderson has announced his resignation from the WPRRHS administration after the 2011 Convention.

Motion 11-02-01

Consent Calendar

Motion to accept consent calendar with Minutes of the November 2010, December 2010 and January 2011 General Meetings.

Vicknair / Habeck. Aye – 8, Nay – 0, Abstain – 1.
Motion carries.

Motion 11-02-02

National Train Show 2011

David Epling presented costs to attend the show, which is part of the NMRA National Convention. Price for booth: \$395 for 10' X 10', \$775 for 10' X 20'.

Discussion concerning cost v. benefit.

NMRA will be sending two busses of visitors for RALs. Epling to cover museum, staff booths with volunteers. Motion to approve signing up for 2 tables and participate at show.

McClure / Habeck. Aye – 8, Nay – 0, Abstain – 0.
Motion carries.

Motion 11-02-03

Museum Signage

Eugene Vicknair presented a budget and plan for the creation of equipment and informational signage. Motion to approve report and authorize sign creation. Carter / Monger. Aye – 8, Nay – 0, Abstain – 0.
Motion carries.

Motion 11-02-04

Budget Revision

Eugene Vicknair and James Mason presented a report to revise the 2011 Budget and review Budget in June / July timeframe. Discussion if \$15,000 proposed for Gift Shop is enough. Budget to be reviewed in June and submitted for revision. Question about new Gift Shop / Museum Store door budget which is under Facilities line item. David Epling to do inventory in June to aid in budget discussions. Motion to approve report and actions, budget to be reviewed for revision in June 2011. McClure / Vicknair. Aye – 8, Nay – 0, Abstain – 0.
Motion carries.

Motion 11-02-05

Admission Revision

Eugene Vicknair presented a report to covering clarifications to the Admission Policy. Motion to approve report and revisions. Vicknair / Carter. Aye – 8, Nay – 0, Abstain – 0.
Motion carries.

Motion 11-02-06

Collections Management Committee

Chris Allan presented a report to restructure and rename the Acquisition / DeAcquisition Committee. Wayne Monger pointed out that we need to move the three items from Holmes property. Discussion about having Scott Franklin move these in July. Motion to approve report and restructure A&D Committee to Collections Management Committee. Vicknair / McClure. Aye – 7, Nay – 1, Abstain – 0.
Motion carries.

Motion 11-02-07

Honorary Life Member Approval

Rod McClure requested approval to give Steve Lee an

honorary life membership in thanks for his service to the Society.

Motion to grant Honorary Family Life Membership to Steve Lee.

Brehm / Carter. Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

Motion 11-02-08

G I Wheels Weekend

Tom Carter proposed a concept to overlay a theme on Railfan Day to highlight the military use of railroads and service of the WP to US service. Event would have reenactors, military equipment and participation by military and ex-military personnel. Proposed dates are September 18-19, 2011.

Proposes that proceeds from the event go to restoration of Charles O. Sweetwood.

Reenactors would provide jeep and half-track rides and donate proceeds to museum. Would try to get Army participation, including request to send gen-set.

That weekend is Reno Air Races. We are typically busy that weekend due to Air Races.

Motion to approve G I Wheels Weekend concept.

Habeck / Monger Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

President's Report

- McClure and Cody Wilson started all rubber tire equipment, all but truck crane started easy.
- Someone destroyed cables for the white forklift and cost us \$600 for new cables.
- Year-End Fundraiser is still bringing in donations. Pin order has been delayed, delaying thank you letters.
- Insurance has gone down slightly and has been renewed for next year.

Museum Manager's Report

- Grossed \$5055 at last Sacramento show. Still chasing \$700 in credit card orders. Looking at ability to take credit cards over a smartphone at shows.
- We now take Discover card in the gift shop.
- Duane Vanderveen has redone women's restroom and has been insulating gift shop using materials on hand.
- New gift shop entrance door is being installed.
- Coming weekend is Eastern Plumas County winterfest. We will be running trains and having gift shop in SN 1642 caboose.

Financial Report

- Question at last Board Meeting about special rates for non-profit. Contacted state PUC and found out that we are not entitled to special rates or no taxes.
- This year's December power bill was just over \$500 vs. over \$1000 in years past. CFL bulbs and better control on power use credited.

• Reviewed balance sheet and covered how the assets are listed in the inventory.

• Total deficit was \$29,000 for 2010. This was less than expected and there was a lot of cost control that is credited for this. Considering economy, this is a positive.

• So far we are doing well for this year. End of the year fundraiser is benefiting us greatly, has brought in estimated near \$20,000.

• Motion 11 – 02 – 09 (McClure / Habeck). To delete restricted fund 40416 – DRGW boxcar and transfer negative balance in 40422 – Steam Fund. Aye – 8, Nay – 0, Abstain – 0. Motion carries.

Director's Reports

Holmes – Got backhoe greased. Applied for grant to print brochures but we did not get grant.

Event Reports

Portola Railroad Days

- Debra Baer attended CalFest event in San Diego and attended some conferences on advertising, social networking, etc. Provided report on what she learned and minutes of RR Days meetings.
- She is working on Spike Driving contest and provided information on how she wants to handle it this year. This will be signature event of RR Days. Also talking about presenting to US Bank about sponsorship.
- Discussed coordination with museum on RR Days and ideas for improving the event. Will be speaking to vendors at Winterail and encouraging them to attend.
- We need more railroadians vendors at museum. Debra offered to encourage this. Will be speaking to Brad Lomazzi to coordinate vendors.

Department Reports

Publications – Train Sheet off to printer. No articles for next issue.

Historical – Monger reported that digitization of the Articles of Incorporation has begun and costs are running below estimate. Ledger books have been delivered for scanning. Next step will be survey maps. Convention registration is going well. There will be an excursion on the City of Prineville with shay. Vicknair reported that Bob Sims coordinated the purchase of a 1907 WPRy surveyor's transit.

Public Comments

Wagner – will be bringing check to next crew training for renewal of iVolunteer software. Software is being well used now.

Vicknair – Amtrak is offering 2 baggage carts for donation. Carter to follow up.

Closed Session

Meeting adjourned to closed session at 3:30 PM and

reconvened to open session at 4:08 PM. Director Vicknair reported the following:

"The Board heard a report on a Legal Issue – FRRS v. Kasten / ITAC. Consensus direction given, no action taken.

The Board heard a report on a Legal Issue – FRRS v. Morgan. Consensus direction given, no action taken.

The Board heard a report on a Business Issue – Off-Site Event. Consensus direction given, no action taken.

The Board heard a report on a Personnel Issue - Manager Contract. Motion 11 – 02 – 10 (Vicknair / McClure), to renew Museum Manager contract on an automatic 30 day basis until replaced by coming hourly wage structure. Aye – 7, Nay – 0, Abstain – 1. Motion carries."

March 2011 Board Meeting Motions and Actions Summary

Correspondance

• President McClure received letter from RLHS Southern California Chapter. Looking for early mechanical reefer car for storage purposes.

Motion 11-03-01

Consent Calendar

Motion to table consent calendar April meeting. Habeck / Holmes. Aye – 8, Nay – 0, Abstain – 0. Motion carries.

Motion 11-03-02

Management Stipend

James Mason and Eugene Vicknair presented a proposal for a Management Stipend for expenses incurred by the President and Vice-President in service of the FRRS.

Reviewed item about authorization / notification about credit card use.

Special project expenses and travel would be accounted / covered separately.

Motion to approve program and review at June 2011 Meeting.

Spikes / Vicknair. Aye – 6, Nay – 1, Abstain – 1. Motion carries.

President's Report

- Lots of snow but it is melting quickly.
- Year-end fundraiser: gift items were delayed. Calendars received, pins coming next week. Still

receiving donations from Year-end letter.

Museum Manager's Report

- Museum was open for President's Day / Portola Winterfair. Low attendance Saturday due to weather, but crews got some operation time.
- Duane Vanderveen has been working on WP Store insulating. Water is coming in under big roll-up door. Suggested that we install a berm to block water.

Financial Reports

- Written report provided.
- As usual for Winter, funds are running short and \$20,000 is being transferred from long-term accounts.
- We're running ahead of last year on income from memberships and fundraising.
- Request we control expenses until season open.

Director's Reports

Monger – CAM conference went well. James Mason and Wayne Monger attended. Will provide report next meeting.

Department Reports

Publications – Train Sheet status. John Walker will be sending article on archives / digitization project. Issue 41 of Headlight preliminary layout is done and going to printer. All Portola issue, first of two.

Historical – We need second climate control storage in Reno to handle Meeker collection.

Status of Surplus Property Report

We have an offer from Western Rail wanting to purchase Union Pacific wedge snowplow for use by a shortline. Cost was given to them of \$15,000 FOB Portola. Was identified as deaccession piece many years ago by A&D Committee.

Public Comments

Debra Baer – Debra is now our contact for RR Days Committee. RR Days Committee earned \$700 profit during Winterfest for RR Days. Thanks to Norm and Barbara Holmes and David Epling for their help. Will be meeting with Railroadiana vendors at Winterail next week. Looking at a building for additional model railroads during RR Days. Committee wants to coordinate with us on a joint billboard. Asked for link to RR Days website on WPLives.org.

Norm Holmes – Heard that LA County is requesting removal of locomotives from Pomona.

Notices

President McClure has been talking to Scott Lawson of Plumas County Museum. Plumas County Museum would like to display Spanish Peak 1 and cars at WPRM. Will discuss more in future.

Closed Session

Meeting adjourned to closed session at 2:09 PM and reconvened to open session at 2:23 PM. Director Vicknair reported the following:

"The Board heard a report on a Legal Issue – FRRS v. Kasten / ITAC. Consensus direction given, no action taken.

The Board heard a report on a Legal Issue – FRRS v. Morgan. Consensus direction given, no action taken.

The Board considered a report on a Business issue, Employment Structure. Motion 11-03-02. Motion to table to April meeting. To be reviewed between President McClure, Business Practices Committee and other involved parties. (Spikes / Vicknair) Aye – 4, Nay – 2, Abstain – 1. Motion carries."

April 2011 Board Meeting Motions and Actions Summary

Correspondance

- Historical Society of Dayton Valley is trying to save the last Carson and Colorado depot. Holding an event to raise money for the event April 30 – May 1

Motion 11-04-01Consent Calendar

Motion to accept consent calendar with Minutes of the February and March 2011 General Meetings. McClure / Monger. Aye – 7, Nay – 0, Abstain – 0. Motion carries.

Collection Policy

A written proposal by Chris Allan for a Collection Policy was presented.

Review of history of policy.

Questions about application to rubber tire equipment.

Question about relation of Collection Policy to already adopted ARM Recommended Practices.

Monger would like to see our Collection Policy reference back to ARM Practices. Wants the Collection Policy come into agreement with ARM Practices.

Request for Collection Committee to reconcile the two documents. They are already close.

Monger would like to see policy adopted to require any incoming board member, department head and employee have copy of ARM Recommended Practices within first 3 months and be familiar with it.

Direction from McClure to reconcile the proposed policy with ARM.

Bill Parker asked about private equipment portion.

This needs to be changed.

Consensus direction to reconcile the documents and revise items relating to private equipment. Also discuss having directors, managers, etc. familiar with it.

WiFi Deployment for WPRM

A written proposal for a WiFi system proposed by Ken Finnegan was presented.

IT Manager Bruce V. would prefer hard wired Option 2. David Epling and Bob Sims offered to help pay for improvements outlined.

Vicknair to assist in developing budget for underground option.

Provide budget for next meeting.

Mason suggested adding phone lines and extra capacity.

Sacramento Northern On-Line

Garth Groff is offering to donate the SN On-Line website for operation by the FRRS.

Vicknair and Carter to work with Garth on this.

Consensus direction to proceed.

President's Report

- Steam work session will have UP people visiting.
- Have requests in for several donations from the UP.
- Discussion about Loyaltown Branch.

Museum Manager's Report

- Written report provided.

- Duane Vanderveen, Bruce Bowman, Vicki Epling, Deborah Carter, David Foreman and David Epling began prepping the museum for opening day April 2.

- Bruce Bowman also took on the task of prepping the Edenwold for occupation.

- Visitor levels since opening are light. Revenue over first 4 days this year vs. the same 4 days last year is up by double. First RAL of the Season is a Plan C on April 8.

- Winterail. Had a good show financially, did \$2,156.00 which is 700.00 more than last year.

- Did an impromptu show in conjunction with the Portola RR Days Committee in Reno at the Reno-Sparks Convention Center on the weekend of March 25-27.

The show was Expo 2011.

- The RR Days Committee is looking to obtain a booth at the Reno River Festival May.

Financial Report

- Financials provided.

- Board of Trustees will be in place by June Meeting. Mason is contacting. Will take over management of the Endowment.

- Store is nearly break even, thanks to Epling keeping costs down. Good position for this time of year.

- End of Year fundraiser went well, but we have had a lot of costs at the beginning of the year.

- Election and Publications costs are higher than expected so far this year.
- So far this year, our income is down, costs up over this time in 2010. Many contributing factors.
- We will likely need to transfer money from investment account to cover until income picks up in June.
- Recommendation to close investment account if we are going to incur management fees and transfer money to Bank of America account.
- We need to operate with a \$50,000 to \$100,000 surplus each year. Equipment sale money is one-time income and not sustainable income. We need to keep this in mind as we sell equipment. It is not an answer for on-going budget needs.
- The Board has taken a number of good actions to solidify and improve our budget situation.
- We need to capitalize and move ahead on those. We are close to benefiting from them.
- Need more focus on raising money.
- Fundraising thank you letters are all mailed for year-end fundraiser. About 12.5% of our membership donated to the year-end effort.

Director's Reports

Monger – Provided copy of his donations and volunteer hours reported to the IRS. CAM conference report will be next meeting. Ken Meeker WP Book should be out December.

Holmes – Kent Stephens is part owner of ex-SP Alco S6. Would like to know if we want it as a gift. Reportedly in rugged shape. Consensus direction is to decline.

Event Reports

Dunsmuir Railroad Days - Moving ahead. McClure is verifying with Union Pacific. No Mini-Train this year. Website up and running. Scheduled to have excursion train come up from the Bay Area and will do runs to Black Butte. Excursion will stop in Chico and Redding. SCRPS received a nice thank you letter from UP Manager concerning how well the 2010 event went. *WP Convention* - Question about costs to have Museum Store at WPRRHS / SPS Convention.

Department Reports

Publications – Very little submitted for Train Sheet. More articles and photos needed.

Committee Reports

Business Practices – Written report provided. The committee looked at issues relating to the Gift Shop / Museum Manger position, status of FRRS Investment Accounts, the use of an Escrow Account in equipment sales and FRRS Branding.

Safety Report

Electrical system issues. Notices about being careful

about electrical systems and reporting problems.

Public Comments

Duane Vanderveen did a tremendous amount of work putting up tongue and groove siding into the gift shop and insulating.

Duane, Bil Jackson, Bob Sims also did a lot of work over the last two weeks, including reframing new gift shop / museum store door.

Bruce Bowman has also done a lot of work on the Edenwold sleeper and volunteer area.

Bob Sims thanks for purchasing and donating a surveyors transit used in construction of the WP.

We have received the message board signs in trade for the paintings to Redding Depot.

Closed Session

Meeting adjourned to closed session at 6:12 PM and reconvened to open session at 7:01 PM. Director Vicknair reported the following:

“The Board heard a report on a Legal Issue – FRRS v. Kasten / ITAC. Consensus given, no action taken.

The Board heard a report on a Legal Issue – FRRS v. Morgan. Consensus direction given, no action taken.

The Board heard a report on a Business Issue – Employment Structure. Consensus direction given.

The Board heard a report on a Business Issue – Historic Archives. No action taken.”

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.

The Train Sheet needs your photos and articles.

If you are working on projects for the Society, volunteering on restorations, performing archives work, helping out at off-site events, etc., or if you get some nice photos of FRRS happenings that you want to share, please contact us to have them printed in The Train Sheet.

Photos should be at least 5" high by 7" wide and 300 dots per inch. Articles should focus on FRRS related events, people or your own personal experiences with the Society.

To contribute, contact Editor Eugene Vicknair by email at trainsheet@wplives.org.

- FRRS Membership -**Yearly Dues**

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

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

Institutional - \$60.00 (annual membership for 501c(3) groups)

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

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

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

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

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

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

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

Send all applications, renewals and address changes, including email changes, to:
 Feather River Rail Society - Membership Dept. - P.O. Box 608 - Portola, CA 96122-0608
 Address / email changes may also be sent to membership@wplives.org

Mission Statement

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

Mission Goals

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

WPRM Admission and Train Ride Fares for non-members (effective April 1, 2011)**Admission**

- Adults 19 and over... \$8.00
- Youth 4 – 18... \$4.00
- Child under 3... free
- Family... \$20.00
(2 adults plus any related children 18 and under)

Admission and Train Ride tickets are good all day.

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

Admission charged April 2 to November 6, 2011, plus Santa Trains, December 4 and 11, 2011.

Train Rides

- Adults 19 and over... \$4.00
- Youth 4 – 18... \$2.00
- Child under 3... free
- Family... \$10.00
(2 adults plus any related children 18 and under)

Cab Rides

- Adult 19 and over... \$20.00
- Youth 4 – 18... \$10.00

Cab rides are for one (1) ride only.

The Train Sheet

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

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FROM THE PAST - A WP Alco S2 pulls a cut of cars across Mariposa Street in San Francisco. The train is leaving joint Southern Pacific - Santa Fe rails and about to roll onto Santa Fe tracks. This is all part of the trackage rights WP obtained in 1962 to bypass burned out Tunnel A.
- FRRS Archives