

I am asked repeatedly by members why this or that project has not been started or completed. The answer is the same: Not enough money and/or volunteers to help do it. We are certainly not alone in this situation. All volunteer organizations have these same problems. Can we resolve these obstacles? You bet we can! Come and spend some time with us this year and make a difference at YOUR museum.

OK, enough ranting for this month and updates are in order. The Silver Lodge is enroute to Portola as is GP7 WP 705. Both should arrive by the end of March if all goes well. I was just notified that one of two remaining WP 39 foot steel gondolas is being donated to us by the Union Pacific Railroad for preservation. These cars were very important to the modernization of the WP as they were the first production freight cars the WP bought that were equipped with roller bearings. They were one of the first production roller bearing cars in the US. The SP 1100 is working on the property as our primary engine and is a fantastic locomotive. We have recently received a large donation of items from member Keith Smith in Utah. Because of a rather large amount of snow in December and January (and since we were on the subject, a lack of volunteers), we have not yet unloaded the cars that shipped the items but as soon as we can we will. I hope to have a detailed report on Keith's donations next issue. Special thanks to you, Keith, for watching out for the FRRS and PRM!

By the next issue of The Train Sheet, we should have a majority of the Rio Vista equipment trade as well as WP 165 on the property. Now that the snow is about over, we can bring Magnolia Tower up from Oakland and unload it. This project is going to need some special attention as once it arrives in Portola, we are going to have a short window of time to build the new foundation and begin reassembly of the building to arrest further decay. A site has been picked, but we are going to need at least \$50,000 for the foundation and reassembly. Please contact me if you are interested in assisting with this time critical project.

As you can see, we have a busy year ahead of us. I really look forward to seeing the changes and seeing all of *you* at the Museum! Until next time, WP Lives at Portola!

## WP Equipment Sightings

By David Epling

Another Month WP fans and we have good news and bad news, the good news is there are a lot of WP equipment sightings. The bad news is something goofy happened to my E-mail folders and I opened my program only to find the lower 15 folders had been emptied of their contents. Among these folders was the one containing your sightings. Several people replied to my call to have this information re-sent to me. If your sighting is not here, please send them to me again and I'll make sure it makes the next issue. Now for the reports:

Bill Gilbert photographed WP Boxcar 65631 (w/UP Shield) in Roseville on January 14, 2005.

Greg Elems scored with WP 1403, a Centerbam flat that now carries NOKL 728203. Greg says the B end truck still sports the WP mark and number.

Merrill Thurman was the big winner with WP sightings

as his job had him traveling all over the country. He reports the following: WP 12100, A Covered Hopper, heading East on Sherman Hill at 0942 Jan 6, 2005. WP 12063, A Covered Hopper, Sitting at Ave 304 and US 99 on Jan 16, 2005. WP 65679, A Boxcar, sitting at Ave 48 and US 99 on Jan 16, 2005. WP 12100, Second sighting, this time heading west out of Jefferson City MO on Jan 29, 2005. WP 10208, An Open Top Hopper, sitting on a siding at Pryor OK on Jan 29, 2005

Biff Byrum reported WP Boxcar 38143 in a string of cars tied down on the 131 rail near the Rockpile at the Roseville Yard on Feb 18, 2005.

And bringing up the rear of this report are two sightings by myself. First was WP Boxcar 38043 headed east at Alta CA (Donner Pass) on Jan 29, 2005. The final car reported for this report is WP Boxcar 65667 with the UP shield on a Westbound departing Sparks Yard in Sparks NV at 1441 on 2/27/05.

Remember WP fans, the success of this column depends on your sightings...well and to a certain extent the reliability of my computer. I think to avoid loss of info again, I will hand write the information. So for now. remember our battle cry... WP LIVES!

## 2004 Donation Thanks

The FRRS gets many donations from visitors and members here at the museum every week. These donations, both large and small, are very important to us and we simply could not function without the contributions of these fine folks.

Late last year, we discovered that this very important element of our daily accounting of money wasn't being accurately reported. The information was recorded at the museum and forwarded up the line where it was mistakenly assumed that someone else was forwarding it to Trainsheet Editor Frank Brehm for inclusion into the newsletter. Unfortunately, the information was not passed along to him and the information was never reported so these fine folks did not get the recognition they so well deserve.

We sincerely apologize for our error. To correct this oversight, we dug through all of the daily sales records from 2004, compiled a list of all the donors who made contributions through the gift shop and are printing it here to give proper credit where credit is due. Again, we apologize for the belated recognition, but feel that we owe these members and visitors a hearty **THANK YOU!** for their generosity to the FRRS, Portola Railroad Museum and the Western Pacific Railroad Historical Society.

**The following people made Material Donations to the museum and the Archives:**

Thom Anderson-CZ Poster from the estate of our late friend Pete Solyom.

Richard Kirker of Oklahoma-HO models.

Fred Smith of Oregon-HO locomotives and cars.

Virgil Staff-Several boxes of old WP records.

Marylyn and Glen Mangham-Pictures and Prints.

T.E. Mooney of Fort Bragg-Pictures and a Map.

Jan and George Breitwieser of Portola-Paper Shredder and Digital Camera.

Howard Hansen of Portola-Wood Burning Stove

**The following people made Monetary Donations to various projects and the General Fund:**

France Family of Utah-\$500.00  
Julia Flanery-\$96.00  
David Colbert-\$20.00  
Ken Fletcher of L.A.-\$105.00  
Carl Motycka-\$2,268.56  
Grant Vogel-\$20.00  
Donald Saiger of Bodega Bay-\$25.00  
C. Jenkins of Novato-\$25.00  
Jim Stewart of Blackhawk S.D.-\$200.00  
Don Nelson of Eureka-\$500.00  
Ken Noren-\$500.00  
Warren Richards-\$500.00  
Dave Tateosian-\$40.00  
Norman Holmes-\$25.00  
David Wilson-\$100.00  
Derek Anderson of Lake Almanor-\$100.00  
Rod & Gail McClure-\$100.00  
Phil and Joann Guidera-\$40.00  
James Ramlich-\$300.00  
Greg Elems of Reno-\$300.00  
Ben and Susan Barnes-\$50.00  
Andy Petersen of Portland, OR-\$500.00  
Sally Thomas-\$30.00  
W. Rose-\$25.00  
Dan Crews of Doyle, CA-\$50.00

We would also like to welcome new Life Members:

Robert Diehl of Fremont and Mr. Richard Johnson

We sincerely **THANK** all of you and apologize again if we missed anyone. We promise to try and get this right during 2005. We thank you for your patience and understanding.

## **FRRS Fundraising Campaign 2005**

By Gail McClure

On behalf of the Board of Directors, a special thank you goes out to the following members who have so generously donated to our recent mail out fundraiser:

Donald P. Griffith, Mike Flaherty, Dr. Michael C. Andrews, Barbara A. Flannery, Ron Mack, Robert Burns, Jon & Lynne Haman, David Edwards, Erik Frodsham, Bill & Barbara Holmes, Stephen & Linda Lowens, Ronald & Pamela Kaiser, Lloyd & Jane Cornell, Art Grassi, Gary T. Lower, Dwight Teague, Jim Kramlich, Robert J. Hall, Charles H. Givens, Robert Morrey, Marshall & Marlene Hall, R. Douglas Thorman, Clifford & Patricia Dawley, Loren Ross, William & Betty Stanaland, Larry Galetti, Steve VanDenburgh, Craig & Marissa Walker, Jay & Julie Sarno, Ken & Lolita Falconer, Thomas Mitchell, Thomas & Marcella Phillips, Bill & Laura Parker, Jonathan & Charlotte Reynolds, Casey McCord, David Trusse, Ken & Terrie Noren, Richard Severance, Henry Bergen, Dr. David Edwards.

Due to your willingness to give, we have raised nearly \$5,000! This is enough to paint and letter one or two boxcars, or one caboose. It represents 10% of the estimated cost to reassemble/restore Magnolia Tower or approximately 20% of a cosmetic restoration for a locomotive. It will cover 50% of the anticipated

cost for a crane to load the WP 165 on flat cars for transport from Niles Canyon to our Museum.

It is not too late to donate to your Society! The above list of contributors accounts for less than 5% of our total membership – think about what we could do if every member would participate. Your financial gift will help enable us to continue our work in preserving the Western Pacific and educate the public regarding this unique fallen flag. You can return the fundraising mailer with your donation or pledge, or you may donate by calling your gift shop, sending a check or credit card payment request by mail (be sure to indicate “2005 Fundraiser Campaign” on your envelope), or by going on line at [www.WPLives.org](http://www.WPLives.org) (click on the Membership Information link at the center of the page, then the donation link on the left column – make sure to note in the Comment Field “2005 Fundraiser Campaign”).

Don't forget our great drawing prizes including Napa Dinner Train tickets for two and a signed copy of “Portrait of a Silver Lady”. You will receive ticket for each \$100 donation with no limit on the number of tickets you can receive. All donations earmarked for this campaign and received prior to June 2005 will qualify. Please see fundraising mailer for details.

WP LIVES IN PORTOLA, CA!

## **View From the Crummy**

by Gail McClure

### ***Imagination***

*Definition: The ability to confront and deal with reality by using the creative power of the mind.*

As Rod and I traveled down I-5 toward our first Museum stop of the day, my mind drifted to a conversation I had with a fellow Board member a few weeks before about three dreams I have for our organization.

Those dreams, in no particular order, are to obtain the equipment necessary to run a representative California Zephyr train set with all equipment under our ownership (i.e. – I want to see The Zephyr Project near fruition), have all five remaining WP steam locomotives under our care in Portola, and to have the four final freight Fs, “The Fab Four”, as centerpieces to our collection.

Is it likely this will ever happen, let alone in my lifetime? Highly, highly doubtful. Does that keep me from dreaming and talking about it? Not in a heartbeat.

You see, it is the human imagination and our dreams that keep us alive and fosters growth, on an individual basis as well as on an organizational one. It was the imagination of a small group of forward thinking pioneers who, fueled by determination, created the Feather River Rail Society for the purposes of preserving the Western Pacific Railroad. People told them “It won't work” or “You'll never be able to make that happen”. But they did. Their imaginations created a dream and they chose to develop that dream rather than listen to the naysayers.

Our organization is well beyond where many others have been at this time in their lifespan. Why? Because of the creative imagination, unbridled dreams, and hard work of its members. We have a master plan that incorporates incredible vision and well thought-out use of the limited land resources we have available (A big thank you to our Site Committee Members!). The