

**- FRRS Membership -**

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

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

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

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

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

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

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

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

Send all applications, renewals and address changes to:

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

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

### **A Message From the FRRS President**

By Rod McClure

This month and last find us at the Museum fighting the weather to get all the equipment ready for the long journey to Rio Vista Jct. which is scheduled to depart Portola hopefully during the first week of May. Winter does not want to give up and even though the big snows of January and February have melted, the cold and snow continues making all the outside work we need to do miserable. We loaded the SN 146 and SL&GW 44 tonners on to the flat cars along with the WPMW 8514 flat car onto its flat car in a total of an hour and 45 minutes. That was the easy part. Our resident welder, Howard Hansen working with Doug Morgan began the task of chaining these pieces of equipment to the flat cars. This is not an easy job as the equipment must be chained according to UP requirements along with custom wheel chocks that must be fabricated from scratch. These are bolted to the rail on the flat cars and then wedged with pieces of metal shims to hold the engine or car from any movement. Once these are done, then each of the pieces of equipment has to have 16 chains ran and secured at properly spaced positions along the sides and ends so that there is NO movement of the equipment on the flat car and in the case of a derailment, the loaded equipment will remain right where it is supposed to be. This also required Howard to fabricate from scratch custom "u" shaped brackets to be bolted to the frames of the 44 tonners to secure the side chains to. I don't have the exact time Howard and Doug put in on this yet, but it is a huge amount. While this is going on, we had to make air brake repairs

to the ballast car that is going as it had a broken trainline which needed repair and brake shoe replacement and some adjustment. The SN caboose is going on its own wheels as long as it passes inspection. So all of its journals have been cleaned and repacked, brakes adjusted and other details taken care of. We will be using our own locomotives for this move account the UP does not have any to spare, so this required inspections of the WP707, WP2001, and the SP2873 by Hank Stiles and Rick Edwards along with help from many others in the mechanical department including Ed Powell and Alan Hirasawa along with Larry Hanlon and Dave McClain. Even the simple inspections on these locomotives takes a lot of time as they must be put over the pit and have the traction motors serviced and lubed, the electrical and air brake components must be inspected and all the little gremlins chased out that seem to move in during the winter. Our new "road" boxcar, the WP xxxxx had to have the graffiti painted out and the doors lubed. David Epling, John Walker, Charlie Spikes, Loren Ross, and Greg Elems managed to dodge rain drops and paint out all the graffiti on both sides and re-stencil the original numbers back on the car. Norm Holmes found the proper capacity and specification stencils in his garage and applied them also making the car look real good for a quick job. I spent time with Don Nelson lubing the numerous zerk fittings on the doors so we could open them without the need of a come-a-long. I then loaded the 85lb spring frog going to RVJ into the car with help from John and Don, with Charlie and Loren loading the huge list of tools and materials we might need on the road. While all of this has been going on, Steve Habeck has

been readying the WP484 caboose with all the little things like air hoses for all the equipment we were bringing back from RVJ, hand tools, radios, and of course lots of Diet Coke and Pop Tarts. Steve had to completely rebuild the cabooses water system thanks to freeze breaks which took more time than expected to repair but allowed the system to be completely drained and sanitized. He also had to drain and repair the fuel line to the stove as it decided to plug up and quit working. This caboose is one of the most important pieces of equipment we take with us anywhere outside the gate as it serves as our luggage storage, tool and radio locker, office for all my paper work that always is present for reasons known and unknown, beverage and food storage along with a huge ice chest that will hold at least 50lbs of ice and numerous cases of Diet Coke and bottles of water. Steve has also modified the caboose for use as a radio and cell phone charging center along with keeping our rechargeable tools and lights ready to go when needed. More on the use of the WP 484 in the future.

While all of this work has been going on at Portola, we have also been bringing the Museum out of winter hibernation with hours of time spent charging and installing batteries in the locomotives we use all summer long for RALs, cleaning up the shop and making sure the building was watered up and ready to go. John Walker and Charlie Spikes (our new Facilities Manager) have been trying to clean up the broken windows punched out by all the snow on the roof and they came up with a way to prevent all the window breakage in the future. All of this was going on rain or shine with all of us trying to work our regular jobs and do the family commitments at the same time. Hank and Rick spent a huge amount of time at Rio Vista making sure all the equipment we are getting from them is ready to move. Most of this equipment has not been moved in years and many air brake parts had to be replaced or cleaned and adjusted, the locomotives had to be moved over the pit and have the under carriage inspected and lubed, and all of the equipment had to pass a complete air test. I am not sure yet how many days they spent there, but it seemed to be every Wednesday they were there working on this or that or chasing spider webs out of the equipment. Many thanks goes to our friends at the Western Railway Museum RVJ who helped Hank and Rick in anyway they could and by allowing our use of their shop during their busy repair schedule to their equipment. And as a last minute addition to our train, the SP 4004 RS32 we have sold to the Pacific Southwest Railroad Museum at Campo, CA will be going with us to Roseville for further movement to Campo by UP. This engine has required a lot of little repairs to make it ready to roll that were not expected but had to be done. Doug Morgan and Hank Stiles along with Steve Habeck worked on air brake problems that kept popping up and Ed Powell and Charlie Spikes lended a hand by helping me install the AEI tags and stenciling the cab with SDAX. We had to wait for parts to come from WABCO for one brake cylinder that turned into a project unto itself. With these repairs made, the UP has inspected it and announced it OK to move. These of course are just the big things that have been going on at Portola and RVJ during the last couple of months. Many small projects have been started and finished so we can make this movement successful and without ANY failures on the road. I have spent many hours on the phone or in front of the computer working out all the details required to make a movement like this and I know that without a team like

we have, this would not be possible. We are making history in this trade and with this move being done as a special move we are setting the standard for all others to follow. That is why all the details must be addressed and we can not have any failures on the road. Once the move is done, I along with all the people involved will sit down and write a detailed report on the trip. As I finish this article up, we are about two weeks away from departing and we have everything ready. My next report will detail the hopefully successful journey to RVJ and home with our new equipment.

Until next time, WP LIVES!

WAIT!!!!!! Hold the press Frank!

Due to waiting for my article, the Train Sheet is late but that gives me the chance to let you all know that we have made the move and it was successful and WITHOUT FAILURE!!!!!! We did it and have brought home the 917 and 712 along with all the other equipment from RVJ including a couple of things we picked up along the way. I Will have all the hot info in the next issue..... THANKS TO ALL OF YOU WHO HELPED MAKE THIS HAPPEN, WE COULD NOT HAVE DONE IT WITHOUT YOU!!!!!!

## Donations

By John Walker

WOW! What a great response to our first want list printed in Issue 127!

Members Loren and Kim Ross of Reno were first in with the donation of a brand new Hewitt-Packard "Four-in-One" Scanner/printer/copier/fax machine! And just in the nick of time too, as our old copier had broke down that very week. Member Tom Barton called just before the March Board Meeting to announce his donation of a 1984 Ford pickup! Not only is it in great shape, it's a four-wheel drive! Thanks Tom, we're already putting the truck to great use around the museum! Our new facilities manager, Charlie Spikes of Reno, quickly got into the act by getting us several lockers, file cabinets, chairs and a small conference table which were donated by a VA Hospital warehouse in Reno. Member Keith Smith provided two huge oil fired heaters donated by Morton-Thiokol in Utah. Member Frank Beavers in Westwood secured an upright display case, which we will use in either the gift shop or display room. Discussions with several other members and friends of the museum look very promising and hopefully, we will be able to report more donations soon.

But don't let that stop you from helping us out. The Portola Railroad Museum is still looking for certain pieces of equipment to improve and enhance the hard work of our volunteers and staff. Again, these items don't have to be new. As long as they function correctly or, can be repaired at a nominal cost. It doesn't have to look pretty either. The big cost is the equipment itself. Parts, repairs and a touchup of the paint are nothing compared to the cost of the equipment.

We are also adding some special requests for people with certain skills in this issue. If you or your company can take a couple of days off and spend a few days at the museum to help us complete these projects, it would be greatly appreciated. We can