

## President's Report

- Rod McClure, FRRS President

It is my pleasure to announce that we have successfully completed the equipment trade with our friends at the Western Railway Museum. This trade was a long time coming and worth all the effort it took to make it happen. Another article in the Train Sheet will cover all the details of this event so I won't cover them here. We made it to and from Rio Vista Jct. under our own power without ANY failures or delays and were able to make a side trip to Oakland to pick up Magnolia Tower, a trip to Hearst to deliver two of our flat cars for the eventual loading of the WP165 at Niles Canyon Railroad, and bring back some UP passenger cars for our friends in Cheyenne. All and all it was a long 10 days on the road for us but worth every minute of it. This could not have happened without the following members time and effort. A huge Thank You goes to the following: Steve Habeck, Howard Hansen, Doug Morgan, Wayne Monger, Victor D. Neves, Frank Brehm, Gail McClure, John Walker, Hank Stiles, Rick Edwards, Dave Stanley, Dave McClain, Norman Holmes, Kerry Cochran, Jason Krois, Alan Hirosawa, Cliff Cox, Matt Parker, Steve Lee, Don Nelson, Loren Ross, Charlie Spikes, and I am sure I have forgotten someone. Big Thanks also goes to the members and volunteers at the Western Railway Museum for all their help in making this happen. And of course without the help and assistance of the Union Pacific Railroad, none of this would have happened. It was an historic moment when upon arrival at Dozier on May 8th, I sat at the conductors desk in the WP 484 caboose surrounded by Gail, Steve, Doug, Frank, Hank, and the WRM people and signed the trade agreement. It was an honor for me to do this on behalf of the Society. We have done something that sets the standard for all other organizations to follow and look up to.

We now are planning the movement of the WP 165 from Niles Canyon Railway to Portola. We made arrangements with NCR to allow them to borrow our heavy-duty flat car to go to Fresno and pick up a locomotive they had there and bring it back to Niles Canyon. This is another example of what happens when we work together with other organizations. Hopefully the WP 165 will be home by mid November now that it is loaded on our flat car. All of these movements take lots of time and money. And as we are all volunteer organizations, it usually takes



*WP GP7 707 leads the museum train over Rock Creek Trestle in the Feather River Canyon during the return journey from Rio Vista on May 15, 2005.*

*- photo by Bill Gilbert*

longer because not everyone can be off work at the same time, or have family obligations.

As you may notice, Frank Brehm is no longer the Editor of the Train Sheet and has resigned as a Director. Frank has decided to take some time off from all of his Society obligations to take care of his Family obligations. I want to thank Frank for all of his hard work and many hours spent working for the Society and hope to see him back soon. In his place, Eugene Vicknair has taken over the duties of Train Sheet Editor and Membership Chairman. Just when Eugene thought he was going to get a break after the appointment of Charlie Spikes as Facilities Manager, he was asked "Heywood you take this on for us?" If you have any membership questions or have ideas or articles for the Train Sheet send Eugene an email. You will also be seeing some changes to the Train Sheet's content and its production schedule. This should be done after the first of the year.

Another big event for the Society this Summer was a last minute trip to Dunsmuir, CA for Dunsmuir Railroad Days. We had been invited to this event early in the year but due to complications in getting our equipment there we had dropped plans on going. Thanks to our friends at the UP and the fantastic efforts of the Dunsmuir Railroad Days people we put together some of our equipment and hauled it from Portola to Roseville then Roseville to Dunsmuir for a wonderful celebration of the history of railroading in Dunsmuir. We picked up the UP's new hybrid switching locomotive at Roseville

and took it with us to display also. The UP also brought a new GE locomotive and 2 of their Business Cars, the Stanford and the Sunset for display and to transport Vice President of Engineering, Western Region, Dave Wickersham and Roseville Superintendent Ray Perry to the event. We set our equipment up for display in front of the Depot area and had the WP 2001 and the SP 2873 on the turntable. John Walker had our baggage car gift shop set up for business and allowed people to walk through both of the SP Daylight cars under the watchful eyes of Wayne and Linda Monger. We also had our SP caboose open for display. On the turntable lead, we had our UP 25283 caboose coupled to the UP 2004 Hybrid Switcher both open to display complete with a builders representative on the UP 2004 to explain to all how it worked and its benefits as a environmentally friendly locomotive. A huge number of people viewed our equipment and the people of Dunsmuir were extremely happy to have us there. One of the big highlights of both days was once an hour, Steve Habeck or myself would "spin" our two Geeps on the turntable with as many of the visitors as wanted to ride. This proved to be quite a hit! Thanks goes to Hank Stiles, Janice Peterson, John Walker, Wayne and Linda Monger, Gail McClure, Steve Habeck and the members of the Shasta Cascade Rail Preservation Society members who helped us with all the details. A special and huge Thanks goes to Shasta Cascade President and FRRS member Matt Shuman for all

of his help in planning and making our stay in Dunsmuir flawless.

Another noteworthy event was the huge donation of equipment and supplies from FRRS member Keith Smith. Keith arranged to donate some much needed items from his employer, Morton-Thiokol in Utah. Some of the highlights are a Unimog and snow plow attachment which will be invaluable for us during the winter complete with 2 crates of spare parts which are worth more than the Unimog itself! A couple of huge diesel fired shop heaters, steel bins for storage, locomotive parts, pallet racks, paint, office chairs, and many other small but useful items. These all arrived via a UP 60ft boxcar with the Unimog and parts inside and a flat car with the snow plow blade and an air conditioner unit. A huge thanks goes to Keith and his employer for these fantastic items.

The last two Train Sheets were without my usual Presidents Report. The reason why is that I was asked to assemble a Hospital Train for our friend Steve Lee and take it to Cheyenne. This came at a good time as the restoration of the WP 484 caboose was about complete and would be used to accompany the train. Next issue I hope to have some pictures and all the details of this interesting trip written up for you.

Until next time, WP Lives.

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## Notes from the Editor

- Eugene John Vicknair

As President McClure noted in his column, I have assumed the editorship of the Train Sheet. Thanks again to Frank Brehm for all his hard work over the years and his assistance in making this transition. That said, you have probably noticed the Train Sheet looks...different. By profession, I am a product and graphic designer and working on something like the Train Sheet is a nice challenge. I have never done a big newsletter (although I have done booklets and manuals) like this before, so some of the concepts are new to me and things will be evolving. I ask for your patience and any constructive criticism. I am hoping to get back to devoting most of my attention to the Zephyr Project soon, so this may end up being a temporary assignment.

## NEW LIFE MEMBERS

The FRRS would like to acknowledge and welcome the following NEW Life Members:

David Trussell  
Brad Scherer  
Robert Edgar

Thank you for your commitment to the Feather River Rail Society!

