

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.

---

## 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!

