

PRESIDENT'S REPORT

- Rod McClure, FRRS President

As many of you know, the FRRS was contacted by the Golden Gate Railroad Museum in San Francisco to help them move a majority of their equipment from their Hunters Point site to Pacific Locomotive Association's Niles Canyon Railway near Sunol, CA. On a cold and rainy February 1st, the WP 707 lead WP 925-C and WP 2001 west from Portola with three of our freight cars and WP 484 caboose bringing up the rear. We traveled the former WP all the way to Niles Jct. where we crossed over to the former SP Centerville line, taking us to Newark where we made a quick trip down the Coast line to Newhall Yard in San Jose. Upon arrival there, we ran around our train and headed down the former SP Peninsula line to San Francisco, where we shoved back through about 3 miles of street and alley trackage to arrive at Hunters Point Shipyard. We worked every day for three weeks to prepare and inspect all the equipment that would be moving in our Hospital train. I will save the details for a future article, but on February 25th we departed San Francisco with a 3400' train that looked just like it was: rolling history. After a safe and failure free trip home arriving late in the afternoon of March 1st. We brought home to Portola the only remaining WP Heavyweight Sleeper, the "Clover Plot", given to us as part of the transaction with GGRM along with the former SP 4450 SD9 which, unfortunately, had to remain in San Francisco account of last minute wheel problems. Thanks to all who helped with this huge undertaking: Gail McClure, who drove the chase and support vehicle (and was Assistant Carmen); Steve Habeck, who handled the Conductor and switching duties; Doug Morgan, who worked on the mechanical things; Hank Stiles, who saved the day a couple of times with on the road repairs to the 925-C and doing the inspections on the GGRM diesels; John Burbuniak, for all of his help at Stockton in making sure our locomotives were road fit; Cliff Cox, for coming down to SF for a week to help with all the different things; Edgar Dickens, from the UP Steam crew, who was invaluable to us working over all the bearings and all the other things he did (thanks Boss); Eugene Vicknair and Kerry Cochran, who helped when they could get away from their real jobs; Norm Holmes, who was a fantastic help with the those bearings; Andrew McCarron and Larry Brown, who did all the

custom blocking under the WP caboose on our flat car and for supplying a portable welder; new member Ladie Vitek, who was not afraid to get dirty inspecting all the under carriages of the heavyweight cars; and new Life Member Don Charkarian, who worked locals and yard jobs at night and spent most of the days we were at SF doing whatever we needed, and especially for being my Pilot Engineer from Stockton west to SF and return. He did this at no charge to us or the railroad and we could not have done it without him. I also have to thank GGRM President Jim Bunger and GGRM Director of Operations Dave Roth, along with all their members, who made us feel at home and helped us with every little thing. Also I must thank Dexter Day and George Childs for all the help they and the PLA members supplied to us. George and his people jumped on each and every defect that we found on the equipment we were moving to Niles Canyon and repaired it right away. Dexter worked hard with us to make sure we had all the equipment in the proper order for delivery and that he and his operations people would be ready to make the arrival of all the equipment go smoothly and with no problems, which went off without a hitch except it rained the whole time! They also made sure our new 0-6-0, WP 165, was brought out to us and switched into our train in the middle of all of this. A huge thanks to all for their help and support. We have once again made history for the FRRS and help set the standard of cooperation between organizations.

WP 165 is home at last and has been unloaded. She is back on WP rails and has already been receiving TLC from our Steam CMO, Chris Allan. I will let him tell you what he is up to in his own words, but I am proud to be able to say that we have our first WP steam locomotive! The immediate plans are to get the asbestos removed by a professional contractor, then Chris will be doing a complete and in detail inspection and cost analysis before we talk about the future.

While in SF, we received a donation from Mike Manginni of two WP/SN wood bay window cabooses he had stored at GGRM. One of them, the SN 1642, is in great shape and has fresh paint and will be a good partner to our SN GP7 712. The other caboose, WP 646, is in rough shape and had to be loaded on our flat car for

WPRRHS 2006 CONVENTION

- Thom Anderson, WPRRHS Administrator

Over 120 people gathered at the Chico Holiday Inn on April 7-8 for the 10th Annual WPRRHS convention. Loren & Trish Dunlap and their crew did a fantastic job putting together the event. Everyone I saw was having a great time. Presentations on a variety of subjects were made by Allen Wood, Thom Anderson, Mick Needham, Tommy Holt, Robert Forren, Paul Beckstrom & Dave Braun, Tom Campbell, John Walker, Tom Lawler, Peter Jelito, Tom Irion, Dick Dorn, Matt Vurek and Dale Sanders.

One notable absence this year was Ken Meeker, who has been hospitalized the past few months. The Society wishes Ken and his family all the best for a speedy and full recovery.

John Walker brought a selection of items from the gift shop. Donations for the raffle were received from Athearn Trains, Walthers, Bates Publishing, Model Railroading Magazine, InterMountain, Classic Mint Collectibles, Microscale Decals, High Sierra Models, Trains Unlimited Tours, Tom's Trackside Trains, Western Depot, FRRS, and members Richard Young, Jim Wagner, Tom Lawler, Andy Carlson and Jim Dias. "Thank you" to all of the contributors for your donations. I also extend a heartfelt "thank you" to Gail McClure for her help with the raffle this year, continuing the tradition started by Norma Hayes. Through Gail's ticket selling abilities, enough funds were raised through the raffle to pay for an LCD projector that was purchased just prior to the convention. The savings from not having to pay rental fees for this type of item will fully pay for itself in a few years, and will provide the ability to project digitally formatted presentations at Society functions for many years in the future. Thanks again Gail!

Former WP employee Art Lloyd was to be the banquet speaker. Unfortunately, Art became ill, and though he is well on his way to recovery he was unable to be there under doctor's orders.

We hope to have Art appear at a future convention.

Ernie vonlbsch, who spent several years as a brakeman and conductor on the WP, SN, and the TS was willing to step in at the last minute and entertain the attendees with stories and photos of his experiences working on the railroad. Ernie, thank you again for filling in at the 11th hour. The show was enjoyed by all!

Once again, thank you Loren, Trish, Cindy, Vic, John, Gail, and the facility staff at the Holiday Inn for all of your efforts that resulted in a great convention! It couldn't have been the success it was without your dedication.

The 2007 convention is back in the Bay Area. The date and location will be announced shortly. No location has been set for 2008 as of yet.

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the trip home. No plans for her have been decided on.

Our Museum Manager, John Walker, has the Museum open and looking good for the beginning of our new season. He has lots of little projects to be done, so if you're at the Museum and want to help, check with John. The RAL program has gotten off to a slow start because of nasty weather, but reservations are beginning to increase. With the price of gas continuing to climb, I hope we can keep the number of RAL's steady, but I expect us to take a hit in people coming up to Portola account of extreme travel costs. Please check on the FRRS BBS before you come up to Portola as we have other members always looking to car pool to the museum.

Until next time, WP Lives!