

THE TRAIN SHEET

News from the Feather River Rail Society



Apr - Jun 2010
Issue 152

- THE TRAIN SHEET -

News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola

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Contribution Deadlines: Last Day of February, April, June, August, October and December

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**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

P.O. Box 608 . Portola, CA . 96122-0608

Museum: 530.832.4131
Fax: 530.832.1854

The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in April through the first Monday in November. The Diesel Shop is open from 10:00 AM until 5:00 PM daily during these dates.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September.

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum will be open.

Entrance to the museum is free, although a suggested donation of \$5.00 is greatly appreciated.

The Feather River Rail Society, a tax-exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Western Pacific Railroad Museum in Portola, California.

The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway Museums and the Tourist Railway Association, Inc

- BOARD OF DIRECTORS and OFFICERS -

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*Cover Photo - David Wallace removes some stuck parts from WP 0-6-0 165.
- Eugene Vicknair photo*

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Preserving "THE FEATHER RIVER ROUTE"



- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm
Central Calif Traction	www.trainweb.org/tractionco/

Preliminary Meeting

Western Pacific Railway Company

Help Preserve the Original 1903 Western Pacific Railway Articles of Incorporation

On loan to the FRRS/WPRRHS are two books of vital importance to the history of the WP, the original 1903 Articles of Incorporation and a huge book of invoices and receipts from the original construction era of the railroad. These paper artifacts are loaded with interesting and historically significant information on the creation and construction of America's "Last Transcontinental Railroad". The books and their contents are in a rapidly declining condition and we don't know how long we will have access to them so we are urgently recruiting donations to fund the digital preservation (scanning) of all the contents in these books before they reach a point of no return.

Our goal is to raise \$10,000, which will cover all the scanning and archiving of the approximately 4,500 digital files these two books are expected to provide and this material will become the cornerstone of the collection in the archives of the Arthur Walter Keddie Railroad Library, the official library and archives for the Feather River Rail Society and the Western Pacific Railroad Historical Society.

Fundraising for this project was kicked off at the 2010 WPRRHS Convention in Stockton, California, with a special raffle of several high-value items provided through the generosity of Athearn Trains, Marc Desobeau, "Artist of the Rails", and Trains & Travel International. Enthusiastic convention guests rose to the occasion and purchased \$1,846.00 worth of raffle tickets, immediately thrusting us to nearly 20% of our goal. The WPRRHS would like to acknowledge and sincerely thank our convention contributors for helping us achieve such a successful kick-off.

We ask our members and friends to please consider making a tax deductible donation to this project through the Feather River Rail Society, a California 501(c)3 Non-Profit Organization, to help us reach the \$10,000 goal for this special project this year. Any amount you can afford to donate is extremely appreciated.

Please visit the Western Pacific Railroad Historical Society web site at www.wprrhs.org and follow the links to contribute using PayPal. You can also follow the progress of this special fund which is updated periodically. You need not have a PayPal account to donate with a major credit card and again, any amount is welcomed and appreciated. *Please donate today to help us preserve these important artifacts!*



WP 165 SPRING PROGRESS

- Chris Allan, Steam CMO

I soon realized that one benefit of my new gig fixing a steam engine in Fillmore, California was the ability to be on the correct side of LA when I began my trip north for the spring workweek. Having gotten in one whole day of work on the Duluth and North Eastern 14 on Monday, April 5, 2010, I awoke in my palatial digs in Santa Fe superintendent car 409, got dressed and got out. I was soon over the Grapevine for points north. After arriving at my parent's house in Concord I relaxed a bit, and loaded up what remained of poor Dana's life in the bed of my truck. Thanks to Craig Ferguson and Martin for bringing it all over to my folks' house. I think my Dad was glad to have the floor space in his garage cleared up.

Hank Stiles and Steve Cope started cleaning up Wednesday, April 7, in preparation for the work. Steve spent a good deal of time cleaning the pit, which doubles as the cats litter box. By the time Roger and I arrived that afternoon the engine was accessible and the floor was clear of detritus. Thanks to you guys for the effort and sorry again about the small mix up as to when I was going to get to the property.

Roger set about chipping a great deal of scale and rust from the roof sheet under where the rear sand dome sits. This is one spot where the jacket rusted through and water seeped into the insulation. The result was a good amount of wastage on the boiler sheet. Roger's handy ultrasonic tester confirmed that there were pitted spots well in excess of what could be built back up. We decided to remove two sections of the sheet for renewal. This stayed area amounts to approximately two by three feet of shell.

In the meantime Hank started the removal of flexible staybolt caps, which is required at intervals by the Federal Railroad Administration, or FRA. Removing the caps allows the railroad to inspect the bolts for breakage or any other condition that would require replacement. There are a large number of them, so Hank was at it for a couple days with Roger's impact gun. Sadly the gun gave up the ghost and is back in Woodland for repairs. Happily, Hank was able to remove enough caps to fill a five-gallon bucket

to overflowing. Steve helped out Hank and kept the area clean and safe, which we greatly appreciate.

For two evenings Roger primer painted the new cab and tender plates that will replace the originals on the locomotive. Thanks to Roger for the donation of the paint and thanks to Eugene Vicknair, Bob Sims, James Mason, Norm Holmes, and Steve Habeck for their donations to the fundraiser. We were able to meet our goal, and the plates will be going to the sign shop next week. All of these gentlemen embody the spirit that will allow us to get steam up in Portola again one day.



The original 165 cab numerals, which will be placed into the archives for preservation.

- Mike Mucklin photo

By Friday it was the proverbial beehive of activity. Dave Wallace showed up ready to work. He and I set ourselves upon removing the steam dome studs in preparation for replacing them with new. These being quite numerous, it took a great deal of time to slowly worry each one out with an accursed heavy pipe wrench, first one way then the other. By the end of the exercise we were both feeling our age. Dave and I, back in the 80s at Rio Vista could do stuff like that all day, but sadly those days are behind us. My hope is David's twin boys, Patrick and William, will take a shine to working on this old stuff when they are older, and we will only have to supervise from our easy chairs.

The ever affable Matt Parker joined the fray, and needleguns rang out like angry hornets for the remainder of the weekend. I would like to

welcome William "Burr" Wilson and his son Alex to the party. They arrived Saturday and made great progress needle scaling the front pilot beam, coupler and pilot deck. I was impressed by their tenacity and hope they can come back and join us in July.

Eugene Vicknair was the loneliest of our lot, banished to outside the shop documenting the cab woodwork. The wood headliner, window rails, etc. need to be removed prior to sandblasting. Eugene has graciously offered to complete an exhaustive study and draw up what needs to be replaced at a later date. A sandblasting contractor showed up to look at the cab and the interior of the boiler shell. The quote is forthcoming. With any luck sandblasting will save many hours of painstaking needlescaler work, if we can secure the funding.

Saturday night at the board meeting we were visited by Charlie Spikes, who seems to be

healing nicely. We look forward to having him back and wish him a speedy recovery. Maybe he can cheer us on, or just yell at us to work faster, at the next work session in July.

News of an impending snowstorm on Saturday night spooked me, so I was out and back down to Concord by 10:00 PM. Negotiating Donner Pass with the storm clouds ripping across the sky at sunset was spectacular. At dusk you could just make out the snow sheds above Donner Lake, a dark stripe on a snowy field of white. The view brought to mind thoughts of those men who pushed their 4-4-0s, and later the massive Cab-Forwards through those sheds and back down into Nevada. Moving the fruit blocks and Limiteds of old while keeping their massive shiny engines in motion were huge endeavors to be sure, but not as big as the men that braved that hill on a daily basis, and still do.

Roger Stabler working inside the 165's boiler.

- Eugene Vicknair photo



WP'S CENTENNIAL

- Norman Holmes, Director

Western Pacific's celebration of the completion of the railroad was November 1, 1909. A small group of workers and townspeople attended the event that was held on the Spanish Creek bridge near the town of Keddie. An iron spike was driven in a pine tie and the work went on. This was no lavish event like the joining of the rails at Promontory, Utah in 1869, however the completion of the Western Pacific was very important since this upstart railroad broke the monopoly held by the Central Pacific.

As the Preservation Organization for the Western Pacific, the Feather River Rail Society had great plans to celebrate this important event. As early as February 2006, plans were being made for a major celebration. This was not only for Western Pacific's centennial, but for the 100 years since the founding of the town of Portola, 60 years since the inauguration of the California Zephyr and 25 years since the opening of the Portola Railroad Museum.

To celebrate the event, some of the ideas floated included the operation of a reconstructed California Zephyr train that would make an excursion trip in the Feather River Canyon. The train would be powered by our California Zephyr FP7 No. 805A, our replica F9 B unit 926C and our F7 921D. Passenger cars would include our 3 CZ cars and a number of CZ cars that are privately owned. Then with the cooperation of the Union Pacific we would have another passenger train powered by UP's Challenger steam locomotive, No 3985 renumbered WP 408. These trains would meet on the Keddie Wye bridge to hold a spike driving ceremony.

A Railfan Photographer Day was proposed for the Spring with an invitation sent to various museums holding Western Pacific, Great Northern and Santa Fe locomotives.

Feather River Railroad Days in August would be a major WP themed event. We would request Union Pacific to repaint former WP 3559, WP's last purchased locomotive back to its WP color scheme and donate it to the museum. A freight train of WP cars with several of the Society's diesel locomotives and a WP caboose could be set up and possibly run on the UP tracks.

A "gold spike" ceremony would be held on the Keddie Wye trestle November 1, 2009 to mark the exact date of the driving of the last spike which marked the completion of the last transcontinental railroad. Locomotives from the UP, BNSF and WP would be in attendance.

Proposed facility improvements included reassembly of Magnolia Tower, completion of walkways around the Diesel Shop, a track extension to Old Town Portola, new signage, new rest rooms, additional storage tracks and a WP employee memorial grove with plaque. To fund the celebration, a major fundraising effort was to begin targeting major businesses that had strong ties to the WP. A higher level of engagement with government representatives and agencies was recommended.

Had these plans come to pass, a grand celebration could have been held. However, after a number of attempts were made at fundraising and a cool reception from the railroads and businesses, the major parts of the plan had to be abandoned. The economic slowdown during late 2008 and extending into 2009 certainly played a role in our inability to raise the necessary funds.

Still, the Society would not give up on giving the WP its due. New plans were put into play.

In April 2009, Union Pacific ran its steam locomotive, No. 844, with a passenger train to California, calling the trip a Western Heritage tour. Stops were made in Sparks, Roseville, Stockton, Oroville and Portola. Three trips were made to benefit the Society. A round trip was made between Oakland and Stockton, a one way trip from Oroville to Portola and another from Portola to Winnemucca.

On the Oroville to Portola segment, which ran on Saturday May 2, a stop was made on the Keddie Wye bridge and a ceremonial spike was driven with UP 844 looking on. Passengers were allowed off the train to witness the ceremony. FRRS President Rod McClure, Vice President Steve Habeck and UP Steam Boss Steve Lee took turns wielding the spike maul. Incidentally, the maul came from our collection, having been presented to the Society by then UP President Mike Flannery and was the one used by WP for the Ruby celebration at Keddie in 1949. UP had added UP 1983, EMD SD70M, to the consist to

run behind the 844 to Portola. The 1983 was taken off at Portola where it remained for several days. The UP train remained in Portola two full days drawing large crowds.

FRRS charter member Chris Skow contacted private car owner Bert Hermeij to see if his CZ cars could be available for a trip on that weekend. Although it was on short notice, a three car mini California Zephyr cars pulled by an Amtrak locomotive was approved by Amtrak and Union Pacific. Three cars, Silver Rapids, Silver Lariat and Silver Solarium with an Amtrak GE locomotive left Oakland on Thursday October 30, at 8AM. It travelled south to Niles Junction where the train entered onto original WP trackage for the journey to Portola. Even with the short notice, this 100th Anniversary excursion sold out with 48 passengers, which gave everyone a guaranteed dome seat at all times. Arrival in Portola was 6PM. The train was pulled into the museum by WP 608, turned on the balloon track and parked alongside the diesel shop for the next two nights.

On Friday, October 31 these three CZ cars and

the museum's CZ collection were all coupled together, pulled by the ABA set of F units for a run around the balloon track for the cameras. Indeed, for a short period of time almost a full CZ train set with the F units were together again at the Western Pacific Railroad Museum. Saturday November 1, the train departed Portola at 8:30AM for its return to the Bay Area.

FRRS founder Norman Holmes did not want to let the day go by without a recognition of the event at Keddie. Norm and wife Barbara drove to Keddie Wye where Norm ceremoniously drove an old small sized iron spike with a very old spike mall from the Quincy Railroad. The mini-Zephyr stopped on the wye to commemorate the date. Meanwhile back in Portola, not to let the day go unnoticed a group of FRRS members held a last spike driving ceremony at Malfunction Junction on the museum grounds.

Despite setbacks and the economy, the FRRS can be proud of the efforts so far to celebrate the WP Centennial. As we head into the end of this year, we will close out with more celebration and plans for the next 100 years.

MUSEUMS LICENSE PLATE

The FRRS is supporting an exciting opportunity to bring the world's favorite beagle, Snoopy, to license plates in California and support our state's museums at the same time.

Snoopy is a singular beagle and a proud Californian. Those are two good reasons for him to be featured on his own California license plate. But to make it even more worthwhile, the proceeds from the official Snoopy license plate will support California's museums. Each plate will feature a reproduction of an original Snoopy drawing by Charles Schulz, doing a happy dance, probably in anticipation of supertime.

So how do we make it happen? If we can get 7,500 California drivers to join in, we can be the first state in the union to feature Snoopy on an official license plate. Note that you are simply registering interest at this point. Once we have enough interested people, the state will collect a \$50 fee from anyone who wants to get their own Snoopy plate. When we reach the magic number of 7,500, they will go into production, and voilà, a Snoopy license plate is yours.

Registration proceeds from the plate will go into a fund to help our state's great museums, such as the FRRS. As you know, museums are truly special places, community forums where families, friends and neighbors can meet, learn and discover together. We're lucky in California, because our state has an incredible variety of great museums that serve a truly diverse range of interests and specialties.

So, don't hesitate! Go to www.snoopyplate.com today to sign up for your Snoopy license plate. And, tell your friends and family to help us achieve our goal. Help support the FRRS and California museums.



CHARGING ADMISSION

-Eugene Vicknair, Director

Since it's opening, the museum has always been a free admission facility, with the exception of certain special events. Off and on over the years, the concept of charging for entrance has been reviewed, debated and ultimately shelved.

Several years ago, we took a major step by charging admission for our Santa Trains, which previously had been viewed as a free event for the local community. The fiscal reality of operating a facility such as ours in the winter for this event without income was discovered to be unsustainable and so we instituted what was basically a parking fee of \$5 for non-members. This proved to be very successful, with attendance unaffected and Santa Trains finally covering their expenses when coupled with donations from the community.

This experience along with other factors has once again led to a review on the pros and cons of admission. The review is going to be an extensive one, including research into practices of other museums, projected impacts on revenue, the perception of a free facility vs. charging and the use of an admission fee to encourage membership. Aiding us in this examination is a team from the Harvard Community Partners, a group that provides guidance to non-profits. As part of a review of museum operations they are exploring the admission idea in parallel with our own Business Practices Committee.

The FRRS Board of Directors has already reviewed some preliminary findings including:

- Few museums operate today without charging admission, which forms a major part of their revenue. There are a few railroad museums / historic societies that are free, but a majority of those feature an excursion ride as their primary public focus and charge for rides. Our review has also included aircraft, automobile, art and historic museums, in addition to rail museums.
- Museums that charge admission typically offer a membership option wherein members receive discount or free admission and other benefits. Memberships are priced to encourage repeat visitors to join rather than pay for multiple visits.
- Most visitors expect to pay admission to a museum and tend to value the facility more

highly when they do.

- Most museums that have switched to an admission model (including some that were free when the WPRM first opened) have found very little if any drop off in visitor levels and have enjoyed a substantial boost in revenue.

In view of these and other findings, the FRRS Board will soon make a decision on the question of admission. Much work has been done in the last several years to lay a foundation for a more professional, more developed museum with improved buildings, educational displays, paid staff and a better overall experience. Charging to enter the museum not only speaks to this higher level of operation but would also play a major part in funding it.

While we realize that this could be controversial to some members, we want to provide assurance that certain things will be adhered to if an admission system is implemented:

- 1 – FRRS members will always be admitted free of charge. Our members are one of our prized assets and the WPRM will always be for them. As such, any proposed plan will include recognition and free admission for members.
- 2 – Care will be taken to ensure that any admission plan benefits and improves the Society and our efforts.
- 3 – If a change is done to an admission system, it will be decided and announced with a lead-time to the opening of the season, rather than being a short notice action.
- 4 – Systems will be put in place to ensure quick proof of payment. Our volunteers will not need to become "ticket cops".

This is not a step that is being explored lightly, however it is one whose time may have come. We are guardians of a large and prestigious collection, one whose scope was not even imagined 25 years ago. From our roster of historic rail equipment, which numbers over 160 pieces, to our rapidly growing archives of documents and photographs, we hold one of the finest and most comprehensive collections in the nation, possibly in the world, devoted to one railroad family. The care and improvement of such a collection is not a cheap endeavor and one we must take great pains to properly nurture and share with the public.

February 2010 Board Meeting Motions and Actions Summary - continued

Fundraising Excursion Drawing

Plan is to sell raffle tickets for 8 couples packages on private car to Reno. Suggestion by Roger Colton to work with Sacramento AAA Baseball Team on this promotion. Board feels this is a good idea. In checking laws, discovered that raffles need to ensure that 90% of proceeds go to organization. Current business plan for raffle insufficient. Suggestion to convert to donation model. Concensus direction to recraft fundraising idea and review business plan.

Business Practices Committee

Proposal to create special committee to review FRRS business practices and provide report to the Board on ways to improve. Committee appointed by President McClure: E. Vicknair – chair, K. Cochran, M. Coen, J. Mason, M. Mucklin

Equipment De-Acquisition

List and plan submitted for equipment to be deaccessioned based on Acquisition / DeAcquisition Committee recommendations.

Noted that US Navy MRS-1 544 needs to be removed from list due to other issues. Some discussions / objections to list and wording of proposal. Concensus direction to table to next meeting.

Radio Purchase

John Moorehouse has seven used radios he offered to sell. Direction given to reject offer due to finances.

Advertising Opportunities

Opinion that TRAINS Magazine can be passed on. Have received little response from previous Trains advertising. Director Monger reported that he attempted to use Trains coupons last year at Cumbres and Toltec and they did not accept. Some merit in radio ads, but our finances are not suitable for that now. Director Habeck pointed out that Classic Trains will be doing a lot of free listings soon. Concensus direction to table to next meeting and review finances.

President's Report

Will be gone April 1 through end of April on UP steam trip in Texas, part of June around middle or end with Ringling Bros. Circus train, July 22-26, all September (Portland), all October (St. Louis) and 6 days in November. All dates are tentative.

Manager's Report

· Written report submitted

- Have 1 more approved Model Show in Daly City end of month, then Winterail and Dunsmuir RR Days.
- Duane Vanderveen is fixing wiring in Wood Shop.

Director's Reports

Monger – He and Director Vicknair are going to California Association of Museum convention March 3-5 in San Jose.

Department Reports

Publications – Had some US Postal issues with last 2 issues, not AgPress problem. Issue 150 is nearly done.

Website / On-Line Store – 2010 Calendar is on website.

Epling added donation section to On-Line store.

Epling also figured out issue with store images. Snow and ice tilted webcam. Will be fixed when bucket truck can get through snow.

Committee Reports

Excursion – Portola RR Days. Chris Skow has found 2 coaches to add to train. UP flattop coaches are not available. Current count is 14 cars. At least 8 will layover in the museum and will need to be turned.

Suggestion for wine tasting or dinner in the Silver Plate. FRRS to get 50% of train profit. 805-A will not be available for off-site operation.

Public Comments

· Received email from Phil Schmeirer. Son of a UP

employee is playing in Super Bowl.

· Vicki Epling – Matt Shuman and SCRPS folks are putting together a 4 seat speeder for use for rides during weekdays in summer. She is willing to operate this with permission of operations department.

Closed Session

Meeting adjourned to closed session at 4:13 PM and reconvened to open session at 5:13 PM. Director Vicknair reported the following out of closed session:

“The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board heard a report on a business issue concerning possible business assistance to the Society. Concensus direction given, no action taken.

The Board heard a report on a legal issue concerning equipment. Concensus direction given, no action.

The Board heard a business issue concerning the Museum / Gift Shop Manager Contract. Motion made to renew Manager contract for Feb. 1, 2010 to Jan. 31, 2011: 02-10-07 (Brehm / Holmes). Aye – 7, Nay – 0, Abstain – 0. Approved.”

March 2010 Board Meeting Motions and Actions Summary

Motion 10-03-01

Consent Motions

. Minutes of the General Meeting from February 2010.

. Financial Reports – Now done as report under Good of the Order

Vicknair / Holmes. Aye - 5, Nay - 0, Abstain - 0.

Motion carried.

Motion 10-03-02

Equipment De-Acquisition

Tabled from February.

James Mason spoke in favor of moving forward on focusing the collection and thinks it makes sense to move forward with this. Spoke with other directors and has offered his help with finding new homes.

Chris Allan sent a letter supporting the deacquisition plan. Tom Carter suggested Southern Pacific SD9s 4404 and 4450, Milwaukee U25B 5057, Oregon and Northwestern AS-616 4 and US Navy MRS-1 614, plus beet gon already negotiated with Santa Maria Valley Historical Society.

Final list decided for de-acquisition:

Milwaukee Road 5057 U25B

Oregon and Northwestern 4 AS-616

Southern Pacific 4404 SD-9

SP SD9 4450

Foley Brothers IR boxcab 110-1

SP Beet Gon

US Navy 614 MRS-1

Motion to accept the list and the report. Acquisition / De-Acquisition Committee is to act as search committee and are instructed to proceed as outlined in the report.

Vicknair / Carter. Aye – 5, Nay – 0, Abstain – 0.

Motion carries.

Motion 10-03-03

Fundraising Excursion Drawing

Tabled from February. Plan is to sell raffle tickets for 8 couples packages on private car to Reno. Suggestion by Roger Colton to work with Sacramento AAA Baseball Team on this promotion. James Mason suggested that we accept both proposals, but do the ballgame raffle in 2011 and start work now.

If rooms are not available for 2010 Hot August Nights, we push that back to 2011 as well. David Epling volunteered to talk to Reno Aces, Sacramento Rivercats and Reno hotels.

Motion to accept report and James Mason

recommendation to hold raffle in 2011 and attempt HAN donation trip in 2010. Eugene Vicknair to coordinate car details, David Epling to coordinate with ball teams and Reno hotels.

Vicknair / Carter. Aye – 5, Nay – 0, Abstain – 0.

Motion carries.

Motion 10-03-04

Mailing / Production Procedure

Tabled from February. Discussion about using existing people and conduits to handle production and mailing.

Frank Brehm pointed out there are many issues, including paper weight. Eugene Vicknair discussed changing rules on tabbing, envelopes, etc.

Motion to accept policy and procedure as proposed.

Brehm / Carter. Aye – 5, Nay – 0, Abstain – 0.

Motion carries.

Motion 10-03-05

Advertising Opportunities

Tabled from February. David Epling discussed impact of last year's billboard. We got at least a few RALs out of it, there was noticeable improvement in visitorship when billboard was up. Concerns about putting it up too early. Feeling is June is the earliest. Larry Douglas suggested that he can approach county about getting grant to pay for billboard. David Epling suggested requesting \$1500 for two months for billboard.

Motion to authorize a letter to Terry Swofford requesting \$2000 grant for billboard placement and approve purchase of billboard space in June and July, if funds are provided. Steve Habeck to generate a letter requesting funds.

Vicknair / Habeck. Aye – 5, Nay – 0, Abstain – 0.

Motion carries.

Correspondence

- Received several thank you postcards for things we have done for people.
- More legal documents from Stromme bequeathment.
- Email from Chris Skow, RR Days train is 48% sold.

Community Discussion

Larry Douglas spoke about Portola RR Days meeting where he met Chris Skow and suggested some advertising items, including magazine press such as Christian Science Monitor. Chris said he would pay reporter's way to cover the excursion train and event. Douglas is working on creating a community development center for Portola. He offered to act as representative for FRRS on several things but we already have working representatives for those mentioned, such as Portola RR Days.

Niles Depot Reopening

FRRS has been offered a space to participate in the reopening ceremonies for the Niles Depot in Fremont on May 1-2. We would be placed right next to Western Pacific caboose 467. Need to find local members to handle staffing table. If we can't find someone, Tom Carter offered to be the fall back person. Consensus direction to participate in Niles Depot reopening.

Lone Railfair

Invitation to participate in the lone Railfair in the summer and bring our Model T railcar. Habeck has concerns about Model T going, based on past issues with operating on track that was not cleared for rides. lone group would be coordinating with track owners. Estimated cost to bring Model T would be \$600 - \$700. Model T is currently not running, should be fixed by May. Eugene Vicknair and Tom Carter volunteered to oversee museum booth and Model T at lone. Norm suggested fixing our own trailer. Consensus direction to give tentative approval to participate pending further review of costs and logistics.

Manager's Report

- Did Great Train Expo in South San Francisco / Cow Palace. Gross sales \$1525.25. Expenses \$169 hotel and \$139 for booth. David and Vicki donated rest. Sunday was dead for whole show.
 - Webstore image issue has been fixed. Had 8 \$200+ book orders in the last month.
 - Has found at least 1 door unlocked several times when he was come over to museum in February.
 - Duane Vanderveen has been expanding wood shop and has found electrical issues that he is fixing.
 - Winterail coming up, as is Convention. To save money, David and Vicki will be staying with friends.
 - We are down to 750 brochures. New brochures need new membership prices.
 - Got a letter from Joe Radetich. Looking for pictures of WP 165. Eugene Vicknair will take care of this.
 - The cats are well and came through the winter fine.
- Overall, the museum came through the winter well.
- Thanks to Todd Roberts and City of Portola for helping fix the webcam after snow knocked it out of alignment.

Financial Reports

- Reports received from bookkeeper, Susan Scarlet.
- Plans are to close flatcar sale early next week, would generate \$6500.
- Order of Walther's products suddenly arrived after being backordered in June / July.

Director Reports

Vicknair – Solar City not able to help us due to Sierra

Power not covering anything but very small solar installations. Solar City promised to keep looking for ways to help us. CAM convention. \$200 a plate donation dinner planned in Silver Plate for Portola Railroad Days.

Department Reports

Publications – Norm provided WP Centennial article, Epling to do Santa Train article as well as others. Photos coming from Epling, Carter and Holmes.

Convention – Has 9 presenters so far. Planning on track. Advertisements have gone out. Vendors are lining up with help from David Epling. Carter has been reaching out to older WP employees and looks like many will attend. Epling to contact Tommy Holt about modeling clinic. There will be WP model displays at Convention.

Committee Reports

Business Practices – report and recommendations presented concerning financial reporting.

Safety Report

- Slippery, some snow. Norm Holmes and Ed Powell did some shoveling. Ed Powell to bring gas sniffer to check south tank for possible leak.

Public Comments

Vicki Epling – Pipe broke in kitchen to ice machine. Would like to replace with copper. Handicapped stall in women's still not working.

Notices

On webstore, when you log in – put in FRRSMember for 10% discount, FRRSLife for 15% discount. Code will be verified before order processes.

Closed Session

Meeting adjourned to closed session at 3:36 PM and reconvened to open session at 4:42 PM. Director Vicknair reported the following out of closed session:

“The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. Consensus direction given, no action taken.

The Board heard a report on a business issue concerning possible assistance to the Society. Consensus direction given, no action taken.

The Board heard a report on a business issue concerning financial reporting. Consensus direction given, no action taken.

The Board heard a report on an on-going legal issue, Morgan v. FRRS. Consensus direction given, no action.”

April 2010 Board Meeting Motions and Actions Summary

Motion 10-04-01

Appointment of New Treasurer

Mike Coen has new job and will need to step away from Treasurer job. He has recommended James Mason for position. Director Vicknair discussed this with Mr. Mason and President McClure and Mr. Mason is willing to accept.

Motion to appoint James Mason as Treasurer in replacement for Mike Coen and give him signature authority on accounts.

Vicknair / Spikes. Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

Motion 10-04-02

Consent Motions

. Minutes of the General Meeting from March 2010.

Vicknair / Spikes. Aye - 7, Nay - 0, Abstain - 1.

Motion carried.

Motion 10-04-03

Advertising Opportunities

Lotus Radio and CBS have offered to work with us and make these happen. We sent letter to Terry Swofford, county supervisor, asking for \$2000 for advertising. Have not heard back yet. Was on agenda for supervisors' meeting last Tuesday. Animal Ark in Reno is doing a deal to have their ad on vacant billboards for cheap. Matt spoke with Clear Channel about this idea and it may be available to us. Matt asked if anyone has any ideas for funds and advertising opportunities.

Motion to add Item of Urgency – Brochure Printing

Vicknair / Spikes. Aye – 8, Nay – 0, Abstain – 0.

Motion Carries.

Motion 10-04-04

Brochure Printing

Recommended run is about 5000. Motion to print 5000 brochures with revised membership information. Funding to be from Advertising 67010, funds to be pulled from Dean Rauscher.

Vicknair / Monger. Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

Motion 10-04-05

Equipment for Sparks Yard

Request for donation / long-term loan of equipment for UP Sparks Yard display. Display is located near old steam shop. Visible from I-80 and Nugget. One item suggested is Union Pacific handcar stored in Simplot reefer. Concerns about handcar weathering. Director Holmes suggested getting a surplus speeder from the

V&T in Virginia City. Director Carter suggested motorcar trailer with track tools.

Motion to loan Fairmont A-3 motorcar, bent axle flat and UP handcar with caveat that handcar is fragile, high value artifact and may be substituted in future.

Vicknair / Spikes. Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

Railroad Days Excursion

Ticket sales are at 49% of capacity. Expecting sales to pick up again after tax season. High interest in excursion. In 2 months, over 3000 page visits on web. Still 14 cars. Some cars swapped out. Consist is on website www.traintrips.biz. Amtrak still drawing up contract. Union Pacific has given final approval.

Portola Railroad Days 2010

Several merchants have called offering their time to help get the museum fixed up for RR Days and are willing to donate time and materials (paint, etc.) Opinions being expressed that there is a "gold mine" in the backyard, that being the museum. RR Days Committee wants to run Excursion every year. Would also like to run excursions for other events. Discussion about updating project list for RR Days. We will coordinate to get a work list to David Epling. Curt McBride stated that fire department could do training burn if we have burn piles. Thanked Director Vicknair for giving a tour of the museum. Director Monger asked if there was way to run sewer trucks at night during Railroad Days. Might be able to use an alternate site for that time. Larry Douglas offered advertising space at American Valley Speedway. Wants to get local high school ROPE program involved in projects here at the museum.

Community Involvement

Curt McBride spoke to Board. He does welding and repair and would like to do some static display items, including benches. Discussion of a possible large equipment display on Hwy 70 on west side of town, signage and other items. He is working on sign at Hwy 70 and Gulling to promote city and museum. Would like to get some of these projects done before RR Days. The Board thanked Councilman McBride for his interest and will be working with him and city to move these projects forward.

Equipment De-Acquisition

A&D Committee provided list of relevant museums for each piece of equipment. Exceptions were Beet Gon, Ingersol-Rand and MRS-1. Recommended putting MRS-1 on RailSwap, other two items have single organization offers. Committee wants consensus

direction for list and to send formal invitations to those organizations. Director Monger objected to Chehalis unless they have secure facility, felt IRM is not valid because they are restoring sister MILW locomotive. Feels PLA should be included in SP recommendations. Has concerns about CTRC. Also has concerns about Folsom. Hank Stiles reported that he has been working with Folsom group and they have a fenced area to store locomotives. Director Monger requested that committee specifically add PLA, Orange Empire and San Diego RR Museum for the ONW 4. Consensus Direction to add three organizations and give Committee the go ahead to proceed.

Pacific Lumber Log Flat Trade

Written report provided, including detailed history of SN 1449 flat car. Chris Allan is working with small logging museum on a Shay restoration. They would like a west coast log flat to go with their Shay. They offered to provide and mill all wood for restoration of SN 1449 flatcar (currently stored in Stockton after donation by CSR to FRRS) in trade for one Pacific Lumber log flat from WPRM. Log flat would be interpreted as a log flat, not used for other service. Chris reports that they are a very small well run and well financed museum. They would allow us to restore SN flat at their mill. We would have access to their machines to do work. Consensus direction given to have Chris Allan proceed with negotiations.

Radio Acquisition

Offer to sell used Motorola radios to FRRS. AAR rule change coming that will require all new digital radios. These would not be viable for the new radio rules. Consensus Direction to decline offer.

VoiceAmerica Radio Show

Opportunity for FRRS to create / host 13 week subscriber satellite radio show. Manager Epling talked about a show that was done through TrainWeb.org that was a call in show. Let's Talk Trains. Consensus direction given to get more info and discuss with WPRRHS folks about material.

Audio Tour Demo

Offer for WPRM to host free 2 month cel phone audio tour demo. Director Parker might have someone to record professionally. Would get revenue from trial period. Director Vicknair to create 1 minute scripts and Director Parker will talk to recording person. Scripts to be about 1 minute each. Do equipment and off-site points of interest. Consensus direction to proceed with trial period.

ID Laminates

Offer to make identification badges for volunteers. Kerry Cochran has done laminates in the past for free

and he may do them again. The submitted proposal will cost us. Tabled to May. Consensus to contact Kerry Cochran and see what his plans are. POS system will scan and track hours. Monger recommended that ID cards have barcodes for this system.

Off-Site Events

Manager Epling seeking approval for two off-site events: NMRA National Train Show in Sacramento, CA, and National Railroad Day at the Reno Amtrak Depot on May 8, 2010 and National Train Day in Reno, NV May 8, sponsored by Amtrak. Street at Reno depot will be blocked off, big party with vendors. Similar to Sparks Farmers Market. Looking to turn this into Annual Reno Railroad Days. No cost.

Consensus direction to participate, Epling to find volunteers for booth. Ed Powell and Vicki Epling volunteered to crew the booth.

National Train Show in Sacramento, CA on July 8-9, 2011. Need to get on list. No expense right now, but will cost to register in June 2010. Will need some people to crew the booth, about 6 people. Would bring Z-Scale layout. NTS show will be doing a whole day of RALs on July 7, 2011, bringing busloads of people up. Will be a precursor event in Sparks. Consensus direction to have Epling follow-up.

Manager's Report

- Is now making it as a daily log.
- Add Matt Parker working on steam loco on April 9.
- Timber Heritage coming next week to prep SP subs for movement.
- Sundance sent samples of new pins done exclusively for FRRS of Tidewater Southern sunburst, cornucopia and CCT quattrofoil done based off Vicknair artwork.
- Possible issue of Suburban Propane owning LP tanks. Holmes stated that Bi-State installed tanks originally.
- Had issue with USPS trying to ship international orders. We now have a UPS account for shipping. Have sent 4 packages, no problems with them.

Financial Reports

- Money still tight. Did get \$6500 for DODX flatcar. Bills paid, but we need to be tight on expenses for now.
- Getting more orders from web store.
- 2007 fines from IRS were waived.

Director Reports

Vicknair – Lone Railfair. Niles Depot event. Plumas Transportation Commission Grant Submission.
Monger / Vicknair – CAM Convention report.

- Phil Krumholtz of BAERA is now president of CAM.
- Both reported serious underrepresentation of industrial / large artifact museums in CAM.
- Only 3 RR museums in CAM.
- CAM announced California license plate to raise funds to support museums. Dancing Snoopy plate.

Fee for plates will go into pool, 60% will be made available to museums for general operating costs. Will be available through yearly challenge grants. 20% goes to State Parks, 20% goes to CAM to be used for scholarships and grants.

- Tech Museum has created a testbed for a virtual museums. VirtualTech.com. Invited other museums to meet with them on possible projects.

- e-buddy ideas, other social network techniques.

Monger – Donated 7014 miles driven and \$723 unreimbursed expenses. Encouraged everyone to report this data to the IRS.

Holmes – Got call from BAERA and someone donated plans for WP Winnemucca Turntable. Asked if we wanted the plans as they do not want them. Scrap prices are up and we might want to look at getting rid of 70' gondola full of scrap. Tom Grey is interested in buying Duff-Norton car jacks. Board gave direction for Grey to make us an offer.

Carter – Printing for election is done, worked with Russ Johnson. Crew training on May 8-9. If people cannot make those dates, he is wanting suggestions for alternate dates. Webcam is an hour off due to OS bug.

Department Reports

Publications – Train Sheet 151 Status. Waiting on photos and then will be done. Spares of Issue 149 were not received from AgPress.

Steam – Work has been going on most of week. Hanks Stiles, Roger Stabler, William and Alex Wilson, Steve Cope, Eugene Vicknair, Matt Parker worked on 165. Norm Holmes, Bob Sims, James Mason and Eugene Vicknair donated to replicas of cab numbers and tender signs. Redman Equipment drilled new front tube sheet piece and donated labor. Staybolt caps removed, general clean-up. Almost to point where reassembly starts. Vicknair is doing a prospectus for 165 donors. DRGW boxcar to move from Rio Vista.

Committee Reports

Business Practices – report and recommendations presented concerning current research.

Public Comments

Habeck - Brief overview of plan for loading of SP sub cars given. Trucker will use 2 flatbeds and make 1 trip per car, one with car and one with trucks. Will rig derrick 37 on to track 2 and fill track 1 with gravel to allow truck to pull on. Will happen in May when McClure is back from steam trip.

Notices

WPRRHS Convention is next weekend.

Closed Session

Meeting adjourned to closed session at 7:48 PM and reconvened to open session at 8:15 PM. Director

Vicknair reported the following out of closed session:

“The Board heard a report on an on-going legal issue, FRRS v. Kasten / ITAC. Consensus direction given, no action taken.

The Board heard a report on an on-going legal issue, Morgan v. FRRS. Consensus direction given, no action.”

May 2010 Board Meeting Motions and Actions Summary

Motion 10-05-01

Consent Motions

. Minutes of the General Meeting from April 2010. Vicknair / Monger. Aye - 8, Nay - 0, Abstain - 0. Motion carried.

Motion 10-05-02

TPL Log Flat Trade

Motion to accept the trade agreement as presented with the addition of clarification FRRS and FLM labor to assemble the wood on the frame. Vicknair / Holmes. Aye – 8, nay – 0, abstain – 0. Motion carries.

Motion 10-03-03

Portola Railroad Days Sponsorship

Request that we formally sign up as a sponsor for Portola RR Days. Manager Epling listed sponsor levels, costs and benefits. Recommended \$275 Golden Spike sponsorship. Director Vicknair recommended we go for Golden Spike and donated \$35 toward sponsor donation. Directors McClure, Spikes, Holmes and Brehm, as well as David Epling, Bruce Veilleux, Bart Hansen and James Mason also offered to donate. Motion to sponsor at Golden Spike Level. McClure / Brehm. Aye- 7, Nay – 1, Abstain – 0. Motion carries.

Dunsmuir Railroad Days

We are approved to go to Dunsmuir by UP. President McClure will be doing contract with Dunsmuir RR Days. Matt Shuman thanked McClure for getting approval, reported that everyone is very excited. RR Days planning meeting Monday. Motel is set up for crews. President McClure asked for volunteers to email him with dates available. WPRM equipment to Dunsmuir: WP GP20 2001, “WP” F9B 925-C, FRRX baggage car, WP Silver Plate, WP caboose 484, FRRX road boxcar, WP short gondola, UP cabooses. Power is UP 6936 or UP E-units, will also get UP 1996 and genset.

Correspondence

- We have received \$2000 from County Supervisor

- FRRS Membership -

Yearly Dues

Associate \$25.00
 Active \$50.00
 Family \$80.00
 Sustaining \$150.00

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

Institutional - \$60.00 (annual membership for 501c(3) groups)

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 two votes and include all members of ones immediate family.

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

Life memberships receive both The Train Sheet and 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

Mission Statement

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

Mission Goals

To preserve and interpret the history of the WP, the "Willing People" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads. WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

Terry Swafford for Advertising support.

Western Pacific MOW Truck Cab

Gentleman in Red Bluff has cab and hood from a former WP MOW truck and is willing to donate it. Comments that unless we have someone willing to take it on, we don't need something sitting around. Carter commented that cab and hood look to be in great shape. Concensus direction to pass on donation.

President's Report

- President McClure as been off with UP steam crew.
- Acquired some new parts for WP 165, including injectors and dynamo.
- Recently, FRA has redoubled efforts to stop cel phone use on duty. We are not allowing cel use by crews on moving trains to avoid any possible problems.

Financial Reports

- Reviewed signers on accounts. Currently Susan Scarlett, Steve Habeck and Rod McClure are on Bank of America, Susan and Rod on investment account.
- Signers on all FRRS accounts will be Susan Scarlett (bookkeeper), Rod McClure (President) and Steve Habeck (Vice-President).
- Assent of Board given to make this change and assign these persons as signers on all accounts.

May and June Minutes continue in next issue.

Any member in good standing may request a complete copy of the transcript of board meetings from the Society. There is a nominal charge for each copy which covers postage and administrative costs.

The Train Sheet

Feather River Rail Society

P.O. Box 608

Portola, CA 96122-0608

Change Service Requested

PRSR STD

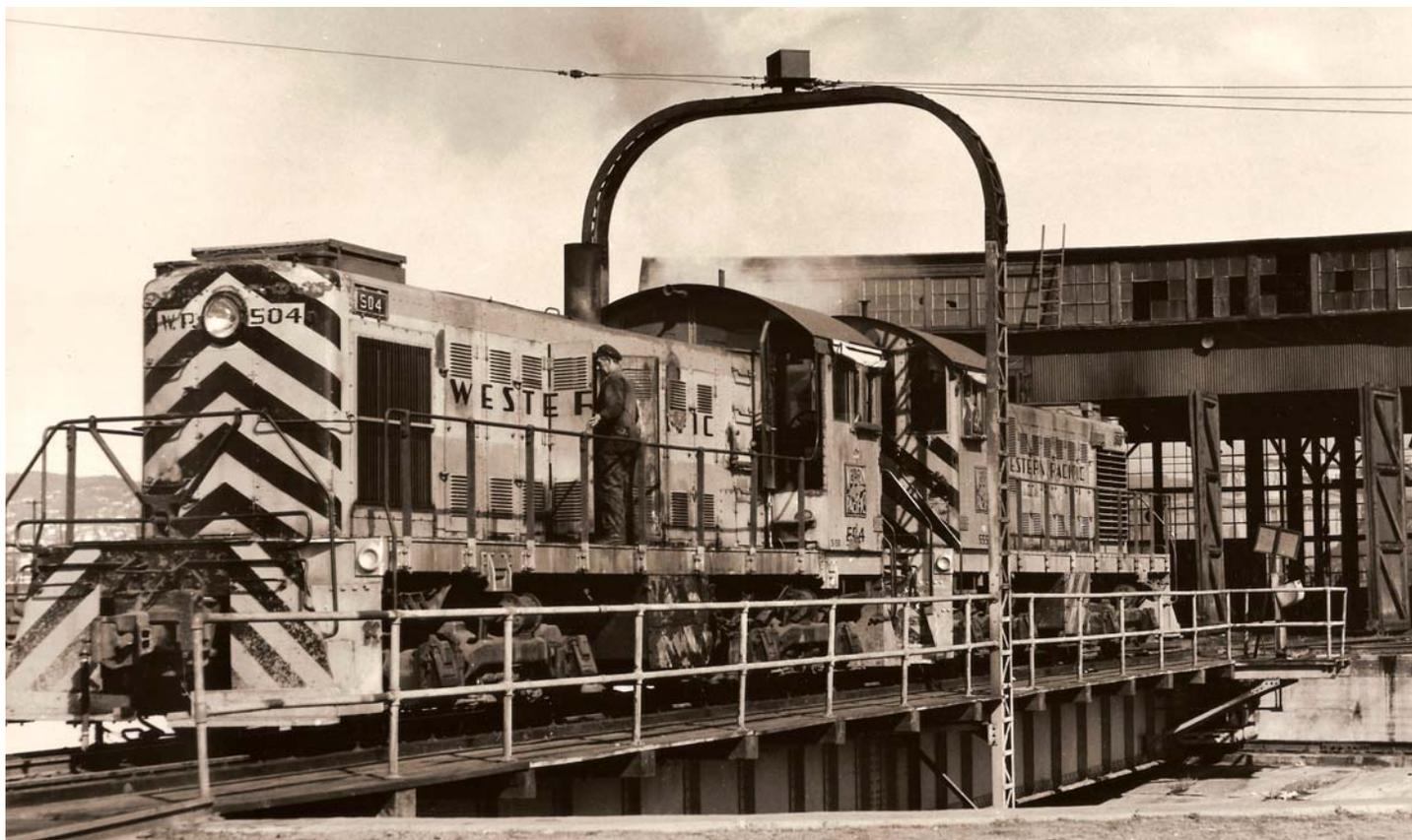
U.S. Postage

PAID

Permit No. 580

Manhattan, KS

66502



FROM THE PAST - WP Alco switchers 504 and 555 take a spin on the turntable. Today, WP 504 is in the collection of the WPRM. -FRRS / WPRRHS Archives