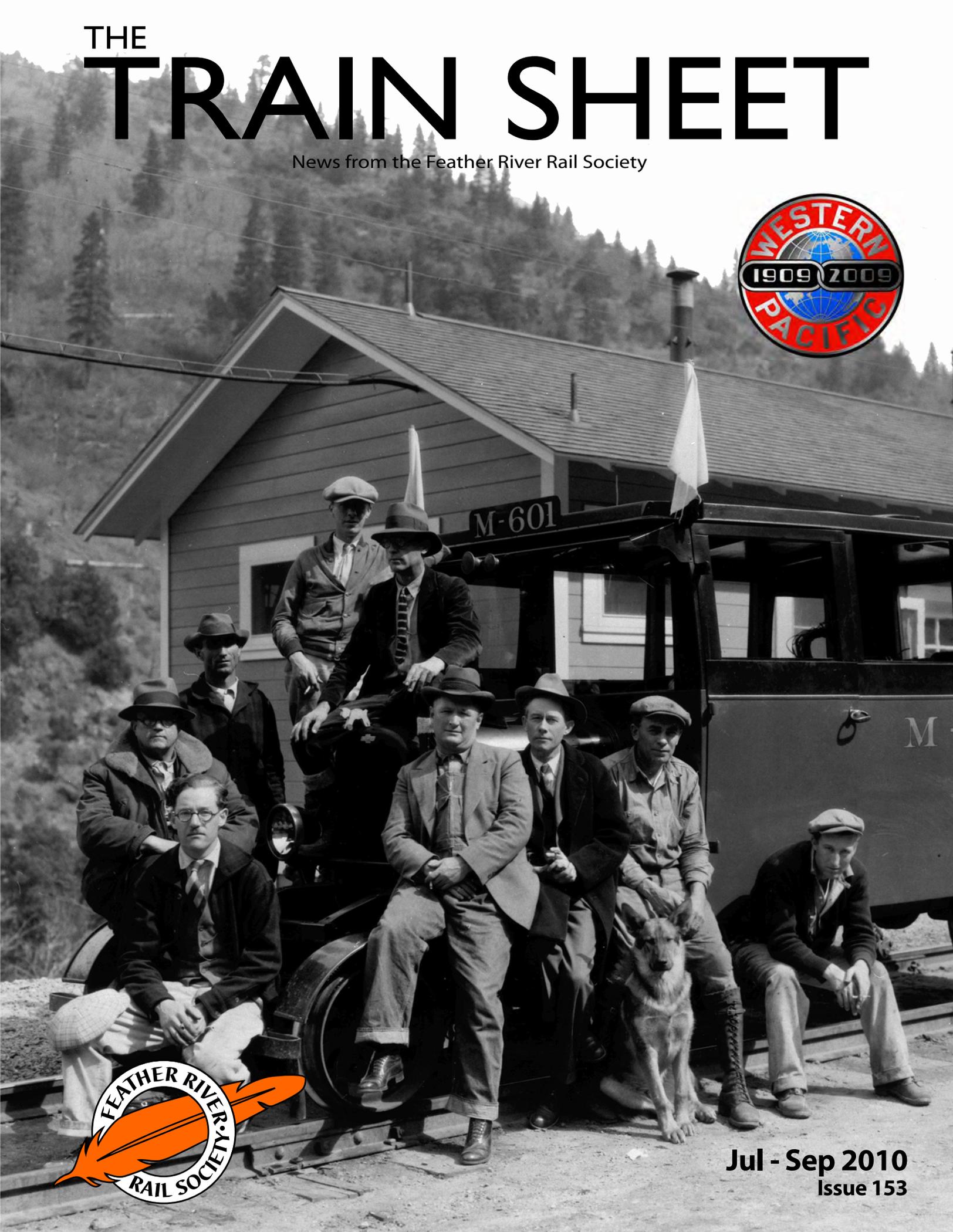


THE TRAIN SHEET

News from the Feather River Rail Society



Jul - Sep 2010
Issue 153

- 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

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Cover Photo - WP M-601 inspection car stopped at Belden for a photo op in the early 1930s. WP employees are taking phone company surveyors on a journey to explore possible telephone pole alignments in the Feather River Canyon. - H. S. Lawton photo, WPRRHS Archives

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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/

KENT STEPHENS COLLECTION

Kent Stephens has donated his entire collection of railroad research material including photographs, books and an unfinished manuscript on logging railroads in the Feather River Country.

Kent is a long time member of FRRS, having joined in 1985. He served on the Board of Directors, the Acquisition / DeAcquisition committee and contributed a number of articles to the Western Pacific Headlight magazine. He also authored a book on the Diamond Match Company entitled *Matches, Flumes and Rails* published in 1977, as well as numerous short articles on Central California railroads.

Kent retired from his position as research librarian at the University of California, Chico, in 2000. Health disabilities has limited his activities resulting in the decision to donate his railroad materials collection. He now lives in a retirement home in Redding, CA.

Norman Holmes received a call from Kent in August telling Norm that Kent was moving from Chico to Redding and that he would not be able to utilize his collection because of space limitations and his disability problems. Norman drove to Chico in early September and met with Kent to inspect the collection and assess the amount to be moved. Norm filled his pickup camper with 40 boxes of material to bring back to Portola.

On September 22, Norman and Leroy Guill drove to Chico, picked up a U-Haul truck and met Wayne Monger and John Walker at the storage units. Some 150 boxes were loaded from 4 storage units and transported to Portola. The next day Charlie Spikes, Cody Wilson and Norman unloaded the U-Haul into the MoPac baggage car for sorting and temporary storage.

We wish to thank Kent for his most generous donation to the Western Pacific Railroad Historical archives.

WPRM DISPLAY AT SPARKS YARD

- David Epling, Museum Manager

Union Pacific's Sparks, Nevada Director of Train Operations, Ben Ritter, approached FRRS President Rod McClure to inquire about the loan of early Maintenance of Way equipment for a display that Union Pacific was doing for the main entrance to the Union Pacific's Sparks Yard.

The FRRS Board of Directors approved the loan and FRRS Vice President Steve Habeck took on the task of prepping the selected equipment. The equipment chosen was our former UPRR Handcar and Crew Speeder. Steve spent two weeks cleaning the handcar and masking and painting the crew speeder. His efforts turned out a great looking piece of MOW history. The equipment was moved in July 2010 under Steve's supervision to the UP Sparks Yard and set up where it can be seen today. The FRRS is honored to be able to help the Union Pacific celebrate its history.

The UP Yard Display is visible at the entrance to the Sparks Yard, right off Nugget Avenue.

- David Epling photo



WPRM TO CHARGE ADMISSION

- Eugene Vicknair, Secretary

In the last issue of The Train Sheet, there was an article discussing an on-going review by the FRRS Board of Directors concerning the charging of admission for visitors of the Western Pacific Railroad Museum. Much of the review and research of this step was undertaken by the FRRS Business Practices Committee and a team of volunteer advisors from the Harvard Business School Community Partners, an organization of Harvard graduates dedicated to assisting non-profit groups. We are particularly indebted to the HBSCP team for their insights and assistance, not only on the admission issue, but in several other areas as well. A complete report on their review and recommendations for the WPRM will appear in the next issue.

At the November 2010 Board Meeting, the HBSCP team presented the report of their findings for the museum, including a strong recommendation that we charge admission starting as soon as possible. They found many benefits to charging admission, including that visitors find greater value in the experience when they have a stake in it and also tend to spend more time when they have paid for it. Also, the organization benefits from higher income and gaining a better measure of attendance. Paid admission museums tend to be seen as higher prestige.

The HBSCP presentation was followed by a report from the Business Practices Committee which had looked at the issue from a different perspective as the Harvard team but arrived at the same conclusion. In a review of other railroad and transportation museums, nearly all in the western US were found to charge admission, and the few that did not were primarily excursion based operations which changed for train rides. The BPC joined the Harvard team in strongly recommending the adoption of an admission structure.

Based on these recommendations, the Board adopted the admission and ride ticket structure proposed by the BPC by unanimous vote of the eight directors in attendance.

As mentioned in the last issue, these new mission charges will NOT apply to FRRS

members. All members receive free admission and free train rides. Members will only be required to pay for locomotive cab rides and they will receive their member discounts on those tickets. In addition, Sustaining Members will be given eight (8) tickets each year to give to friends and family granting the bearer free admission and train rides for the entire day of their visit.

For non-members, admission will go into effect on April 1, 2011.

- Admission prices:
 - Adults 19 and over: \$8.00
 - Youth 4 – 18: \$4.00
 - Child under 3: free
 - Family (defined as 2 adults plus any related children 18 and under): \$20.00
- Train ride tickets will be an extra cost:
 - Adults 19 and over: \$4.00
 - Youth 4 – 18: \$2.00
 - Child under 3: free
 - Family (defined as 2 adults plus any related children 18 and under): \$10.00
- Cab ride price:
 - Adult 19 and over: \$20.00
 - Youth 4 – 18: \$10.00
- Any person who has a scheduled RAL will get free admission.
- Payments for single admission will be credited against membership cost if membership is paid by the second day after admission. (i.e.: Adult visitor purchasing Active membership with proof of admission will be charged \$42.00 instead of \$50.00)
- Payments for cab rides will be credited against RAL cost if RAL or gift certificate is purchased by the second day after admission / cab ride with proof of purchase.
- Two forms of proof of payment will be issued: all admissions get color coded tyvek wristband; all admissions, train rides and cab rides also receive a souvenir paper ticket. Costs are factored into worksheet and vendors have been identified.
- On days the museum is considered closed to

the public, but is open for work sessions or other restoration / maintenance activities, admission will not be enforced.

To facilitate the charging of admission and improve Gift Shop access, a proposal made by the Harvard Community Partners team to build a new Gift Shop access door at the east end of the Diesel Shop has been adopted. This new glass door entrance will be readily visible upon entering the Diesel Shop and will provide higher capacity access to the Gift Shop. Work on this will begin after the first of the year.

The FRRS proudly maintained its free admission policy for 25 years, but our responsibility to maintain and improve our collection and

archives has demanded that we reevaluate our financial needs. It is anticipated that the admission policy will substantially improve our income, even with an anticipated drop in visitor donations. In discussing these issues with other railroad museums who have made similar changes, all reported little or no decrease in donations and a substantial improvement in revenue and even store sales.

If you have any questions about the new policy, please contact President Rod McClure or Secretary Eugene Vicknair.

Thank you to the Harvard team and the FRRS Business Practices Committee for their diligent work and assistance.

THE MUSEUM TRUCK

- David Epling, Museum Manager

Among the things that the museum relies heavily on are donations made by you, our members. Often, it isn't just monetary donations that we need. We always find ourselves in need of items in such as tools, equipment and, in a large manner, vehicles.

Enter Feather River Rail Society Member Andrew Peterson. Andy is best known as the owner of Peterson Supply. Peterson Supply can be found at www.petersonsupply.com. For those that don't know, Andy specializes in O scale and special runs in other scales. Among other models, Andy has done the special run WP subsidiary Central California Traction models in both N and HO Scales.

John Walker and Andy got to talking one day and John mentioned the need for a Museum Utility pick up truck to haul merchandise to public shows, run museum errands around town and so on. Andy stepped up to the plate and hit a home run on the first pitch. He donated his 1995 Dodge Ram 2500 Club Cab with the Cummins Turbo Diesel engine and camper shell.

The truck has proved invaluable. It has been to the National Train Show when it was held in Anaheim, California in

2008. It has been to Cheyenne, Wyoming to pick up equipment donated to the museum. It has been to Columbia, Missouri by way of Parker, Colorado to pick up a pair of Model Railroad Estates that were donated to the museum. In the picture at right, Andy Peterson stands by the truck and is holding an example of the magnetic signs that are on both sides of the track behind the door. You can usually see this truck at the various off sit shows the museum attends such as Winterail, the WP Convention, and the Great Train Expo in Sacramento and at the National Train Show in Sacramento in 2011.

So in closing, the FRRS extends a big thank you to Andy Peterson for his generous donation and to John Walker for his efforts in this donation.



David Epling photo

WPMW 37 - RARE WORKHORSE

- Rod McClure, President

The WPMW 37 is an often unseen item in our vast collection. It is almost always spotted on the East end of Track One, locked up and quiet. For those of you who don't recognize the number, the 37 is our 200 ton rail-mounted Industrial Brownhoist Derrick. It was built new for the WP in 1937 as a steam powered wreck crane and spent most of its carrier cleaning up derailments in the Feather River Canyon. In 1972, it was repowered by Holt Bros. Caterpillar in Stockton with diesel prime mover.

This historic derrick was donated to the FRRS in the 1980s. In many of the books on the WP, you can almost always find a picture of the 37 cleaning up a derailment or wreck. It has been used around the museum for those odd mishaps and other heavy lifting duties. Some years ago member Jim Ley was the only one qualified to operate the 37. I took an interest in learning how to make it work and Jim was a great teacher.

The 37 is a very big and delicate machine and it takes a lot of TLC to keep it in running condition. All the controls and equipment are original to when it was built except the diesel engine and hydraulic drive. Unlike most modern cranes of all types, the 37's controls are completely air powered and its outriggers are hand operated. Like much of our equipment, the less it is used, the more things don't work right. Over the last few years Steve Habeck, Dave McClain and Phil Schmierer and I have been doing a lot of maintenance work on the 37 in an attempt to make it more reliable. Last year, we began to have a growing need for the 37's assistance with projects around the Museum and found we were using it more and more often. The diesel engine began to smoke quite a bit and make unusual (and mechanically unpleasant) noises. McClain found an auxiliary internal drive gear that was going bad and would require replacement soon. A temporary fix to return it to service quickly was needed as we committed to loading five former Southern Pacific passenger cars onto trucks for our friends at the Timber Heritage Association of Eureka, California.

The day before the first load, and half way through getting the passenger car rigged for lift,

the drive quit. Knowing the need to load these cars and other jobs that were waiting I called Cashman Caterpillar of Sparks, Nevada. The next day one of their mechanical people was inside the 37 looking for the problem. He found it alright: Three weeks and over \$6000 later, the 37 was running better than it had in a long time. This is the first time we have had to do major work in the 37 since it was donated by the UP.

For the next few weeks, Steve Habeck, Cody "Noodle" Wilson, Norman Holmes and I met every Monday morning around 10:00 AM with the truckers and volunteers from Timber Heritage to load an 80 foot SP coach onto a truck with a moveable bolster on one end and a dolly on the other. We would lift one end of the car into the air with the 37 and pull out the trucks, place the truck dolly under the rear just right and balanced and then turn the crane and do the other end. You will note from the pictures this was not an easy accomplishment as the car had to be perfectly centered on the dolly and balanced.



"Railcars" and "Precision" are not words that often go together, but here we see members of the loading crew ensuring that the 37 and Rod McClure drop the end of this 85+ year old SP suburban coach precisely in place on the truck dolly. There are few museums that regularly perform such operations.

- David Epling photo

The decision was made by Timber Heritage to scrap out the last car rather than move it. So instead of loading it on a truck, we helped lift the cut up pieces with the 37 and load them in trucks. Like a true champion, the 37 performed without a single hiccup.

Now with winter here, the 37 is quiet and locked up. During the museum's winter nap time, we will start it every couple of weeks to keep it

lubed and ready to go the next time it is needed. And next spring the work will begin again as we have to replace the 200 ton cable on the big block. This will take some money and a lot of volunteers willing to get really dirty. Please feel free to contact me if you would be interested in helping or learning more about this project. The 37 has many stories to tell – If you want to listen, let me know and I'll see if I can help you to hear some of them.



Formerly owned by the Golden Gate Railroad Museum, these five Southern Pacific "subs" have been stored at the WPRM for several years after being purchased by the Virginia and Truckee Reconstruction Project. Originally built for commuter service in the San Francisco - San Jose corridor, they were deemed unsuitable for the rebuilt V&T and were resold to the Timber Heritage Association. This group is creating an amazing collection of lumber railroad equipment in the Eureka area and hopes to operate on the former Northwestern Pacific around Humboldt Bay, a service where these cars would be ideal. Here we see Steve Habeck keeping a keen eye on the lowering of one end onto the main trailer. The boom of the 37 and the spreader bar needed for slinging the cables under the car without crushing its sides towers over the scene.

- David Epling photo



A rear view of the equipment cabin of the MW37. The windows flanking the Union Pacific herald open into the operators cabin, access via a sliding door in the front right corner. The side door leads into the motor area. Originally, the rear section contained a steam boiler.

Future plans call for repainting the 37 into its traditional WP black paint scheme as funds become available.

- Mike Mucklin photo

GROUND and FACILITIES

-Charlie Spikes, Director / Facilities Manager

Many things have happened around the facility from January 1st of this year to current. Due to my head being fogged with drugs after my back surgery last March 5th until around mid May, I could be forgetting some things that were done and the names of folks that did them. For this I apologize if I miss anyone here.

Duane Vanderveen took on the major overhaul of the wood shop in the dead of winter at the beginning of the year. He moved the east wall 6 feet to gain more room in the shop to accommodate all the new equipment that was donated to us. This was no easy task for one man. Duane also did some extensive work on the backhoe and Big White the forklift and kept them in operating condition through the year. Both of these pieces of equipment are in need of replacement due to age and constant up keep costing time and money that could be used in other places. My thanks and kudos goes out to Duane for all he does.

Another human dynamo in our midst is Eddie Powell. Eddie got the heating and air conditioning up and running in the on going lounge car project. It will be awhile yet before this project is finished, but if we need a cool place to get out of the sun on those scorching July and August days, there is a couch and a few chairs in there. Eddie also did a complete re-insulation of piping and installation of new heat tapes and cords under the shower car. This was no easy task due to having to work under the deck and shower car where ground is very rough and rocky and full of piled up weeds and other junk. Myself, Eddie and Zack Compton replaced 80% of the main shop lighting with the new CFL type bulbs. This translated to an immediate savings on the power bill that will recover the cost of the bulbs in a very short time. Thank you Eddie for all you do to make the place better for visitors and members.

And speaking of Zack, he and his dad Ken Compton have taken on several projects that have improved the quality of life and visitor experience this past year. My thanks to this father/son team for all the untold work they have done.

Special thanks go out to a man that I never met. He took on the task of doing a thorough cleaning of the Edenwold sleeper car at the first of the operating season resulting in a more comfortable stay for the staff. He also repainted the roof in a bright white to better reflect the sun's heat during the summer. This resulted in an immediate savings of 15% on the AC power bill. I hope to meet him in the future and shake his hand.

Bob Simms is another man to who we owe a debt of gratitude. He has completed many tasks around the museum through out the years. He is currently working on finishing the interior of the lounge car as funding allows and donates material for this project and several WP artifacts to the steam department. He has also encapsulated the Z scale layout in the gift shop and does repairs as needed on it. Thank you Bob for all you do.

Terry Decottingies has been working on the deck extension as time and funding allows and when it is done we will have a top quality area to visit and BBQ after work hours. He and his crew also re-enameled the sink in the men's restroom in the shop. They gave their time and donated materials to make this much needed improvement and it looks GOOD! Terry's wife did a top to bottom cleaning of the shower car while they were there for Portola Railroad Days. This was truly appreciated by all who stayed at the museum as it makes for a more pleasant stay for everyone. A big thanks and round of applause go to Terry, his wife and his crew. I look forward to seeing them in the coming year.

Don Nelson gave a full week of his time before and during RR days working on grounds and track improvement resulting in a much better looking facility. Thanks for all the sweat labor during that week, Don.

My son Eric and grandson Brendan spent a couple of days mowing weeds in the heat preceding Portola Railroad Days. This is a task that needs to be done, but not many want to take on. Eric also spent a couple of days working with the track crew. Please extend your thanks to them and shake their hands. You'll be seeing more of them in the future.

Thanks go out to Craig Simmons for all the work

he does to improve the museum grounds. He helped me fill the water buffalo and install the pump for fire protection purposes at the picnic ground. While there, we noticed someone had rolled several old tires from the neighborhood down to the picnic area and sprayed several of the BBQ pits with graffiti. We cleaned the area that day and Craig beat me to repainting the pits the next morning.

Bart, his dad and brother covered and sealed the backdoor of the display room to keep water from coming in when snow melts. They also did extensive work tuning up the new speeder. Thanks to the Daniels family for all they do.

Craig Simmons, Rick Grunninger and others cut down that dead pine tree that was over hanging our back fence causing a major fire hazard. Great job, guys. It really needed to be done.

Norm Holmes and his helper piled up and burned all the branches that were trimmed from the trees around the loop. This made the whole

area more fire safe for everyone. Norm has taken on several tasks that needed to be done. Thank you Norm for all the things you do.

And a great big hoorah to Steve Habeck. Steve does so much at the facility that one could never keep track. He gives and gives so much at great sacrifice to personal and family time that if we all added our time up together, it would never equal his.

And last for now, thanks to Rod McClure, Cody Wilson, Norm Holmes and all the others for taking on the daunting task of cleaning up the storage area on the north side of the grounds and in the balloon. They worked for days and days sorting and salvaging scrap metal and general junk from the two areas. The result is a cleaner, neater and safer place for all who dare go there.

I salute all the above named and those who I don't know. Without dedicated members like these, we wouldn't have this great place.

WPRM BILLBOARD

- David Epling, Museum Manager

As was noted in Train Sheet issue 152's April and May Board minutes. The WPRM now has the ability to display a billboard graphic in the Reno area. This large graphic, which the museum now owns, originally went up on a billboard facing south on US Highway 395 to attract northbound (read: museum-bound) travelers just north of Reno, Nevada between Lemmon Valley Road and Stead Blvd.

The graphic was in place for a period of about 2 months between the end of July and the end of September, targeting not only travelers, but also participants for both Hot August Nights at the beginning of August and the Reno Air Races in the middle of September in 2009. It seems to have done well as there was a noticeable increase in visitorship as soon as the billboard went up.

For 2010, the same location was not available. An alternate billboard was identified and obtained, still along US 395, but about 4 miles

closer to Reno itself. This location was the billboard on northbound US 395 at Panther Valley Road. The graphic remained up for the same period as 2009. Where it will be in 2011 is yet to be seen, if at all. Unfortunately, the cost just to hang it up is about \$750.00 per month. In 2009, the Society simply scraped the funds together. For 2010, we received a grant from a special fund that Plumas County has for this type expense. Unfortunately, for 2011, this fund is not available to anyone so it remains to be seen if the billboard will be used next year.

Recognition for efforts in the creation and utilization of the billboard graphic should be noted. David Epling took the photo of 608 during an RAL in 2009. Eugene Vicknair did the actual design layout of the graphic. Steve Habeck wrote the grant request to Plumas County Supervisor Terry Swofford who also approved the grant request. Matt Parker negotiated and secured both locations where the graphic was displayed.

See the photo on the back cover.

WP 165 SUMMER PROGRESS

- Chris Allan, Steam CMO

Our first day of work for the summer session, Thursday July 29th saw the return of prodigal son Erin Swain, FRRS life member currently residing in Flagstaff, Arizona. Erin and I made ready to tackle the nastier tasks we have been putting off. Erin jumped in by getting himself into the firebox and continuing the grind on the rear tube sheet. The seal welds on the tubes at the rear were applied so as to minimize leakage when cold air was inadvertently sucked in due to the fire going out, or inattentive firemen etc. To replace the tubes these welds must be ground flush with the sheet and the small bit of tube end remaining must be driven out. Not the most glamorous job but one that needs to get done despite all the tiny grind burns we are both nursing.

Hank Stiles removed the rear cab brace sheet with a bit of help from all concerned and placed it out with the cab to hopefully be sandblasted later in the summer. In the process the buffer that bears against the tender front beam can

now be tightened up since it was integral with the cab brace. The brake cylinders were also disassembled. They are both in fine condition and will hopefully be reassembled with new seals in the fall.

After Erin's turn was done in the firebox he and Charlie (Welcome back Charlie!) spent the lion's share of the next two days needle-scaling on the valve gear arms and various other castings.

I would like to welcome new members Mike and Joseph Brehm from Phoenix, AZ. (Fun fact: Arizona was well represented this time, even the 165 started its career in Jerome, Arizona). Mike and Joe made their very first trip to Portola this time, and were immediately tasked with removing the cab woodwork in preparation for sandblasting the cab sheet metal. The T&G boards in the headliner and the ancillary wood was carefully removed, numbered and documented prior to storing it in our boxcar for future reference. New material will replace this woodwork, but the old will serve as a pattern for replacement. Thanks to both these guys for their perseverance and seeing the job through.



Did Chris see his shadow? Chris Allan and Norm Holmes confer at the rear of the 165. Norm is standing where the engineer's seat would normally be. The cab is off, revealing the details of the firebox shell.

- Mike Mucklin photo

By Friday we were in full force and were joined by Nathan Osborn and Mike Mucklin. More needle-gun work was the order of the day and the din was jarring, but progress was made. Mike continued his photo documentation of work on the project. Mike's fine work is featured in this article. More of this work session can be viewed online at wprsteam.blogspot.com.



Erin Swain checks the rigging for lowering the power reverse from the side of the boiler.

- Mike Mucklin photo

By Saturday, Erin was getting tired of chipping paint and decided to check out the power reverse, which has been overlooked up to this point. We are happy he did because on removing the rear drain plug he got over five gallons of water out of the cylinder. The little drains were of course plugged and we are lucky it didn't freeze up and crack something expensive to replace. One thing led to another and we decided that a proper rebuild was best done on the bench so it was dropped down and loaded in Erin's truck to be rebuilt in his home shop. We are confident it will come back to us in better-than-new condition.

Director Matt Parker finally made it on Saturday afternoon. It would have been sooner but the railroad had different plans for him. Matt spent a good couple of hours chipping away inside the boiler shell. Yet another task everyone hates but one that needs doing.

Thanks to everyone who came out this time. Each time we literally and figuratively "chip away" at the task, and one day it will lead to steam returning to Portola. Thanks to unsung hero Norm Holmes who made sure we had full welding bottles, and for finalizing the tube sale with the V&T, as well as our new FRRS treasurer

James Mason who is helping us figure out the steam department finances. James' efforts will allow us to finally bring our boxcar home from Rio Vista in September. Our friends in Cheyenne also deserve our gratitude for their continued assistance and advice.

Also, a big thanks to Bob Sims for his continued generosity. Bob donated another \$1000.00 to the cause, as well as some vintage WP oil and kero cans that will look great and be quite handy when we get steaming.

The cab and tender signage is just about done as of this writing. We could still use another \$500.00 to complete the funding of this sub-project. Sean of Starr Studios in Big Bear City, California has done an exemplary job of replicating the originals. These should be on display somewhere in the shop area by next spring. Thanks to all of you that have donated to this signage, your generosity will soon be on display for all to see, and will instill a great deal of pride in our WP heritage. A separate blog post outlining the entire process will be up soon, thanks to Sean who has been sending progress photos of the entire job.

Have a great summer! See you in the fall.



Steam CMO Chris Allan performs some welding work inside the 165's firebox.

- Mike Mucklin photo

The 165 needs your help. Steam engines run on 4 things: fuel, water, rails and money. We've got 3 of those in abundance, but your help is needed for the last one. To donate to the 165, you can post mail a check to Steam Department - FRRS, P O Box 608, Portola, CA 96122. Or go on-line to the WP Store: giftshop.wplives.org. Click on Monetary Donations and select 165 Donation to support the return of steam to Portola.

May 2010 Board Meeting Motions and Actions Summary - continued

Director's Reports

Vicknair – TE Grant Status: Meeting with County Transportation Commission went well. Funding may move up to 2011. Meeting with Portola city council on May 26 to get their support.

Department Reports

Advertising – Quincy racetrack table: Consensus is that we do not have the people available and the audience is not good for us. Magazine renewal tabled to June.

Committee Reports

Business Practices – Continuing research into admission and financial reporting. Plan at next meeting.

Acquisition / DeAcquisition - All deaccession letters to museums have gone out. Request to send letter to Colfax RR Museum. McClure reported that IRM is not interested in anything on A&D list.

Election – Report sent with status of election returns.

Public Comments

Curt McBride, Portola City Council – Would like to get some old artifacts from museum and use them at points on a walking tour through the city. Tour would end at the museum. City is interested in having WP 506 on display along Highway 70 near Williams House. Would be painted in as delivered paint scheme. Will work with Habeck and McClure on small items for tour displays. McBride also spoke with Vicknair about MoP caboose ADA conversion and may have someone who can do the work. McClure reported that he now has paint and decals for MoP caboose repaint. McBride is really interested in helping us promote the museum.

Bruce Veilleux, IT Manager – Thanked David Epling for his work on the on-line Store.

Matt Shuman – Reported that CMO John Burburniak is hiring on with UP in Los Angeles.

Vicki Epling – Had a gentleman come in who is a forklift trainer and wants to become a crane operator and help us out. Will work with McClure.

Closed Session

Meeting adjourned to closed session at 6:17 PM and reconvened to open session at 6:43 PM. Director Vicknair reported the following out of sessions:

"The Board heard a report on a business issue – Financial Reporting. Consensus direction given, no action taken. 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 taken."

June 2010 Board Meeting Motions and Actions Summary

Motion 10-06-01

Consent Motions

Minutes of the General Meeting from May 2010. Vicknair / Holmes. Aye - 5, Nay - 0, Abstain - 0. Motion carried.

Motion 10-06-02

Endowment Trustee Job Description

Written report submitted outlining duties and responsibilities of Endowment Trustees. Motion to accept the report and description of the Endowment Trustee Position as submitted. Brehm / Spikes. Aye – 5, nay – 0, abstain – 0. Motion carries.

Financial Reports

· Written report provided, along with revised financial updates from Treasurer James Mason.

Director's Reports

Vicknair – TE Grant: City gave provisional approval, need to clear some issues with City committee

Department Reports

Advertising – We have received money for the billboard on Highway 395 and are in contact with ad companies

Committee Reports

Business Practices – Written report provided with FRRS Endowment Report and Recommendations

Acquisition / DeAcquisition – Some interest in surplus locomotives, but no firm offers or open negotiations.

Closed Session

Meeting adjourned to closed session at 3:54 PM and reconvened to open at 4:38 PM. Director Vicknair reported the following out of both closed sessions:

"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 taken. The Board heard a report on a business issue – Finances and Communication. No action taken. The Board heard a report on a business issue – WPRRHS Archives. No action taken."

July 2010 Board Meeting Motions and Actions Summary

Motion 10-07-01

Consent Motions

Minutes of the General Meeting from June 2010.
Vicknair / Habeck. Aye - 7, Nay - 0, Abstain - 0.
Motion carried.

Motion 10-07-02

Financial Report

Written report submitted.
Latest version of budget vs. actual handed out.
Need to make mid year budget correction. Amended budget presented. Reviewed specific items in budget.
Motion to approve amended budget as presented.
Spikes / Monger. Aye - 8, nay - 0, abstain - 0.
Motion carries.

Motion 10-07-03

WPRM Admission Charge

Written report submitted. Proposal to examine charging admission starting in 2011.
Suggestions to increase revenue from existing system: more visible donation boxes, make them more prevalent and place them at choke points. Post donation box right at walkgate.
Some expressed opposition on charging admission due to economic times.
It appears that maybe 20% of visitors are donating. Points made that each visitor costs us money to serve and members are now covering much of those costs. No medium or large size railroad museums have been found on west coast that are not charging admission.
Motion to approve report.
Vicknair / Carter. Aye - 8, nay - 0, abstain - 0.
Motion carries.

Motion 10-07-04

Baggage Car Usage

Motion to table discussion to next meeting.
Vicknair / Habeck. Aye - 8, nay - 0, abstain - 0.
Motion carries.

Motion 10-07-05

Funding Department

Written report submitted.
Proposal to elevate fundraising to a full department.
Motion to accept report and create department.
Carter / Vicknair. Aye - 8, nay - 0, abstain - 0.
Motion carries.

Feather River Express update

Train is 99% full. 450 passengers. 15 cars.
Revenue to FRRS estimated at about \$10,000. Have 15 premium spaces left on train. Combo of Pullman spaces and other premium.
If train sells out, it brings FRRS revenue up another estimated \$10,000. Depends on final form of Amtrak contract. Still don't have Amtrak contract. Figure

\$200,000 to \$220,000 costs.

Portola RR Days committee is hurting financially. Need to raise another \$12,000 or so.

Chris Skow made challenge to RR Days committee that if FRRS would donate to RR Days, he would match dollar for dollar. Suggestion of \$1000 from Society and \$1000 from Trains and Travel, to come out of profits. Local one-way train run with bus has been big success. Tioga Pass is available for this option.

Dunsmuir Railroad Days 2010

Written report submitted.
Suggestions for next year include better signage to speeder rides, WPRM gift shop and turntable. Other suggestions in report.
UP MTO was very happy with how things went. No incidents, everything went well.
Matt Shuman has not heard one bad thing about the event. Everyone happy, including merchants.
David Epling heard complaints about no food vendors on Sunday.
Thanks to Bart Hansen for taking on turntable management and doing a good job.

Fall Shows

Written report submitted.
Railroad shows coming up in Sacramento, Folsom and Sonoma. Two dates conflict. Suggestion to skip Sonoma show and do Folsom show only.
Recommendation to go to Folsom show, postpone decision on others.
Suggestion for David Epling to put together a business plan on shows and present to McClure instead of bringing to Board.

President's Report

- Dunsmuir train went well, no equipment failures.

Museum Manager's Report

- Written report submitted for May and June.
- Made note that we are 5 weeks away from having to be ready for RR Days and PBS film crew. We have projects that must be done. We also need to borrow some tools like mowers, etc. to clean weeds. Woods Fire might come out, but is busy.
- Shower car for public restrooms off work list, will get portapotties.

Minutes continued 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.

- 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.

WPRM Admission and Train Ride Fares for non-members (effective April 1, 2011)**Admission**

- Adults 19 and over... \$8.00
- Youth 4 – 18... \$4.00
- Child under 3... free
- Family... \$20.00
(2 adults plus any related children 18 and under)

Train Rides

- Adults 19 and over... \$4.00
- Youth 4 – 18... \$2.00
- Child under 3... free
- Family... \$10.00
(2 adults plus any related children 18 and under)

Admission and Train Ride tickets are good all day.

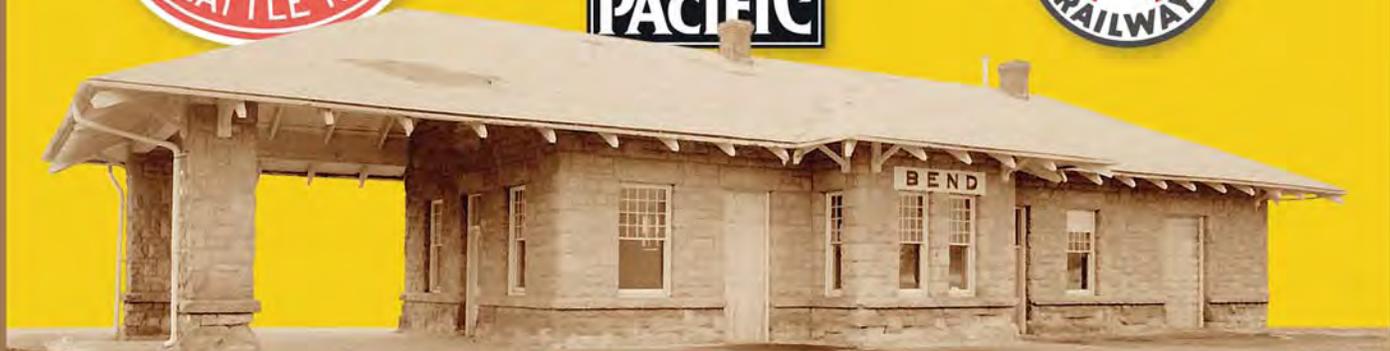
Cab Rides

Admission and Train Rides for FRRS members are free. Cab ride is extra fare with member discount.

- Adult 19 and over... \$20.00
- Youth 4 – 18... \$10.00

Admission charged April 2 to November 6, 2011, plus Santa Trains, December 4 and 11, 2011.

Cab rides are for one (1) ride only.



SP&SHS and WPRRHS Joint 2011 Convention

Commemorating the 80th Anniversary of the Inside Gateway
May 19 - 21, 2011 · Bend, Oregon

The SP&S Railway Historical Society and Western Pacific Railroad Historical Society invite you to attend the first-ever joint SP&SHS/WPRRHS historical and modeling convention in Bend, Oregon, Thursday May 19th through Saturday, May 21st, 2011 at the Riverhouse Hotel and Convention Center.

Please visit the WPRRHS web site for further information and online registration at: <http://www.wprrhs.org> or use the form below to register by mail.

Please print, complete and mail with payment

Name _____

Address _____ City _____ State _____ Zip _____

Phone (_____) _____ Email _____

Quantity	Fares	Amount
_____	Deluxe Fare Ticket (includes buffet banquet): Early registration discount - \$75.00 per person * (\$80.00 per person if received after April 1st.)	_____
_____	Convention only: Early registration discount - \$35.00 per person (\$40.00 per person if received after April 1st.)	_____
_____	Buffet Banquet only: \$46.00 per person*	_____

*Deluxe Fare Ticket and/or banquet are not available if your registration is received after May 6, 2011 **Total Enclosed:** \$ _____

If you are registering people other than yourself, please list their names as you want them to appear on their badges:

Please make checks payable to: **WPRRHS 2011 Convention** and mail your completed form with payment to:

Thom Anderson
689 21st Avenue
San Francisco, CA 94121



For additional information or if you have questions, please contact 2011 Convention Chairman Tom Lawler at: tjlawler@crestviewcable.com

The Train Sheet
Feather River Rail Society
P.O. Box 608
Portola, CA 96122-0608

Change Service Requested

PRSR STD
U.S. Postage
PAID
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Manhattan, KS
66502

2011 WPRRHS CONVENTION INFO and REGISTRATION INSIDE - see page 15



The WPRM billboard greets travelers on US highway 395 in 2009.

-David Epling photo