

# THE TRAIN SHEET

News from the Feather River Rail Society



Winter 2010 - 2011  
Issue 154

**- 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 for members is free. Non-members are required to pay an admission fee, details are in this issue.

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 -**

Rod McClure	President	president@wplives.org
James Mason	Treasurer	treasurer@wplives.org
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Thom Anderson	WPRRHS Admin	tanderson@wplives.org
David Epling	Museum Manager	giftshop@wplives.org

*Cover Photo - WP FP7 804-A leads a California Zephyr over Altamont Pass.  
- 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/

**Feather River Rail Society****2011 Calendar of Events****January**

- 1 New Year's Day
- 1-31 Nominations open for 2009 elections
- 8 Board Meeting - 1 PM Portola
- 17 Martin Luther King Jr. Day

**February**

- 12 Board Meeting - 1 PM Lodi, CA
- 21 President's Day
- 28 Train Sheet Deadline

**March**

- 1 Election Withdrawal Deadline
- 5 Board Meeting - 1 PM Portola
- 12 Winterail Stockton
- 13 Daylight Savings Time Starts

**April** Museum Hours: 10 AM – 5 PM

- 2 Museum opens to public
- 9 Board Meeting - 4 PM Portola
- 9-10 Crew Training/Rules Exam
- 18 Election Ballots mailed to membership
- TBD Facilities Work Week
- 24 Easter
- 28-30 Steam Department Work Session
- 30 Train Sheet Deadline

**May** Museum Hours: 10 AM – 5 PM

- 8 Mother's Day
- 14 Board Meeting - 4 PM Portola
- 14-15 Zephyr Project Work Session
- 19-21 WPRRHS / SP&S Joint Convention  
Bend, OR
- 28 Ballot Return Deadline – 5 PM  
Operating Season Opens  
RAL Engineers Meeting
- 30 Memorial Day

**June** Operating Season  
Museum Hours: 10 AM – 5 PM

- 5 Board Meeting - 1 PM Portola  
Members Bar-B-Que - 5:30 PM  
Annual Membership Meeting - 7:30 PM
- 10-12 Dunsmuir Railroad Days Dunsmuir
- 19 Father's Day
- 30 Train Sheet Deadline

**July**

Operating Seasons  
Museum Hours: 10 AM – 5 PM

- 4 Independence Day
- 9 Board Meeting - 4 PM Portola
- 21-23 Steam Department Work Session

**August**

Operating Season  
Museum Hours: 10 AM – 5 PM

- 3-6 Hot August Nights
- 13 Board Meeting - 4 PM Portola
- 13-14 Zephyr Project Work Session
- 18-21 Portola Railroad Days
- 31 Train Sheet Deadline

**September**

Operating Season  
Museum Hours: 10 AM – 5 PM

- 5 Labor Day
- 10 Board Meeting - 4 PM Portola
- 18 Operating Season Ends
- 18-19 Railfan Photographer Event – G.I. Wheels
- 29-Oct 1 Steam Department Work Session

**October** Museum Hours: 10 AM – 5 PM

- 8 Board Meeting - 4 PM Portola
- TBD Facilities Week
- 31 Train Sheet Deadline

**November** Museum Hours: 10 AM – 5 PM  
until 1st Monday

- 6 Museum Closes to Public  
Daylight Savings Time ends
- 11 Veterans Day
- 12 Board Meeting - 1 PM Lodi, CA
- 24 Thanksgiving
- 26-27 Work Session  
Santa Train decorations  
Winterization of facility

**December** Santa Trains

- 3 & 10 Santa Train - 5 PM
- 10 Board Meeting - 1 PM Portola
- 11 Santa Train clean-up Work Party  
Facility Closedown
- 25 Christmas
- 31 Train Sheet Deadline

## STEAM DEPARTMENT BOXCAR

- Chris Allan, Steam CMO

After two years of fundraising, planning, and even a couple false starts, our 1909-built Denver & Rio Grande Western house car 62962 arrived in Portola Tuesday, October 5th, 2010. The move from the Western Railway Museum at Rio Vista, California to WPRM Portola took all day, and the carbody was placed back on its trucks Wednesday morning. Thanks to the professionals, Steve, Chris and Rick, at Montgomery Contractors the move was made safely and efficiently.

The Sunday prior I was joined by Eugene Vicknair, Chris Kapreilian, Nathan Osborn, James Cowdery, Craig Ferguson and a friend of Craig's (sorry I'm not great with names!). Paul Zaborsky with WRM operated the forklift for us. The underbody was stripped of brake gear to get it as low as possible on the flatbed. Items being donated to us by WRM, including the WP's train scheduling stringboard, and parts not necessary for their period restoration of SN caboose 1632 were secured inside the car by Eugene and Chris. Rod McClure's Oakland yard office sign was also included and will be hung in the WPRM Gift Shop after a couple of decades adorning the wall of the shop at Rio Vista.

So much was accomplished on Sunday thanks to the great turnout, I was able to take Monday off, and travel with my dad up to Woodland to visit

steam team member Roger Stabler. After a quick tour of his railcar, P/V Two Rivers, we had a nice BBQ lunch at Ludy's downtown. Returning back to the Sierra Northern shop we met up with Dave Magaw, President of the SNRR. He and Roger surprised us with the donation of two Sharon couplers for the 165. These couplers were originally from an 0-4-0 they owned together. Our current tender coupler is badly cracked; we can now replace it and still have a spare. Thanks again to Dave and Roger for their continued support.

Tuesday morning, Montgomery Contractors arrived promptly at 07:30. They worked fast to jack the carbody off the trucks, and we were loaded and on the road by 11:00. By 16:00 the car was inside the gate at Portola.

The roof on the 62962 is not in the best shape, so the car will spend its first winter at Portola in the diesel shop. Come spring we will attend to the roof and put the brake rigging back up. Then we can stabilize the exterior and start moving tools and supplies in.

Thanks to the guys at WRM: David Johnson, Al Stangenberger and Paul Zaborsky for their assistance and patience. Thanks also to FRRS Treasurer James Mason for handling the financials, and to Rod McClure, Steve Habeck, Cody Wilson, Charlie Spikes, and David Epling for the assistance unloading and getting the car put



*DRGW 62962 is loaded on to the heavy duty flatbed by Montgomery Contractors at the Western Railway Museum.*

*- Chris Allan photo*

away when it got home to Portola. And last but not least to Nathan Osborn and James Cowdery for their generous donations that made this move possible.

I will update everyone from time to time as we make strides in getting this car back in the "useful" category. The car is a great addition to our steam era collection and represents the WP's "parent" road in the earliest times of the Feather River Route. D&RGW cars of this type are known to have operated on the WP and its subsidiaries.

More information on this historic boxcar can be found in Issue 146 of The Train Sheet.



*James Cowdery prepares to bravely climb up on the roof and nail down loose battens.*

### **DRGW 62962 Information**

Builder.. American Car and Foundry

Build Date.. October 1909

Light Weight.. 36,000 pounds

Capacity.. 80,000 pounds, 2480 cubic feet

Exterior Length.. 36' 11 1/2" over end sill

40' 0" over pulling faces

Side Door Opening.. 6' 0" wide X 7' 2 7/8" high

## **WP 2001 MAKES HISTORY... AGAIN!**

- Steve Habeck, Vice-President

### **Part 1: Preparation**

Unless you have been living under a large rock since June of this year, you are undoubtedly aware that the FRRS made headlines in August by hosting, turning, and servicing a 14-car Amtrak excursion that ran Emeryville-Portola and return in conjunction with Portola Railroad Days. We topped it off by placing our WP 2001 on the point of the westbound trip of this excursion, from Portola to Oroville (the Feather River Canyon), on Sunday, August 22, 2010, commemorating the 100th anniversary of the first WP passenger train through the Canyon. Apparently, the 2001 likes the limelight, since it also carries the distinction of being EMD's first turbocharged production locomotive, by its place as the first of the six units of EMD order 5607 (WP 2001-2006) bought by WP in November 1959. It carries frame number 5607-1, serial number 25623.

It was my privilege to represent the FRRS by serving as the engineer on that Portola to Oroville run, taking the 2001 down home rails with over 400 passengers on board and dozens more with cameras set up and chasing us as we went down the Canyon. I'm quite sure that the trip has been adequately documented on all kinds of recording media from the train and trackside, but I had a unique vantage point: the engineer's seat. We'll look back at the trip from my perspective; but first, we'll look at what went into getting 2001 on the train in the first place.

Rewind back to February 2010: I'm having a conversation with Chris Skow, the promoter of the planned excursion. Chris is a founding member of the FRRS, and has consistently supported us since the beginning. He tells me what he has planned, and I suggest to support his train by use of the WPRM facilities for layover and turning, greatly easing the logistics of turning and storing the train using UP facilities that Chris was facing. I then began planning how to go about making this happen, discussing it first with FRRS President Rod McClure, and then with the FRRS Board of Directors, where the plan was roughed out.

Now, it's April 2010. My plan for handling the train for the weekend is pretty well firmed up, and I've started to pace off distances on tracks, and make

up car lists of what needs to be moved. The Museum staff and operating crews have been given a rough course of action at crew meetings, and things are looking pretty good. Then came the changes.

The first set of changes was to consist of the excursion train. First it was about 10 cars with 4 sleepers that needed HEP (Head-End Power) during the layover (10/4). Then it was 11/5, then 11/6, then back to 10/6, and so on. These changes continued well into early August, finally settling on 15/9 (the train actually ran 14/8, since one of the cars missed connections in Los Angeles and didn't make the train). We wound up splitting the two Amtrak units, putting one on each cut of cars, so everybody had HEP during the layover.

The other change was the significant one. In May 2010, Chris approached me about the possibility of using our WP 805-A as a lead unit for the westbound leg to Oroville, to commemorate the 100th anniversary of the WP's first passenger train. Rod and I discussed the feasibility of making this happen, but several problems loomed large. The 805-A was still in the midst of major mechanical and electrical work by our team of Dave McClain, Dwight Whetstone, Larry Hanlon, John Ryczkowski, and others, and it didn't look like we would be able to get it ready in time. Two things made our decision: first, we didn't want to rush the work on the 805-A; and second (the real clincher), the railroad has a policy of not allowing non-turbocharged engines to be run in mountain territories during the summer months, due to potential fire threat.

So, in June 2010, with the 805-A ruled out, Chris asked about the possibility of using the 2001 on the train, since it's turbocharged. Rod and I were caught rather flat-footed. At the time, the 2001 was out of service with bad batteries and a bad-order governor, and had been in this status since late 2006, when we limped it home (with UP's help) after the second Golden Gate Railroad Museum equipment move. Rod and I had talked several times about getting 2001 fixed, but the cost of new batteries and a new governor would approach \$10,000, which the FRRS simply didn't have available. With this new opportunity to get 2001 running again, Rod and I looked deeper into making it happen. The battery problem got solved first. In the fall of 2009, our SD-9, SP 4404, developed an oil cooler leak, rendering it inoperable. It had a set of good batteries in it,

which I promptly removed and serviced for use in the 2001.

Rod again took charge of the governor problem. We had made several attempts to obtain a replacement governor, but all had failed, mostly due to vendors shipping us an incorrect governor. By checking and double-checking numbers, connections, and other data, with help from our Assistant Chief Mechanical Officer Seth Adams, Rod ordered another governor, with a significant core credit to be applied upon return of the useless junk that looked like a governor that came out of 2001. Plans were made to get to work on 2001 as soon as the new governor showed up.

Meanwhile, Chris Skow and I were contacted by people from Amtrak and UP, amidst much confusion, about getting the 2001 inspected for use on the Amtrak train. At first, Amtrak said that they would have to inspect it, and wanted to know when they could send someone up to Portola. We held off on this, since 2001 wasn't ready yet. Later, for some reason, Amtrak decided that UP must inspect the locomotive, since it will be running on their railroad. With this issue apparently settled, we continued work on 2001, in order for it to be in working order for the UP inspection. This issue became a real stumbling block for the final approvals for the trip, much to Chris' dismay.

So, now it's late June/early July 2010. About six weeks to go before the trip, and people are getting antsy around Amtrak and the promoters, but not at Portola. In the best tradition of the WP's Willing People, the FRRS got going in earnest on 2001. Seth Adams and Ed Powell changed out the governor, and boxed up the old one for return core credit (and a decent burial). I got the batteries installed, the engine was watered up, and, after checking and rechecking things, the button was pushed. She fired right up, and settled in to that fast idle, as God and EMD intended. There were about 10 of us there to witness 2001's return to life. Electrically, the engine checked out perfectly. The air system also worked perfectly. Some water leaks were noted, and plans were made to deal with same. Things were looking up. After some testing in the yard, I arranged to put the 2001 in the shop, to address the water leaks, and to get her spiffed up for her next debut. She spent most of the next three weeks in the shop, along with WP 707 and WP 805-A, for preps for Railroad Days.

While in the shop, the water leaks were addressed by FRRS Director Charlie Spikes and his son Eric, working on the water lines under the cab to/from the cab heaters, and Bil Jackson (One Ell), who removed the cab heater return line and plugged it in the engine room. One Ell and his wife are from the San Diego area, and they spend several months with us every year. The original cab heaters used engine cooling water to heat the cab, just like your car heater does. Unfortunately, these heaters and associated water lines are a never-ending source of trouble in the cooling system, and we are working on isolating/ bypassing/removing all cab heater water lines on our engines that still have them, to eliminate the problems they cause (read: leaks).

So with the cooling system leaks taken care of, I set about the task of touching up the black paint on 2001's steps, handrails, and other trim, while Bart Hansen (with help from his family) took on the task of cleaning and waxing the orange and black paint on 2001, as well as 707 and 805-A (the silver paint is too fragile to work with polish and wax). I also installed new armrests on both sides of 2001's cab, and updated the regulatory data stencils for the handbrake, speedometers, etc. as these were tested.

I also want to note here that throughout this process of preparing engines, etc, the Museum staff and operating department continued running weekend caboose trains and several daily RAL's (Run A Locomotive), as well as preparing the grounds and other equipment for Railroad Days. Most days, the Museum was a beehive of activity.

Now it's early August. Chris Skow is getting nervous, since Amtrak won't approve his entire excursion until they hear from UP that 2001 has been inspected. The train is essentially sold out, but Amtrak won't issue the contract. Feeling that 2001 was ready, I implored upon Rod to make contact with UP to get it inspected. It took a while, but Rod was finally able to get the Director of locomotive maintenance at Roseville to come up to look at the engine. He looked it over carefully, asked some pointed questions, and finally said it was good to go. Phone calls were made, and within 2 hours, Chris had his approval from Amtrak. WP 2001 would make history ... again!

*continued in the next issue....*

## WP 165 FALL PROGRESS

- Chris Allan, Steam CMO

Once again I was happy to leave the greater Los Angeles area and head to chillier climes in the north, where Fall actually takes place. I made yet another journey to Portola for the final steam work session of 2010.

After zigzagging across the state, first to Pine Grove to see about a new gate for our property, then down to Fair Oaks to visit friend and BAERA director Paul Zaborsky, I arrived early evening Wednesday Oct. 20th back at the WPRM.

The ever-dependable Charlie Spikes had the heater going in the Pullman, thanks for that Charlie! I had but to vacuum up the usual detritus on the floor of the sections, and wipe down a few months of dust, grab a sandwich at Subway and collapse in a heap on my bunk.

After breakfast Friday morning with Charlie at the Station Café, we got set up and started in on trying to accomplish something. Hank Stiles showed up and continued with his rebuild of the brake cylinders. He cut new gaskets for the pressure side heads and was able to make the right side function again with grease and new rubber cups provided by a friend of ours. The left side gave us fits, in fact the piston didn't fit back in, and so the cylinder casting was removed whole and is currently being bored out by Paul Boschan here in the LA area. Seemingly small, the rebuild of the right side cylinder represents the first restored part on the 165, first of many I should hope. We patted ourselves on the back and moved on. Welcome to our newest volunteer, Bruce Hilliard from Sacramento. Bruce was very enthusiastic and made himself useful all three days. Thanks also to Ed Chase for dutifully needlescoring the smokebox exterior for many hours on Thursday.

Thursday night a friendly "contingent" from the Golden Gate Railroad Museum arrived to help for the rest of the week. These guys have Southern Pacific locomotive 2472 stabled operable at the Niles Canyon Railway in Sunol, California, and are a real bunch of professionals. Dave Roth, GGRM's Ops Manager was joined by Severn Edmonds, Jim Prettyleaf, and Dave Varley, GGRM's CMO.

By Friday we were at full speed. Bruce and Jim began fitting the new front tubesheet, a laborious

process requiring attention be paid. Jim took the lead and had it in by Saturday afternoon. Weld prep and actual welding still needs to be accomplished but we are well on our way. Dave Roth and Dave Varley took turns continuing the thickness mapping on the firebox wrapper sheet. Having gone through the FRA form 4 process with the 2472, the GGRM crew's assistance will prove invaluable on the 165 calculations.



*Jim Prettyleaf fitting the new tube sheet.*

*- Chris Allan photo*

Roger Stabler pulled in with a present for the project: a pair of Sharon couplers donated by him and Dave Magaw, president of the Sierra Northern. The couplers were originally from a locomotive they owned together which they subsequently sold. We can now replace the cracked tender coupler, and have a spare in stock. Thanks again to Roger and Dave!

Roger and Severn began loosening up pedestal binder nuts in preparation for jacking up the locomotive in the Spring and removing the drivers. We decided this was the best course of action for cleaning and inspecting the frame and driver centers for cracks, and it will also be easier to sandblast components when disassembled and on shop trucks.

Saturday was blustery and rainy and we felt lucky to be working indoors. Dave Roth took it upon himself to continue chipping on the frame spreader at the rear of the engine. Charlie and Duane started this last season and Dave got nearly all the remaining bits and pieces out using Roger's air hammer. Hank and I took turns grinding on the rear tube sheet and removing more tube ends, a task which left our forearms sore for days given the weight of Dana's 9" grinder. I enjoyed meeting the GGRM guys, and sharing

some stories and exaggerations in the evening during cocktail hour. I hope they come back for more in the Spring. Again my thanks to them and everyone who braved the weather to help out!

Luckily I had loaded some boiler plate and the left side brake cylinder in my truck for the trip south. The extra weight in my bed was likely the reason I wasn't blown off Donner Pass on the way home. Another season has come to an end, and I would like to thank all of you who have supported the project either through showing up and lending some elbow grease, or have donated monetarily and/or in-kind. Thanks also to those who could only lend their moral support, which is appreciated too. We are progressing at a good clip now, so I would like to keep the momentum up. Please consider a donation in any amount. You may send your check to the address below. I will try and have our fundraising calendar available online in the next couple weeks. Look for my announcement. Until then have a great Fall season!

Dates for steam work sessions at Portola in 2011:

. Thursday, April 28th - Saturday April 30th

. Thursday, July 21st - Saturday July 23rd

. Thursday, September 29th - Saturday October 1st



*Redman Machine Shop Foreman Mitch Quint oversees the boring of one of the brake cylinders from the 165.*

*- Chris Allan 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](http://giftshop.wplives.org). Click on Monetary Donations and select 165 Donation to support the return of steam to Portola.

## July 2010 Board Meeting Motions and Actions Summary - continued

### Director's Reports

*Vicknair* – TE Grant Status, meeting held with City Committee and work is progressing. Harvard Partners team members visited the museum and provided some preliminary recommendations, final report coming in September.

*Holmes* – Had request from Slim Leiby to do tickets for speeder car rides instead of donation basis for RR Days. Speeder operators and David Epling will work out procedure.

### Department Reports

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

*Membership* – ½ price in August and September for all non-Life new memberships.

*Web* – Tom Carter has been working with Harvard group on changes and improvements to the website. Also addressed questions about replacement of webcam. UP is helping us with replacement. We need donations for the webcam.

### Committee Reports

*Business Practices* – Written report provided with recent discussions of employment structure and finance.

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

### Public Comments

- Matt Shuman had photos of streetlight signs from Galesburg, IL and suggested these to the city.
- Ed Wagner made donation of \$100 to purchase iVolunteer software. Software is purchased and being set-up. If people like it, Ed will pay the renewal each year as a donation.

### Notices

- iVolunteer software is on-line and being tested. Looks like it will work very well. Will track hours and show open needs for volunteer positions.
- Ed Wagner also donated \$50 to webcam fund.

### Closed Session

Meeting adjourned to closed session at 6:06 PM and reconvened to open session at 7:22 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. Concensus direction given, no action taken.

The Board heard a report on an on-going legal issue,

Morgan v. FRRS. Concensus direction given, no action taken.

The Board heard a report on a business issue – Budget and Finance. Concensus direction given, no action taken.

The Board heard a report on a business issue – Equipment Donation. Concensus direction given, no action taken.

The Board heard a report on a business issue – WPRRHS Archives Donation. No action taken.

The Board heard a report on a business issue – Excursion Equipment. No action taken.”

## August 2010 Board Meeting Motions and Actions Summary

### Election of Officers

President

Rod McClure nominated. (Carter / Vicknair)

No further nominations

Aye – 6, Nay – 0, Abstain – 0. Elected.

Vice-President

Steve Habeck nominated. (Spikes / Carter)

No further nominations

Aye – 6, Nay – 0, Abstain – 0. Elected.

Treasurer

James Mason nominated. (Vicknair / Holmes)

No further nominations

Aye – 6, Nay – 0, Abstain – 0. Elected.

Secretary

Eugene Vicknair nominated. (Carter / Brehm)

No further nominations

Aye – 5, Nay – 0, Abstain – 1. Elected.

### Motion 10-08-01

Appointment of Committees and Departments

Motion to continue with current committee chairs and department heads.

McClure / Carter. Aye - 6, Nay - 0, Abstain - 0.

Motion carried.

### Motion 10-08-02

Consent Calendar

Motion to accept consent calendar with amendment listing arrival train times to July 2010 Minutes.

Carter / Spikes. Aye – 7, Nay – 0, Abstain– 0.

Motion carries.

**Motion 10-07-03****Modesto Crossbucks**

Written report submitted.

Request by City of Modesto to provide 1 or 2 Tidewater Southern crossbucks for display. Agreement that we can give them one if they transport. We can help restore. Modesto will be asked to provide a plaque. Motion to donate a Tidewater Southern crossbuck to city of Modesto FOB Portola.

Brehm / Holmes. Aye – 7, Nay – 0, Abstain – 0.

Motion carries.

**Fall Shows**

Written report submitted.

Approve participation in International Railfair in Fall 2010 and budget for Folsom event. Gift Shop show budget has \$610 left in budget for IRF. Consensus direction given to participate. Folsom tabled to September meeting. David Epling to get info on taking a motorcar to Folsom. Norm Holmes to check on motorcar trailer.

**President's Report**

• Written report provided.

• WP F7A 917 returned to service 3 weeks ago. McClure was assisted by Cody Wilson; Steve Habeck; Greg, Matt and David Elems; Ken Finnegan; Bill Parker; Bart and David Hansen; Bil Jackson; Ed Powell, and Seth Adams. Engine returned to RAL service after many repairs.

• Quincy 44 tonner 3 was also returned to operation by Rod McClure, Steve Habeck, Cody Wilson, Seth Adams, Bil Jackson and others. New batteries donated by Bob Sims. Dave McClain and Dwight Whetstone are working on repairs to #2 engine.

• North side of Diesel Shop cleaned and organized. Steve Habeck, Rod McClure and Cody Wilson cleaned out the Operations Office and the West Service Bay in the Diesel Shop, the area west of the Battery House and other areas. McClure and Wilson also cleaned the south side of the Diesel Shop. Habeck cleaned out inside of Battery House and McClure hauled old batteries into Reno for disposal.

• Rod McClure, Cody Wilson, Terry Decottingnies and Steve Habeck turned the donated 45 ft container for use as Gift Shop storage.

• Plan is to load first SP suburban coach on Monday following meeting.

**Museum Manager's Report**

• Written report submitted.

• Volunteer thanks: in addition to those mentioned in President's report, Bruce Bowman completed painting of Edenwold sleeping car roof, Charlie Spikes and Bil Jackson installed new drinking fountains, Thom Anderson and Dave Pires working on the Display

Room, Dave Malvorino built new donation boxes, Bill Parker and Rick Gruninger led team in completing West RIP track 2 switch, Bruce Veilleux got the webcam working again and installed a new, second camera, Tom Carter set up the new I-Volunteer software donated by Ed Wagner.

• Two weeks from Railroad Days and there is a lot to do still. Tracks Ahead film crew will arrive August 17.

**Financial Reports**

• Written reports provided.

**Director's Reports**

*Vicknair* – Update on Harvard Community Partners status, surplus equipment report and Gift Shop inventory. Thanks to Fred Ellenbaas for restriping and resetting the handicapped parking area, Bob Sims talked about restoring a mechanical impact register used for testing on WP's cushion underframe cars. Bob talked about making a display talking about the cushion underframe cars and testing program.

*Holmes* - Kent Stephens wants to donate his historical collection, about 3-4 storage units full.

Eugene Vicknair to arrange with WPRRHS to move collection from Chico to Reno.

**Department Reports**

*Operations* – Written report provided. Listing of July operations volunteers, both in train service and other projects. Bill Parker and WorldPak Flexible Packaging company restored a Rail saw and Rail drill to operation. Both used on RIP track 1-2 project. Terry Decottingnies is working on the volunteer deck. Bil Jackson work on white forklift and big air compressor. RIP track 1-2 crew included Rick Gruninger, Craig Simmons, Bil Jackson, Norm Holmes, Zach Compton, Ken Compton, Bart Hansen and Bill Parker. Extra help from Rod McClure, Steve Habeck and Cody Wilson.

*Steam* – Team just completed work session. Work going well.

*Zephyr Project* – Railroad Days Saturday Dinner cancelled.

**Committee Reports**

*Acquisition / DeAcquisition* – Excursion line in Ohio expressing serious interest in MILW 5057. Lots of casual interest in SD9s and AS-616, but little from museums. Mostly operators and private owners.

**Safety Report**

There has been lots of clean-up and reset going on. There are things around due to work for RR Days

**Notices**

• Portola Railroad Days in 2 weeks

**Closed Session**

Meeting adjourned to closed session at 5:24 PM and reconvened to open session at 5:30 PM. Director Vicknair reported the following out of both closed sessions:

"The Board heard a report on a business issue – Equipment Donation. No action taken.

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

- Have received about \$2000 from scrap sold out of scrap bins.
- WP MW37 derrick repaired and first SP sub loaded and removed from property. Plan is to load another sub on Monday.

**Director's Reports**

*Holmes* – Went to Chico for Kent Stephens materials. Roughly 3 storage units worth of materials. Norm would like to haul up with a UHaul and store in MoP baggage car.

*Carter* – Gave report on speeder car certification process. Needs to coordinate with operations department and needs to get NARCOA rules and certification. Aiming for getting it done for opening of 2011 season.

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**September 2010 Board Meeting  
Motions and Actions Summary**
**Consent Calendar**

Tabled to October.

**Motion 10-09-01**

Folsom Show

Written report submitted.

Two budget options given, 1 with lodging and 2 without.

Motion to approve option 2 without lodging for Folsom Railfair.

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

Motion carries.

Matt Shuman donated \$200 to cover lodging for Folsom Railfair and lower overall cost for show.

**Motion 10-09-02**

Gift Shop Paintings

Item of urgency added by consensus.

Shasta Cascade Railroad Preservation Society would like to display the large Ken Roller paintings that are currently in the Gift Shop at the Redding Depot.

Would like to have Big Boy and SP Cab Forward donated for display.

Redding Depot is an active Amtrak depot.

Another option is a long-term loan of the paintings.

Motion to place two paintings (UP Big Boy / SP Cab-Forward) on long-term loan to the Shasta Cascade Railroad Preservation Society for an initial period of 5 years, renewable by mutual consent, for display in the Redding, CA Amtrak depot. Placard to be placed denoting loan by FRRS.

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

Motion carries.

**President's Report**

- Report given on amount of work done by volunteers for Portola RR Days. Car owners and Amtrak people happy with us.

**Department Reports**

*Operations* – Written report provided. Listing of August operations volunteers, both in train service and other projects. Linda Brimmer prepped and recovered the picnic tables and assisted in the Gift Shop over Railroad Days. Lew Barnard worked on placing a radio in WP F7A 917. Ken and Paul Finnegan added oil to the 917. Lew and Don Nelson shot a lot of video of the Feather River Express train.

*Publications* – Very little submitted for Train Sheet.

More articles and photos needed.

**Committee Reports**

*Portola Railroad Days* – Chris Skow gave report. Feather River Express gross sales \$266,954, expense \$211,675, profit \$55,279. Total donation of \$20,054 to FRRS, including \$5 per plate from Friday dinner. Trains and Travel has already submitted request to Amtrak for 14 car train to Portola in 2011. Proposal that T&T donate flat amount to FRRS and Portola RR Days Committee in 2011. Not to be less than \$6000, not more than \$9000, with an equal amount to each organization. T&T would like to use WP 2001 or WP 805-A in 2011. Discussion about issues and concerns resulting from this year and looking ahead to next year. Concerns about FRRS being committed to a large amount of work with smaller return.

**Safety Report**

Had an incident where something got scraped by a railcar. Need to place clearance markers on tracks.

**Closed Session**

Meeting adjourned to closed session at 6:30 PM and reconvened to open session at 6:35 PM. Director Vicknair reported the following:

"The Board heard a report on an on-going legal issue, Morgan v. FRRS. No action taken."

## October 2010 Board Meeting Motions and Actions Summary

### Motion 10-10-01

#### Consent Calendar

Motion to accept consent calendar with Minutes from the August and September BOD meetings.

Carter / Spikes. Aye – 5, Nay – 0, Abstain – 3.

Motion carries.

### Santa Train 2010

Discussion about who will handle planning and actions. David Epling will seek donations / fundraising from the city. Steve Habeck will handle decorating.

Two Saturdays (Dec. 4 and 11), admission of \$5 per car.

City holding a Fall Festival (first annual) next weekend and we will be running cabooses trains on Saturday.

### Portola Railroad Days 2011

Review of costs and involvement.

Discussion of what costs were incurred in volunteer hours, switching charges, parking lot usage, etc.

Concerns that offered donation from train for next year will not cover volunteer time and expenses of the FRRS.

Request to have written agreements next year with RR Days Committee and Trains & Travel.

Request for written schedule of planned RR Days events for volunteers at museum to use to provide information.

### President's Report

- Written report provided.

- Timber Heritage will have an outside firm scrap remaining SP sub starting Tuesday 10 / 5. THS crews will clean up scrap area.

- Painting of Edenvold roof has lowered power costs about 15%. Diesel Shop is getting CFL lights installed, lowering power costs farther.

- Greg Elems has suggested idea for a fundraiser to paint WP 917-D. He has supplied 4 drawings showing each paint scheme the engine wore. Lithographs would be made, framed and matted. 100 made and signed. Donors would donate \$1 and receive 1 vote as to which paint scheme. Goal is \$25,000. Gail McClure has offered to assist with this. Goal is to kick-off after year end fundraiser and run for several months.

- Trying to get red paint for CCT, MP and WP cabooses.

- First Friday in December – HazMat Plumas County Emergency Services training at museum, sponsored by Dave Buccolo and Central California Traction Company.

### Museum Manager's Report

- Written report provided.

- Estimated about 50% of people who had been waiting for 917 to return have done their RAL sessions.

- Went to Nevada County Narrow Gauge Museum to pick up donated ads and photos.

- Suggested we look at a Buy A Tie program.

### Financial Reports

- Review of financial reports and current status.

- Gift Shop is doing better than last year, but has not met projected budget.

- We received \$20,154 donation check from Trains and Travel for FRE train.

- Endowment will provide \$9,565 at end of year.

- Discussion of projected expenses and income through year end.

### Director's Reports

*Vicknair* – Report on Feather River Express train gift shop. Sales over \$3000 plus donations.

*Holmes* – Entire Kent Stephens collection has been moved with help from John Walker and Wayne Monger. Collection is now being sorted. Bill for rental submitted of about \$432.

### Department Reports

*Publications* – Train Sheet – Need materials, articles and photos. McClure working on article on WP MW37 repairs and loading of SP subs. Holmes writing account of Kent Stephens collection.

*Track* – November 13-14 is track work weekend. Going to extend RIP 4 to meet the ramp track, adding about 8 car lengths. Next project will be parking lot track.

*Historical* – Headlight is nearly done. Work going on for some quick articles for next issues. No information yet on 2011 joint convention. Will be in June or July.

### Committee Reports

*Business Practices* – written report provided. Some advertising showing free admission will be out in early 2011. James Mason, Gail McClure and Eugene Vicknair are working on year end fundraiser. Plumas County looking at \$50,000 for advertising itself. Suggestion to seek some of that money for our advertising.

### Closed Session

Meeting adjourned to closed session at 6:02 PM and reconvened to open session at 6:51 PM. Director Vicknair reported the following:

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

The Board heard a report on a legal issue, FRRS v. Morgan. Consensus direction given. No action taken.

The Board heard a report on a personnel issue, Employment Structure. Consensus direction given. No action taken.”

## November 2010 Board Meeting Motions and Actions Summary

There was a presentation by the Harvard Community Partners Assistance Group at 11:30 AM. This team had been reviewing policies and operations of the FRRS and gave their findings to the Board and members in attendance. A summary will be printed in an upcoming Train Sheet issue.

The FRRS Board extends its deepest thanks to the Harvard Community Partners for their assistance and guidance.

### **Motion 10-11-01**

#### Consent Calendar

Motion to accept consent calendar with Minutes of the October 2010 General Meeting.

Vicknair / Habeck. Aye – 7, Nay – 0, Abstain – 1.

Motion carries.

### **Motion 10-11-02**

#### Travel for Estates Pick-Up

Review expenditure request to transport materials donated by deceased members.

Questions about materials to be picked up and cost of travel vs. shipping UPS. Most materials would be sold to benefit museum. DeLozier family offered donation to offset cost. Request to provide a list of available materials for sale to members for their purchase.

Discussion of future donations having the option of donating cash endowment vs. materials.

Motion to accept report and approve budget of \$1000 from line item 52010 • Transportation.

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

Motion carries.

### **Motion 10-11-03**

#### Admission Charge 2011

Proposal for charging museum admission.

Review of Business Practices Committee findings, including analysis of other museums and revenue projections.

Concerns about how to ensure that people pay admission and ensure that we get compliance. There are verification / receipt system in the proposal, including paper tickets and colored wristbands.

Motion to accept report by Business Practices Committee on admission along with related recommendations.

McClure / Habeck. Aye – 8, Nay – 0, Abstain – 0.

Motion carries.

## **Revenue and Fundraising**

Year end fundraiser letter is almost done. Will be out in the next week.

We need to coordinate new fundraising efforts with plans for following through to completion.

Report on museums interested in SP SD9 4450 and MILW U25B 5057 for purchase to preserve.

John Buberniak suggested coordinating UP employees and retirees to get them all on UP donation program.

Article to be placed in Train Sheet requesting employees check with their employers to see if they offer matching donation program. Request to place permanent list of matchers in each issue of Train Sheet.

## **Financial Report**

Written report submitted by James Mason – Treasurer.

We need to build up reserves, expand backing of our temporary funds and improve our revenue.

We must reduce expenses and increase our income.

Recommends that we approve the admission charge program to expand revenue, and that we restructure staffing and pay in order to reduce costs.

Question about electrical bill reductions since it is such a large bill. We need to check with power and phone companies to have taxes removed from charges since we are 501c(3) and not subject to taxes.

## **2011 Calendar**

Concensus to approve calendar as presented. Some events still need dates. Except where conflicts exist, Board Meetings will move to second Saturday

## **President's Report**

- Next year, would like to see WP SW1 501, WP S4 563, "WP" S1 512 and USSteel 20 in service. 512 and USSteel 20 to go in RAL service.

- John Buberniak requested that the training certification go to every other year and in exchange, ops crews must do certain number of hours in routine maintenance service.

- Kerry Cochran brought up idea of having information available for ops and mechanical department so they know work to be done.

- John Buberniak and Tom Carter will work out ops program with Ops Supervisor.

- Track Expansions – Will expand RIP 4 and connect to Ramp Track. Have materials and the crew. McClure has requested track donation from UP for Parking Lot Track and replacement of damaged and worn Balloon Track rails. We will start working toward Old Town Extension.

- Went through 3 scrap bins. Made nearly \$2000 from scrap clean-up.

- SP subs are gone, 4 by truck, 1 by scrap. \$6200 was paid by Timber Heritage Association.

- WP derrick MW37 was repaired as part of the sub loading and is running well. Dave McClain made a \$4000 donation.

- DRGW wood boxcar arrived from Rio Vista.

- 16" lathe donation from Roseville has been approved.

**Museum Manager's Report**

- Written report provided.
- Kerry Cochran has been compiling security camera equipment for use at the museum. Some materials have already been shipped to the museum.
- David and Vicki Epling have been seeking promotions for Santa Train.

**Director's Reports**

*Carter* – Written report provided. Discussion Board will be phased out due to low usage and postings being made that have generated too many complaints. Weblog will replace it.

**Department Reports**

*Publications* – Very little submitted for Train Sheet. More articles and photos needed.

**Committee Reports**

*Business Practices* – Written report provided. Committee recommendations made in business items earlier in meeting as listed above.

**Public Comments**

Website needs updating. This is in progress.

**Notices**

Election nominations open January 1, 2011

**Closed Session**

Meeting adjourned to closed session at 5:13 PM and reconvened to open session at 6:02 PM. Director Vicknair reported the following:

"The Board heard a report on a legal issue, FRRS v. Kasten / ITAC. No action taken.

The Board heard a report on a legal issue, FRRS v. Morgan. No action taken.

The Board heard a report on a business issue, Business Opportunity. No action taken.

The Board heard a report on a personnel issue, Employment Structure. Consensus direction given. No action taken."

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**December 2010 Board Meeting  
Motions and Actions Summary**
**Motion 10-12-01**

Consent Calendar

Motion to accept consent calendar with Minutes of the November 2010 General Meeting.

McClure / Vicknair. Aye – 8, Nay – 0, Abstain – 0.  
Motion carries.

**Motion 10-12-02**2011 Budget and Financial Report

Financial overview report given. We are still running a deficit. Held our own this year. We are looking at more ways to reduce costs and expenses. Income was down for 2010, but expenses were also held down.

Admission charge is expected to make a big positive difference for next year.

Reviewed draft budget for 2011. Discussions on how / where we could trim expenses.

Motion to conditionally adopt draft budget as version 1 for 2011. Budget will be revisited as needed.

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

Motion carries.

**Correspondance**

- Ohio museum asking for fix list on MILW U25B

- Ogden Utah State Ry Museum is looking at trying to save WP GP7 706

**WP Greenville Depot**

Greenville Depot is now on private property and they are trying to designate historic building.

Depot group would like to get our assistance / partner to get the museum set up as a WP display museum.

Ownership of land appears to have been resolved.

Tabled to January.

**Ione Railfair 2011**

Amador Central is now owned by historic group. Ione Railfair is now back on at Ione.

Invitation for FRRS to attend Ione Railfair on May 28-29, 2011 and have sales set-up. No cost for attendance, cost for travel, lodging, etc. to be determined.

Manager Epling to investigate further. Consensus direction that we do want to participate.

**Donner Pass Event**

Historic event planned for Donner Pass area near Norden. Planning meeting is December 14. Manager Epling to attend and get more information.

**President's Report**

- We may be taking the Santa Train to Sparks pending UP approval. Third week in December. Would be for UP employees event

- Thanks to Steve Habeck and family and the other volunteers for Santa Train decorations.

- HazMat training event is going on today at the museum under supervision of CCT / UP manager Dave Buccolo. Going well so far.

- \$663 for small scrap that went out recently. Need to get interest concerning the water exchange unit for

sale and removal from property.

- Year end fundraiser will go out next week. Sample was shown to Board.

### **Museum Manager's Report**

- Written report provided.
- List of items received for sale will be available soon.
- Online discussion forum has been removed due to poor content being posted, will be replaced by a blog.
- Epling showed litho received from Ed deLozier estate. We have multiple copies of this litho and rights to other paintings from Ed's personal collection.

### **Department Reports**

*Publications* – Train Sheet – Received article from Wayne Monger on trackwork. Current issue of Headlight is at the printer will arrive early January. *WPRRHS* – Convention information for 2011 is now out.

### **Safety Report**

Cold and icy. Everyone must be careful. Discussion about issues caused by sewer trucks using our road and driving through our property.

### **Public Comments**

Debbie Baer from Portola RR Days committee – seeking funding to reorganize and improve spike driving contest for 2011. Want to make spike driving contest a center piece of RR Days. Wayne Monger has been working with her on this event.

### **Notices**

Election nominations open January 1, 2011  
Santa Trains tonight at 5 PM and next Saturday at 5 PM

### **Closed Session**

Meeting adjourned to closed session at 2:22 PM and reconvened to open session at 2:40 PM. Director Vicknair reported the following:

"The Board heard a report on a legal issue – FRRS v. Morgan. No action taken.

The Board heard a report on a legal issue – FRRS v. Kasten / ITAC. No action taken.

The Board heard a report on a personnel issue – Employment Structure. Concensus direction given. No action taken."

*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.*

## **PRESIDENT'S REPORT**

- Rod McClure, FRRS President

It has been too long since I wrote this column to keep all of you informed of events with our organization. We have been doing many things around the museum that you may or may not have heard about. We had a busy summer last year with special events like Dunsmuir RR Days, in which we joined forces with Matt Shuman from Shasta-Cascade Railroad Preservation Society and the UPRR to put on an excellent event in Dunsmuir, CA. This was the first time in three years that we attended this event and it was a great success for all of us. We had a fantastic Portola Railroad Days last year. With the FRRS, the Portola RR Days committee, City of Portola and Chris Skow's special excursion train to Portola from the San Francisco Bay Area we had one of the best Railroad Days in a long time. Plans are already in the works to have a better event this year.

Other items of interest that have been going on is the return to service of the WP F7A 917-D. It has had received new blowers, new oil cooler, a flushed water system with additional water drains to prevent the freezing of the radiators, a complete oil change and new rings. The list of people involved in this major project is long: Kenneth and Paul Finnigan, John Burburniak, Seth Adams, Greg and Matt Elems, Charlie Spikes, Dwyane Vandeervien, Cody "Noodle" Wilson, Steve Habeck, Dave McClain, Dwight Whetstone, Phil Schimerer Eddie Powell and myself. I hope I did not forget anyone but if I did, let me know. Now that she is in great operating condition, we need to get the body work done and painted. This will cost about \$18,000 to \$20,000 and donations are VERY welcome.

Other things repaired or worked on include the Southern Pacific Fire Truck, on which Dave McClain and Dwight Whetstone redid the rings and the head which improved the engine's performance and resulted in no more nasty oil smoke. Dwayne V. replaced the master cylinder and now we have to replace all the wheel cylinders this year. This will make it roadable for parades and such. We also made a trade with the Oroville Fire Department for a complete restocking of our truck with a complete set of new supplies appropriate to the fire truck.

The clutch was replaced on our "Big White" forklift by Dwayne also. Steve Habeck and I, with help from Noodle and Bart and David Hansen, rearranged a couple of shop bays and turned the west bay into Habeck and my work bay so that we can service vehicles and batteries. The wood shop bay has been completely rearrange to accept our new woodworking

tools and expanded by Dwayne. The pit inside Shop 2 Track was cleaned, swept and washed out by Noodle. That has made a big difference for those who have to get in the pit to work under the equipment.

Many other projects, small and large have been accomplished over the last year and the credit goes to the members who spend a weekend, a day or everyday at the Museum. The other department heads have been submitting reports to keep you up to date like the Steam Department and the Museum Manager. We also received great report from Steve Habeck about this year's Railroad Days. Eugene Vicknair has been doing a great job trying to put out a Train Sheet on time but has been having a shortage of contributions. If any of you out there want to write something for the Train Sheet, go for it and send it to Eugene. The Headlight has been coming out to us on time thanks to the hard work of Mike Mucklin and his staff along with its contributors. We have received MANY compliments on the Headlight.

This year we have many other projects to work on, like

caboose and freight equipment that needs air brake work and certification. We also have locomotives to bring back to life from years of storage, such as the Alco S2 "WP" 512, Alco S4 WP 563, EMC SW1 WP 501 (the WP's first diesel), and a special project to turn Baldwin S12 USSteel 20 into a visual replica of a WP Baldwin switcher. We have on-going track maintenance on the balloon track and work to extend RIP Track 4 west to connect to the Ramp Track. RIP track 1 and 2 were connected in 2010 at the west end thanks to the hard work of Wayne Monger, Bill Parker, Rick Gruninger, Steve Habeck, Noodle, Bil Jackson and numerous others.

I look forward to seeing all of you this year when you can come up to the Museum. We want to have another safe and productive season. To that end, you will see a change to some rules this year and the requirement for Operation Personnel to have reflective shirts while operating. This will be explained at Rules class this year. Be there if you can.

Until next time, WP Lives!



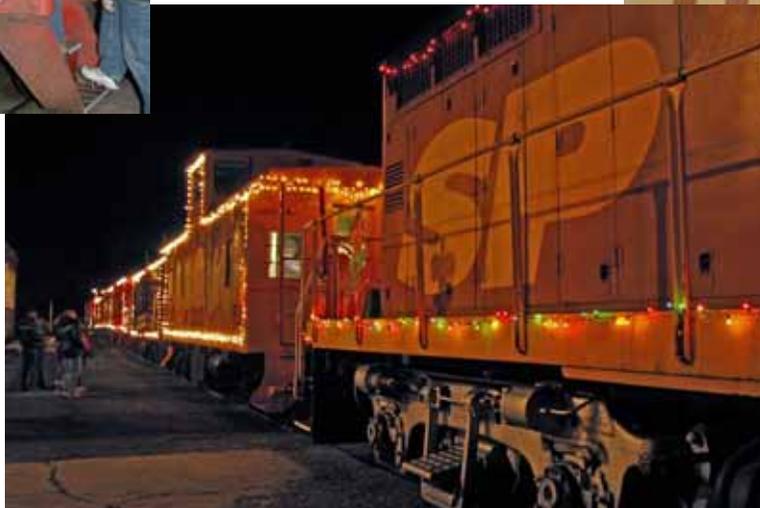
All aboard!

### SANTA TRAIN 2010

Fun for everyone, our annual Santa Trains were a big hit again this year. Thanks to Debbie Baer for sharing some photos of this year's event with everyone. Be sure to join us in December 2011!



Loren Ross is our jolly engineer for this run.



The lighting of the train is always a big hit with the visitors. Thanks to the Habeck Family and all the volunteers who handled all the decorating.

## LOADING THE SP SUBS

As reported in the previous issue, the former Southern Pacific suburban passenger cars stored at the museum for many years were acquired by the Timber Heritage Association for use in the Eureka area. The loading of these cars was one of the more complicated operations done at the museum in recent years. Here are more photos of this massive operation courtesy of Norman Holmes.



A good overview of just how complicated this could get. As WP derrick MW37 lifts, the backhoe is in place to pull the now released truckset. WP NW2u 608, in the background, pulled the first truckset to allow the lead trailer (the yellow visible under the far end of the car) to be backed into place. The following trailer, in the foreground, will be moved as soon as the truck is away. The big white forklift holds welding gear and other tools at the ready.



The crew confers on how to best position one of the trailer dollies. These trailers were positioned under the rear end of each car and allowed these long loads to be handled.



Taking the turn from Commercial Street onto the Gulling Street bridge, one of the subs is just minutes into its journey.



With one end in the air, the crew is ready for the lead trailer to be backed into place. The sub's truck is visible in the foreground through WP 608's handrails.



Even with all the big machines, brute strength is sometimes needed. One of the trailer dollies is moved into position.

## - 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, including email changes, to:  
 Feather River Rail Society - Membership Dept. - P.O. Box 608 - Portola, CA 96122-0608  
 Address / email changes may also be sent to [membership@wplives.org](mailto: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.

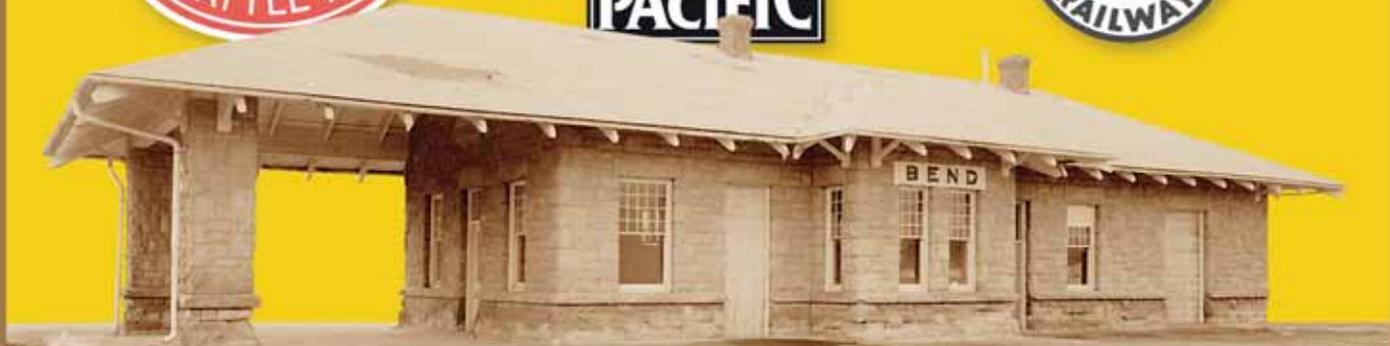
#### Cab Rides

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

**Spokane Portland & Seattle**  
Railway Historical Society



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

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

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**2011 WPRRHS CONVENTION INFO and REGISTRATION INSIDE - see page 19**



Girls love trains, too. A group of happy riders at the museum.

- Debbie Baer photo