



# The Train Sheet

Issue 101  
May/June 2000

News from the Feather River Rail Society and the Portola Railroad Museum

## Western Pacific FP7 805-A

By Frank Brehm

Purchased strictly for passenger service FP-7 805-A was part of a two unit A-B-A set of F-7 units ordered from EMD in 1950. Builders number 9004 the 805-A was constructed under EMD order number 6043. Each three-unit set cost \$544,615.00. Shortly after delivery the WP found the trailing A units to be of greater value as a leading unit for other locomotive consists so the sets were broken up and retaining their original numbers given letter suffixes. After this breakup of the sets it was extremely uncommon to find an A-B-A or an A-B-B set of F-7s powering the California Zephyr, the preferred lash-up being a FP7-F3b-F3b.

Received in February 1950 the 805-A served faithfully in CZ service until discontinuance. Many of the ex CZ units were renumbered into the freight F unit 900 series. The 805-A is one of the few units to not be renumbered and also sported the Zephyr nose wings until the end. Declared surplus in 1972 the 805-A became trade in material to General Electric as a credit against U23b 2260, leaving the property in September 1972. In turn General Electric sold the unit to the Wellsville, Addison & Galetton. Working for the WAG until September 1976 without repainting or renumbering the 805-A was finally transferred to the Louisiana & North West in September 1976. Repainted and renumbered 49 the 805-A worked



Two months prior to leaving the property as trade-in material to General Electric, the 805-A awaits servicing at the Stockton yard locomotive re-servicing facility.

- Frank Brehm

alongside ex-SP F units until again declared surplus. In July of 1987, WP FP7 805-A returned home to Portola.

Early on, the FRRS had targeted the acquisition of the 805-A as an important goal. At the time, it was owned by and in service on the shortline Louisiana & North West, which had acquired it from GE via the WAG (Wellsville, Addison, & Galetton). GE had of course acquired it in 1972 when the WP traded in several tired F units on new U-23b's, the 805A being credited towards the 2260.

In February of 1987, Mountain Diesel and a number of other parties had contacted the L&NW regarding their small fleet of F units. (Dinner trains were just becoming an "in" thing). At an FRRS board meeting that month, it became clear that the time to act was at hand,

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**- The Train Sheet -**

News from the Feather River Rail Society and the Portola Railroad Museum  
 Editor – Frank Brehm (916) 334-4470 [trainsheet@wplives.com](mailto:trainsheet@wplives.com)  
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 Contribution Deadlines: Last Friday of February, April, June, August, October and December.

**- Portola Railroad Museum -**

P.O. Box 608  
 Portola, CA 96122-0608  
 Museum: (530) 832-4131 Fax: (530) 832-1854 General Office: (530) 832-1657

The normal operating season for the museum is the first Saturday in March through the first Monday of November. The grounds are open from 10:00 a.m. until 7:00 p.m. daily. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. During the non-operating period the museum is closed except for special events in which arrangements have been made in advance. If you wish to visit during the non-operating period it is advisable to call in advance and find out if the museum grounds will be open.

Entrance to the museum is free, although a suggested donation of \$2.00 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 Portola 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.

**- FRRS Board of Directors -**

Andy Anderson	President	(530) 832-4131	<a href="mailto:aa@firedept.net">aa@firedept.net</a>
Frank Brehm	Publications Editor	(916) 334-4470	<a href="mailto:frrsbod@wplives.com">frrsbod@wplives.com</a>
Skip Englert	Director	(530) 832-5348	<a href="mailto:skipe@jps.net">skipe@jps.net</a>
Norman Holmes	Founder	(530) 832-4737	<a href="mailto:mywpr@compuserve.com">mywpr@compuserve.com</a>
Wayne Monger	Special Events Coordinator	(707) 426-5510	<a href="mailto:73563.2652@compuserve.com">73563.2652@compuserve.com</a>
Doug Morgan	Contracts Officer	(530) 832-1657	<a href="mailto:dbmorgan@jps.net">dbmorgan@jps.net</a>
Vic Neves	Advertising Manager	(510) 352-4373	<a href="mailto:vneves@home.com">vneves@home.com</a>
Hank Stiles	Vice President	(916) 363-8572	<a href="mailto:flatiron@calweb.com">flatiron@calweb.com</a>
Eugene Vicknair	Director	(530) 832-4131	<a href="mailto:EVicknair@StudioRed.com">EVicknair@StudioRed.com</a>
Ed Wagner	Secretary	(510) 790-2321	<a href="mailto:lonleyscarecrow@aol.com">lonleyscarecrow@aol.com</a>

**- FRRS Membership -**

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00 Sustaining \$75.00 Life \$300.00 Family Life \$450.00  
 These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

**Associate** memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.  
**Historical** memberships receive only the Headlight, do not vote 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 one vote and include all members of ones immediate family.  
**Sustaining** memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.  
**Life** memberships receive both The Train Sheet and the 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**

**Web Pages of Interest**

PRM	<a href="http://www.oz.net/~samh/frrs">www.oz.net/~samh/frrs</a>	SN Page	<a href="http://www.people.virginia.edu/~ggg9y">www.people.virginia.edu/~ggg9y</a>
WPRRHS	<a href="http://www.wprrhs.org">www.wprrhs.org</a>	Tidewater Southern	<a href="http://www5.pair.com/rattene/WP/TideIndex.htm">www5.pair.com/rattene/WP/TideIndex.htm</a>
CZ Virtual Museum	<a href="http://calzephyr.railfan.net">calzephyr.railfan.net</a>	Tidewater Southern	<a href="http://www.wplives.com/ts">www.wplives.com/ts</a>
Western Pacific and FRRS	<a href="http://www.wplives.com">www.wplives.com</a>	WP Virtual Museum	<a href="http://wpmuseum.railfan.net">wpmuseum.railfan.net</a>

## Notes from the Chairman

By Andy Anderson

The Portola Railroad Museum, like all rail museums, has several interesting and enjoyable aspects and functions. From a personal standpoint, one of the most pleasurable and fulfilling aspects for me is the Run-A-Locomotive program. Having gone through the various operating department positions, complete with testing, student status, and evaluations leading up to becoming an instructor engineer, this endeavor has truly been a most rewarding experience.

Of course, just to operate one of these locomotives is a terrific experience and to be able to teach others is a most rewarding experience. For me it has been something special to meet so many different people from far and near places. These folks, without exception, are most pleasant and enjoyable. As I mentioned to the lady (Gayle) at our house, I have yet to meet a "grouch". Some of the places that come to mind where our students reside are Switzerland, Germany, Saudi Arabia, Taiwan, and of course the USA, with too many cities and states to mention. We do have an attraction here that is an interest to many people from many different countries. This is something we have built and should be proud of as well as build on further so as to cultivate the interest of more people.

No doubt we would all like to have many other activities that bring both members and visitors to our museum, however, this particular activity is available and in my opinion a tremendous asset. I would also like to mention that the Board of Directors recently approved a plan that will guarantee payment to a qualified Run-A-Locomotive instructor \$200.00 a week to assist us by committing to a full week at the museum for this program. Currently available locomotives for the Run-A-Locomotive program include the ALCo S1 WP 512, EMD NW2 WP 608, EMD GP7 WP 707, EMD GP9 SP 2873, and the FM H-12-44 FRW 1857. Make sure to tell a friend about this program which is unique to our organization here on the west coast. Better yet bring a friend and participate yourself. Proceeds from this program are the backbone of our yearly budget.

The Caboose Trains are up and running, the Gift Shop is well stocked and the "Welcome Mat" is out. I am hoping to see many, many folks in Portola this operating season.

## New Editor for The Headlight

By Frank Brehm

I have been asked for and have submitted my resignation as editor of The Headlight to President Anderson. This resignation was effective June 12, 2000. I requested that Dave Pires be appointed interim editor of the publication until a new editor can be appointed by the full Board of Directors.

## Mechanical Department

By Hank Stiles

I hope all of you are having a fine summer season. Things are getting done at the museum, alas, not as quickly as I would like, but who gets all they would like?

Our EMD GP20, WP 2001 is running again. I have replaced the resistor that was found to be bad on the BKP-2 with a substitute one obtained locally. Since then I have received the original type resistor that was on back-order from RSI, the EMD parts dealer. I will install the RSI part as soon as possible, time and work schedule permitting. The engine needs the left front steps replaced and end plate straightened do to a little "fender bender" with a steam engine, but that is minor. So look to seeing Orange and Silver running on the Yolo Shortline soon, after which the locomotive will be returned to Portola.

Work is also progressing on the EMD F7 WP 921-D. As explained last issue I had to move the air compressor to get at the wire needing replacement in the main generator, there seems to be no easy fix for this problem. The flex coupling seal was found to be leaking so I decided to replace it as long as we had it apart, thus adding to the job. I need to obtain a gear puller for the flex coupling so I can finish the job. With any luck it will be running soon.

Locomotives are also being serviced for use this season. This is a job that must be done each year. Work has started on our Western Pacific coach. This car was bought by the Western Pacific from Pullman in 1923 as the number WP 320, an 84 seat coach. On May 30, 1950 it was converted into instruction car No. 110, then to No. 37-H on March 20, 1972 for wreck train service and finally to No. 37-8 on April 16, 1973. This car was with our No. 37, "The Hook", a 200 ton crane, used in the Portola wreck train.

When we received the car it had been converted into a "cook" car and quarters for the wreck foreman. Many windows were plated over, partitions installed along with a kitchen area. The stove in the kitchen area, a very nice Wolf brand professional model, was removed by the AmeriCorp volunteers for use in our "Beanery". They then tore out the alterations made to the car when it was converted from a coach. Three of the original windows were intact so we have patterns to fabricate the remainder that we need for the rest of the car. The museum is working on getting the seats and baggage racks that we will need to restore this car.

The car is in very nice mechanical condition, the body is sound with very little rust damage. Minor repair and painting will take care of the outside. With repair of holes made when the car was altered, seats, baggage racks and other interior repairs we will have a very nice Western Pacific passenger car for our use. It would be nice to see it pulled by the WP 805-A in place of the caboose train some Saturday.

## A New WPRRHS Administrator

By Thom Anderson

I would like to thank outgoing Administrator John Walker and FRRS Board of Directors President Andy Anderson for their confidence in naming me to succeed John as WPRRHS Administrator. I look forward to working with them as well as the staff and membership of the WPRRHS and FRRS. It is my intent to build upon the foundation built by John and develop the WPRRHS into something we can be even more proud of. We have come a long way in four years, but there is still much to be done.

For those who do not already know me, let me share a little of my background. I am 45 years old and grew up in Daly City, California, where I have been employed as a police officer for the past 22 years. I have been interested in trains for as long as I can remember. I credit Jack Palmer for my first exposure to the Western Pacific. Jack's wife is the daughter of my next door neighbor when I was young. Jack knew I liked trains, and he would occasionally show me his model trains, and bring me to his house to run his layout. The only railroads I had any serious exposure to at age 8 or 9 was Espee and Santa Fe – I hadn't heard of the WP. Well, I was pretty impressed with those silver and orange diesels. I was so impressed, one day sometime thereafter I found a can of silver spray paint in the garage and was discovered by my mother spraying all of my HO diesels with silver paint in the garage! Needless to say, she was not happy, but I've been painting WP diesels ever since.

Pete Solyom gets much of the credit for my participation in the FRRS and WPRRHS. I met Pete while we both were standing in line for the bus to take us on a tour of the North Platte yard at the UPHS convention in 1987. We both discovered the other was more a WP fan than UP. I later participated in many of the "FRRS Southern Region" meets Pete hosted in the Los Angeles area. It was through Pete I met Mike Mucklin, John Walker and other individuals who helped form the WPRRHS.

I want to say "thank you" to both of these gentlemen for their influence on me. And, in case you were wondering, as far as I know I am not related to our board President.

My main concern is the production of the Headlight magazine. With the exception of the Portola Railroad Museum, I consider the magazine to be the most visible product of the FRRS/WPRRHS to the general public. The Headlight is also the most tangible benefit of membership for those who cannot make regular visits to participate at the Museum.

One of the problems in most historical societies is a volunteer staff and the production staff not centrally located. I have spoken with Editor Pires, Production Manager Mucklin and others on the staff during the con-

vention in Quincy about this. I am confident that communications between staff members regarding production and magazine content will be improved and the Headlight will soon be seen on a more regular basis.

I'm sure there will be some positive changes in the time ahead. One of them has already occurred with the appointment of Steve Hayes as Convention Site committee chairman. Steve and his wife Norma were the hosts of the 1998 convention in Stockton. Steve brings his insights and expertise from that experience to the position. His job is not to host conventions (unless he wants to!) but instead, to locate and assist others who volunteer as convention hosts. Steve is also working on a manual to guide convention hosts in what is needed and when to do it. I am pleased that Steve (and undoubtedly Norma) are on the team!

The 2001 and 2002 convention cities have been selected. They are Modesto and Marysville/Yuba City, respectively. Steve is looking for a host for the Modesto convention. If you are interested in hosting, assisting, or presenting a clinic at the convention, or know someone you think would, Steve would like to hear from you! Tom Lawler has committed to host the Marysville/Yuba City convention.

Steve can be reached at P.O. Box 1083, Soulsbyville CA 95372, or by phone at 209-536-1847. He's not on-line yet, but we're working on it.

John Walker will be focusing his attention on the archives. John and his merry band of volunteers will be transferring the archives into the newly built storage car and cataloguing it for future reference. Undoubtedly they will find lots of material that will see its way into future issues of the Headlight. Once the archives are catalogued, the membership will know what is available for research. Maybe you will find something interesting in the archives to write an article about for the Headlight.

We are always looking for new material for publication from authors besides those on the staff. Currently awaiting publication are articles on modeling U23-B and SW1500 diesels by members from Tennessee and Texas. Obviously, you don't have to live in WP country! Also on hand is an article on the "final four" F-units by Founding Editor John Ryczkowski, and an article on Binney Junction by Administrator Emeritus John Walker. These articles will be appearing in future issues after the upcoming CZ 50<sup>th</sup> anniversary issues.

If you have any ideas or suggestions on what can be done to improve *our* WPRRHS, please let me know. I won't guarantee your suggestion will be adopted, but I will listen and give serious consideration to any ideas or concerns from the membership. I can be reached at 689 – 21<sup>st</sup> Avenue, San Francisco CA 94121, or by phone at 415-386-7130 during evenings and weekends prior to 9:30 PM. My e-mail is [tjanderson@dalycity.org](mailto:tjanderson@dalycity.org). If you get the answering machine with the steam engine, you've got the right number!

## Operating Department

By Jim Gidley

We kicked off the Operating Season on a positive note this year with 17 members taking the rules exam. This is an open book test, which all Operating Department Members must take and pass annually to qualify for service. Initial crew training for the year occurred on April 29 and May 7. Crew training and safety meetings are ongoing throughout the operating season. Those taking the test included Andy Anderson, John Hittner, Don Nelson, Norman Holmes, Jack Palmer, Bob Carr, Tom Miller, Ken Iverson, Ken Roller, Kerry Cochran, Ed Wagner, Tom Graham, Melissa McGrath, Judy McGrath, Jim Gidley, John Walker, and Eddie Chase.

A warm welcome is extended to our six new operating department crew members, Rick Edwards of Elk Grove, CA, Mary and Robert Salling of Sparks, NV, Bob Kane of Nevada City, CA as well as Tom and Matthew Parra from Sacramento, CA. We invite all members to visit us this year and participate in the many activities which will be occurring throughout the season.

## FRRS Discussion Forum

By Frank Brehm

In an effort to afford better communications between members of the FRRS a discussion forum has been created on the Internet. This forum is open to all FRRS members on the eGroups site, formally known as OneList, and you are encouraged to join. This is a restricted group and is open only to FRRS members.

Signing up for the forum is easy and free. I must approve all requests for inclusion on the list and because I check the request against the FRRS membership list I ask that you fill out the member profile so I can have a better idea of who you are. Only I, as moderator, can view the member profiles although your name will appear for other list members to see.

This forum is an unmoderated discussion group put in place for the decimation of information amongst members. Attachments of any kind are not allowed on messages. eGroups offers many features such as a file area to which members can upload files for other members to view/download, the ability to create polls, create databases, a calendar of events in which all members receive advance notice of upcoming activities as well as a chat room for the use of members only. I am hopeful many members will take advantage of this tool so we can stop rumors and also work together to better our society.

I invite you to join this group at <http://www.egroups.com/group/FRRS> and I look forward to bettering our communications.

## FRRS Membership

By Kerry Cochran

To the Members of the FRRS, THANK YOU for joining or renewing your membership in Feather River Rail Society.

As a Feather River Rail Society Member, you make possible many programs and activities at the Portola Railroad Museum and the Feather River Rail Society.

You are invited to participate in the activities of the organization either by helping around the museum, in restoration, maintenance, building and grounds, operating department, or the Western Pacific Railroad Historical Society.

All members are invited to visit the museum at any time, you are always welcome.

Museum Hours are:

March through the end of October, Museum Grounds open Daily 10:00 AM until 7:00 PM, Building is open Daily 10:00 AM until 5:00 PM

Passenger Trains are Operated Weekends and Selected Holidays, Memorial Day through Labor Day weekends, Portola Railroad Days, Railfan Day, and Two Saturday Nights in December for Santa Trains. (Please check the yearly calendar for dates)

Please note that we are in the process of having new membership card and life membership certificates printed, and as soon as they are completed, we will send your card(s) to you.

Should you have any questions, change your address or just need to get in contact with one of the Board of Directors, Supervisors, or Department Heads, please send us a note to FRRS Membership, P.O. Box 608 Portola, Ca. 96122-0608, and you can call us at (530) 832-4131.

For those with email, membership information or questions can be sent to Kerry Cochran, [kc6knt@CompuServe.com](mailto:kc6knt@CompuServe.com)

## 2000 Election Results

By Gary Hall and Tom Graham

The 2000 election process is now complete. Collectively approximately 100 man-hours were contributed in setting up the process, making phone calls, looking for candidates, printing, transportation to the printer and Portola, as well as stuffing the election material for distribution and mailing, counting the ballots and writing the committees report.

The following members and non members assisted with the election process: Pat Brimmer, Don Borden, Beverly Decenso, Tom Graham, Gary Hall, Norman Holmes, Ken and Missy Iverson, Judy, Melissa and William McGrath, Jill Prickett, Art Young.

*(Continued on page 14)*

## FRRS Creates New Department

By Eugene Vicknair

At the May 2000 Board of Directors meeting, the FRRS created a new Restoration/Preservation Department. Previously, the tasks of this department were handled as part of the Mechanical Department, but as our mission becomes more defined and our collection grows, it is felt that an independent group is needed to handle these important aspects of our work.

The Restoration/Preservation Department will perform as a steering committee, managing the progress and choice of equipment for restoration, as well as managing its historical integrity and final appearance. The members of the department are responsible for viewing the collection as a whole entity and determining a course of action on both individual items and the general collection that will best fulfill the goals of the museum and its mission. The department is also expected to act as liaison and coordination entity between equipment advocates, the Mechanical Department, the Board, and any subcontractors or assistance entities.

Membership in the department is open to any member. As much of the work entailed is planning and coordination, not all members need have frequent access to the museum. Many required tasks can be performed by e-mail, phone, and off-site meetings. Decisions of the department requiring funding appropriations and impacting the historical integrity of the collection would require Board approval.

The department will initially consist of a department head and 2-4 members. Anyone with an interest in joining the department, please contact Eugene Vicknair e-mail – [tsry@aol.com](mailto:tsry@aol.com) or Doug Morgan e-mail – [dbmorgan@jps.net](mailto:dbmorgan@jps.net)

Responsibilities of the Restoration/Preservation Department

- \* To coordinate restoration/preservation efforts.
- \* To monitor condition of existing historical equipment.
- \* To monitor progress/condition of ongoing restoration efforts.
- \* To perform research into restoration parameters and appropriate methods/appearance of restoration.
- \* To determine timetables/ranking for equipment restoration.
- \* To work with equipment advocates in applying for internal monies and writing proposals for Board approval.
- \* To coordinate with Mechanical Department on actual work.
- \* To coordinate with subcontractors on work.

The FRRS is also still seeking members to join the Funding Department. This important and innovative department will seek and develop new sources of funding for the museum and its projects. Sue McClure has agreed to become the department head, but we still need willing people to assist her. Please contact Eugene Vicknair or Sue McClure through the society if you are interested.

## Western Pacific FP7 805-A

*(Continued from page 1)*

and the money was not. The L&NW was asking several times scrap value for the locomotive, while MDT's superficial look at it indicated that it was one tired unit. It had been in the shop for almost 2 years, and four power assemblies were out of the engine. At least it had been in out of the rain. There was no serious body damage, the stainless steel side panels were intact, and there was a new main generator armature. John Ryczkowski talked with the L&NW's CMO, who claimed that "she was always one of our best engines.... real reliable". So why was it in the shop so long? "Well, we set out to work on'er, but then we got real busy. Then we got the Geeps, and we were still very busy. We never got back to her".

After a great deal of serious thought three FRRS members (Steve Habeck, Larry Hanlon and John Ryczkowski), along with the Society, stretched their respective financial resources and shared equally in the purchase. At the time they knew they were "paying too much", but there was only one WP 805A and the L&NW had it for sale. They decided to go for it.

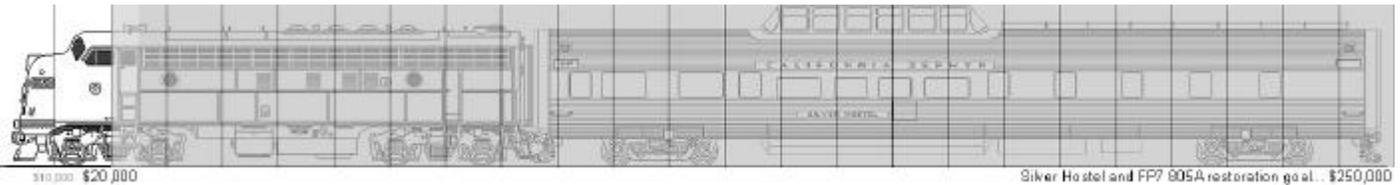
As part of the deal, the L&NW agreed to reassemble the engine; apply protective plywood sheets, which we sent them for windows, portholes, and headlights; deliver the locomotive to the UP at their interchange with the Midsouth and get it to pass the UP's inspection. The UP graciously donated transportation from Louisiana. Despite getting "lost" due to not specifying new reporting marks, the 805A made it to Portola with only minor damage (broken rear door window and backup light glass, missing air horn and, in the engine room, broken water tank sight glass and all of the alarm indicator lights and lenses).

Restoration work began in 1988 and continues today. There is still much to do for a complete restoration. One of the main problems is that there are still some water leaks from several cylinder liners into the oil pan. (Because of their design, 567B engines were notorious for such leaks). Levin Metals in Richmond offered an attractive price on a 567C engine from a SP GP9 (a much more reliable design), so it was purchased shortly after the 805s arrival for future use if the decision is made to swap out the entire engine.

This locomotive, last survivor of WP's power for the California Zephyr, is an essential part of our museum. We are looking forward to bringing the 805A into FRA compliance so as to get the unit "Blue Carded" as we have with the 2001. If you would like to help contact CMO Hank Stiles and express your desire to work on this very important part of our collection. Of course we can also use monetary contributions to help offset costs associated with this restoration.

This article was compiled from various sources including past issues of The Train Sheet.

## The Zephyr Project...Update



By Eugene Vicknair

Right from the top, the response to the special fundraising mailing has been incredible!

In the first month since the mailing began arriving at member's homes, over \$10,000 has been raised in donations ranging from \$10 to over \$1000, bringing to total to date up over \$20,000. And more donations are still arriving and need to be counted. This is the best response to an equipment fundraiser the FRRS has ever seen. Thank you to all who donated! A complete list of names is in this issue of the Train Sheet.

As in any complex restoration project, there have been some unforeseen problems, but other areas are moving along on schedule.

The dome window frames have turned out to be extremely difficult to have replicated. Doug Morgan has been working with Adams and Westlake, the original manufacturers of the dome window frames, trying to get them to do a limited production. Director Morgan and myself have also been trying to locate existing frames for purchase.

In light of this, it has been decided to order the lower level glass separately and get that installed. During the first day of actual restoration work in April (mostly cleaning and evaluating), it was discovered that a few of the lower frames were also missing and that some are corroded. These frames, however, are of simple construction and are fairly easy to replicate. A metal works in the Bay Area is evaluating the frames and they should be on order by the time you read this. Once new lower frames are in hand, they will be sent to the glass company for assembly into complete window units, and then installed by FRRS volunteers.

Also, due to the tight labor market, it has been difficult to find skilled stainless steel workers to assist in the repair and fabrication of the skirts. We have several candidates in line, however, and hope to make progress on this area during July.

In the good news department, Yolo Short Line has donated to the FRRS approximately 20 seat frames and backs. These are still being evaluated, but appear to be the same type and model of seat used in the California Zephyr cars. YSL also donated a CZ style bathroom wastebasket. Mary Ann Vicknair is making seat cover patterns for the dome seats. Once we have found the correct fabric, covers will be made for the seats.

Special thanks go to Lolli Bryant who has been

collecting and compiling all the donations and shepherding them to the bank, while making sure the names find their way to me. Thanks are also due to Doug Morgan and Life Member Eric Stephens. Director Morgan continues to function as the main Zephyr Project liaison in Portola and has been working diligently to find information and equipment needed to restore the 805-A and the Hostel. Mr. Stephens is taking a very active role in helping with both the logistics and actual work on the Hostel, including locating the company reviewing the lower window frames, working on the car, and spending hours helping me organize the "plans of attack".

Also, thanks to non-members Paul Olguin and John Sanders of the industrial design firm Studio Red. Paul graciously donated his time making molds to allow us to cast replacement light lenses to supplement the real lenses we have (in addition to teaching me how to cast them). John has been very helpful in creating some of the donation gifts and in consulting on ways to replicate the window frames.

The first day of actual work on the car found several members cleaning the car interior and cataloging existing items. The day also provided visitors and volunteers their first real chance to walk through the car and get a good look at it. A few visitors related fond memories of sitting in the dome or ordering drinks in the Cable Car Lounge!

The day's work crew consisted of Andy Anderson, Eric Stephens, Eugene Vicknair, Doug Morgan, Meg Evans, and Ken Roller. (And if I left anyone out, I apologize. I can't find my list! Please let me know.) The day's major tasks consisted of removing all the wood and tarping from the car after it was placed in the diesel shop. She now looks less like a condemned house and more like a passenger car! Samples of the old carpet were found and will be used to find a replacement, while Eric found a shot bottle of liquor in the kitchen, stamped 1953 and long ago lost behind a stove.

A boxcar is being cleared out for use by the Zephyr Project and will be shelved to provide a place to store and catalog all parts, original, new, and replica, being used in the restorations. This will hopefully occur by the end of June and allow us more space to work.

I would also like to thank Paul Finnegan, his daughter Kristina Finnegan, and her friend Carolyn Schneider. While visiting the museum, the weekend of June 24-25, Kristina created some hand-lettered signs sharing trivia about the Silver Hostel and placed at the

*(Continued on page 8)*

## The Zephyr Project...Update

*(Continued from page 7)*

east end of the car. They also spent about an hour picking up as many of the little glass fragments from the broken windows as they could both inside the car and on the concrete around it. They each filled about half a coffee can with the glass shards.

A second "official" work weekend was held on July 1-2. The goals included completing the cleaning of the car, installing overhead lights and securing hanging panels, removing the remaining lower window frames, removing the house-type ventilation ducts installed in the car when it was being made into a restaurant, and evaluating a spare CZ diaphragm frame we have on hand for installation on the Hostel.

In all of this excitement over the Hostel, the other current member of the Zephyr Project has not been neglected. The 805A is slated to be returned to full operating condition, complete with dynamic brakes. Wayne Monger is currently working on acquiring correct dynamic systems for the FP7, while Hank Stiles is evaluating what it will take to get the prime mover up to 100%. Doug Morgan is working on the roll up side windows and has a majority of the parts to repair them.

Our target date for both remains Summer of 2003. The FRRS has been invited to send its CZ equipment to a huge Rail Fest at the Illinois Railroad Museum in Union, Illinois. More details on this event will be pub-

lished as they develop.

On the donation gifts, the polo shirts and hats should be in the mail to donors by the time you read this. The garment printing company is VERY excited at the way the graphics look on these shirts. The black "200 Club" polo shirts should be very distinctive around the museum. A gray T-shirt version will also be available for sale in the gift shop. Thanks to the folks at Century Graphics for their great work!

The certificates and Millennium Life Member cards should also be done and mailed within the next weeks, followed shortly by the commemorative models and the ZP buttons. Thank you to everyone for their patience in receiving these. I am designing and either hand making or managing the creation of these mostly solo (with thanks to Frank Brehm for helping with the models). Work has been busy recently and I only get minutes a day to finish these.

As this goes to press, there are several exciting possibilities on the horizon, which, if they work out, should be announced, in the next Train Sheet. We will soon begin posting regular updates on the FRRS eGroups e-mail bulletin, so if you are not part of this service, sign up and hear the latest.

Any questions, comments, or offers of assistance, please contact Eugene Vicknair at 408.248.4039, or via e-mail at [TSRY@aol.com](mailto:TSRY@aol.com).

As of June 25, 2000, the following people have donated money to The Zephyr Project since our fundraiser began:

Paul Burkhard	Art Hamilton	Chuck Sted
Stephen J Sewell	Ray E. Moser II	James Lekas
Ed Spaulding	Pete Goodier	Thomas Parra
Robert E. LaForce	Francis Dobbins	Steve Cleere
Helene and Micheal Andrews	Mike S. Wallington	David C. Krieger
Bransford M. Banks	Harold Wardley	Edward J. De Lozier
Eric & Anita Wright	William G. Clancy, Jr.	Elana & Ken Brink
Gary Lower	Robert G. Flannery	John L. Stein
Charles A. Davis	Henry Trowbridge	J. Allan Brown
Mike Flaherty	Andy & Gayle Anderson	Gordon R. Derencin
Mark Hornbeck	Robert J. Diehl, Jr.	G.E. Starratt
Jay Sarno	Dennis C. Gilkey	Dr. David Whitney
Emily Jane Williams	Frank W. Sellman	Don & Carol Griffith
Bob Carr	Josiah F. Jenkins	William E. Lalonde
Jeffrey W. Baus	Carol L. Voss	Peter J. Watkins
Dave Esola	Dr. Donald Kaplan	Douglas Hoyt
John Wieland	Robert and Maria Doyle	Warren E. Gilleran
James Duncan	Joe Harper	Tom Fogle
Bill and Barbara Holmes	Peter Parrish	

If your name is not listed, please be patient, we are still processing donation letters!

Thank you to everyone, those who have donated money, donated time and materials, or helped out along the way for your support. The CZ WILL live because of you and your generosity!

## Harold Skip Englert

On June 29, we lost another of our founding members. Harold "Skip" Englert died from the results of cancer. He was with his family in Medford, Oregon.

Skip and Norman Holmes made a trip to San Francisco in early 1983 to confer with Walter Treanor, WP's senior attorney, to finalize an agreement for the donation of WP 921D for preservation in Portola. This was the first piece of equipment for what has become a world famous railroad museum. Since our Society had just been formed, and had not yet attained 501C-3 status, it was suggested that 921D be donated to the Greater Portola Chamber of Commerce. Skip was president of that organization at that time and accepted the unit with the understanding that our infant Society would be responsible for its care and feeding.

Skip came up with the idea of having a city celebration called Feather River Railroad Days to focus on Portola's railroad heritage. On August 27, 1983, WP F7 921D, was formally donated by Un-

ion Pacific President, Mr. A. G. (Mike) Flannery at Portola's first Railroad Days celebration.

Skip ran the Run-a-Locomotive program for many years, taking reservations and working as a locomotive instructor. He also participated in the Elder Hostel program, which brought people from that program to the museum for the experience of operating a locomotive. Skip became a member of the FRRS Board of Directors in July 1997, and was elected Vice President of the Board. On December 14, Skip became President after the resignation of Steve Habeck. He remained President until July 1999, when he stepped down due to poor health.

Skip was laid to rest on July 7, at Eagle Point National Cemetery, Medford, Oregon. He was 74. A memorial service was scheduled to be held at the Graegle Community Church, where he was a member. His wife Mary, three daughters, seven grand children and three great-grand children survive him. He will be missed.

### Gift Shop News

A new videotape on the California Zephyr has been produced by R K Publishing Co. This 58-minute tape gives a complete history from the conception to the discontinuance of this world famous train. Interviews of Arthur Lloyd, former WP public relations and passenger representative and Myron Christy, WP's President at the time of the Zephyr's demise give the viewer an insight as to how the train was started and why it was discontinued. Other interviews include a former Zephyrette and passengers that bring out the human side of the train's operation.

The tape is available through our Gift Shop for \$24.95 plus \$3.50 shipping. California residents must also include state tax of 7.25%.

The Next Board of Directors meeting is scheduled for August 12 at 6 p.m. at the Portola Railroad Museum and will be held in the "Beanery".

Please plan to attend.

### Movie Train, a Reflection

By Tom Graham

On Feb. 25, 1999 the Feather River Rail Society operated a special train for Organ Grinders, a movie production company based in Reno, NV. The running of the train was just part of the picture as there was a tremendous amount of background work necessary to set up the proper operation. The initial contact was between Norm Holmes, Ken Roller, and representatives of the production company.

The equipment was then selected and Norm cleared the doorway of the box car that was to be used. A contract was written by Doug Morgan stating conditions and signed by the appropriate parties. The next step was to remove the snow from the road and areas to be used and to assemble the equipment needed. Tobe Smith and the City of Portola accomplished the snow removal.

The 2873 was the requested engine along with 8 WP Boxcars. On Feb. 24 Hank Stiles and Ken Iverson put the engine in service installing the batteries along with

*(Continued on page 12)*

## Caboose on the Move!



By Norman Holmes

After resting for 25 years, WP 679, a wooden bay window caboose, was moved from Portola's City Park on July 6, to the back of the Commercial Street parking lot. At its new location it will have a viewing platform constructed overlooking the Union Pacific yard with an information plaque giving a brief history of the WP yard and pointing the way to the Portola Railroad Museum.

The caboose was donated to the City of Portola by Western Pacific through the efforts of Trainmaster Mel Graham in 1975, and moved to a location in the City

Park opposite the City Hall. Portola's Old Town Merchants Association wanted to increase the town's railroad heritage and suggested the move to the new location.

Our museum's facilities manager, Doug Morgan, assisted city crews by helping to build the new track for the caboose, furnishing materials for lifting the caboose onto a flat bed trailer and overseeing the entire operation. Rick Joy Engineering provided a loader machine and trailer for the move. The spirit of cooperation between the city and the museum was appreciated.

The caboose will be repainted and properly lettered in its new home.



All photos by the author.

## FRRS Board of Directors and PRM Site Committee To Host Final Public Comment Meeting Before Adoption of Museum Master Plan

The Board of Directors of the Feather River Rail Society will soon consider adoption of an integrated master plan for the future development of the Portola Railroad Museum. The master plan will be a document that links plans for the physical design of the Museum with funding, action strategies and outline a timeline for implementation of improvements and objectives emphasized in the plan.

Currently two documents outline the objectives to be achieved, (1) a Master Plan prepared by the Synthesis Design Group, historic preservation architects and urban designers who were retained through a United States Forest Service (USFS) grant authored by the Plumas Corporation, Plumas County's Economic Development, Visitor Center and Business Development agency, and (2) the Final Report and Recommendations – Facilities Improvement Plan for the Portola Railroad Museum authored by members of the Site Committee and Director Eugene Vicknair.

It is imperative that all members of the Feather River Rail Society, residents of Plumas County, and users of the Museum facility review the recommendations contained in both documents and make comments on the recommendations before the Board of Directors adopt the final master plan. While the plan can always be revised, it is important that it be as thorough, comprehensive, and all encompassing from the onset to capitalize on cost efficiencies and to create a complete vision for the future of the museum. The final plan will outline short-term actions and goals to achieve as well as long term projects to enhance the facility well into the future. This plan will also be reviewed with representatives of the Union Pacific Railroad and will form a cornerstone of our push to attain greater control over the PRM site.

In May and June of 2000, open meetings were conducted by the Site Committee to invite comment from members and allow discussion of findings and recommendations. Both meetings were held in Sacramento as a central location accessible to the majority of Society members. Unfortunately, problem with the mailing of the Train Sheet and a later special postcard gave members little warning concerning the meetings. It was then decided that at least one further meeting would be held before the board adopts a complete final plan. This meeting will be held in Portola and open to comments from members, the Plumas County community, and government agencies concerning environmental, economic or service issues arising from plans for the Museum. Two meetings will be held in October, one on the 7th and one on the 14th at 12 noon in the Portola Railroad Museum Beanery. This will be a great opportunity for anyone interested in the Museum's future to

attend the public meeting, tour the museum facility and assist the Society's site Committee in creating a vision for the future.

Copies of both reports are available on request by calling Doug Morgan at the FRRS office at 530.832.1657 or by e-mailing or calling Site Committee member Eugene Vicknair at 408.248.4039, e-mail [TSRY@aol.com](mailto:TSRY@aol.com).

If you are unable to attend the October public meeting, please review the recommendations and submit your comments either by letter, e-mail or verbally to any member of the Site Committee (listed below) or to any Director. Contact information is listed in the beginning of the Train Sheet.

Your opinions, comments and recommendations are important in helping craft the final plan. More detailed information on current proposals will be published in the next Train Sheet, but a brief list is presented at the end of this article. Please take a few minutes of your valuable time to review these concepts and ideas and submit your comments. In addition, any recommendations you may have are most welcome.

The Master Plan provides both an overview of the ultimate build-out of the site and also, more importantly, provides a roadmap as to how to get there. The Master Plan develops the site in a holistic manner, incorporating the safety concerns strongly emphasized by the FRRS, opportunities offered by the natural features of the site, recognition of the site's physical connection to the City of Portola and its downtown redevelopment plans, and finally a realistic strategy towards creating improvements that are fundable.

The Site Committee has compiled an exhaustive investigation of the physical plant of the Portola Railroad Museum and spent many hours over several years including the following components:

- \* Examination of the Museum site by members and public space designers
- \* Examination of the future needs of the Museum and its Stakeholders
- \* Determination of what actions must be taken to comply with public space law
- \* Interviews with and recommendations by museum visitors
- \* Open meetings with Society members
- \* Recommendations of members and interested parties
- \* Studies of similar museums, railroad historical sites, and other sites of relevant public access.

Some of the proposed Master Plan highlights are:

- \* Compliance with the Americans with Disabilities Act
- The museum must shape our plans to ensure

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## Site Committee Meeting

*(Continued from page 11)*

providing equal access to our facility to all visitors.\* **Public Accessways**

A system of hard surface paths to guide visitors through our facility and provide safe, all-weather passage areas for guests and members alike. The largest challenge will be retaining the classic, "working railroad" feel while making the site accessible.

\* **Artifact and Site Signage**

Informational signs to help guide the public through the museum and educate them about our outstanding collection of railroad artifacts.

\* **Visitor Amenities**

Shaded seating areas, water fountains, museum informational booklets, and other items and services to enhance the PRM experience and make the Museum a destination without losing its flavor or character.

\* **Volunteer Amenities**

Improvements to provide for the needs and comforts of the volunteers who form the backbone of the FRRS.

\* **Night Safety Improvements**

\* **Track Additions and Improvements**

Including additional storage and display tracks and concepts for operational trackage traveling from the museum site, providing an opportunity for real excursion operation.

\* **Landscaping**

Including general cleaning of the site and designated green areas where families can safely spend time away from moving equipment.

\* **New Facilities**

Plans and concepts for a Visitor's Center, Library, Display Museum, new Gift Shop, and meeting and administrative spaces are being explored.

\* **Diesel Shop Improvements/Alterations**

Expansion and improvement of the Beanery and workspaces within the building.

\* **Replica Railroad Structures**

Potential structures include ideas for a replica WP depot, tower, steam era water tank, and roundhouse.

\* **Display Buildings**

To provide for all weather storage and display of our precious artifacts, including our growing California Zephyr collection.

If you have any questions or comments, please feel free to contact a member of the Site Committee:

Eugene Vicknair 408.248.4039 [TSRY@aol.com](mailto:TSRY@aol.com)  
 Vic Neves 510.352.4373 [vneves@home.com](mailto:vneves@home.com)  
 Wayne Monger 707.426.5510 [73563.2652@compuserve.com](mailto:73563.2652@compuserve.com)

## Movie Train, a Reflection

*(Continued from page 9)*

prelubing and watering. Doug Morgan, Andy Anderson, Ken Iverson, and Meg Evens then set up the train utilizing NW2 608.

The morning of the 25th dawned with a snowstorm covering up the fine work of Tobe and the City. While Doug, Andy, and Meg were clearing the track and coupling the 2873 to the train Jeff Palmer and Tom Graham upon arriving from Santa Rosa got the Backhoe and Snow blower in service to remove the new fallen snow. Jeff then spent the rest of the day clearing the area with the Hoe and Tom used the Snow blower. By now we were all getting hungry and it was 15:00 so we broke for lunch.

As train time was called for 16:00 the train was properly checked and it was discovered that there was no caboose as required for back up protection. It was determined that the Santa Fe caboose was the only one available on short notice so the crew of Tom, Andy, Jeff, and Doug were assembled and the necessary switching performed with the assistance of Ken. At this point it was getting dark and we were waiting for our assignment from the Movie Director.

The first request was for more snow removal so Jeff got on the backhoe and went to work. At 19:00 Jeff returned and we started our run-bys and shooting with Andy riding in the freezing caboose protecting our back-ups and Doug relaying directions from the Director to Tom and Jeff in the cab. This lasted until 22:30 when dinner was served. After dinner it was back to the train for more shots until 2:00 a.m. on the 26th.

At the conclusion of the shooting the cars were separated from the engine and tied down. The 2873 was then moved to the shop and left running as it would be needed to put the train away after the crew had rested. Late morning on the 26th Ken, Jeff, and Doug put all the cars away on the rip track and drained the engine on Track #3. On the afternoon of the 26th the 2873 was moved by Tom, Ken, Jeff, and Doug with the 146 to the shop door on track #1 where later Ken and Doug removed the batteries.

Volunteer hours required for this operation are compiled below.

Contact, Selection and negotiations	20
Clearing snow	25
Preparation, Assembly and Put back	40
Train operation	42
Total hours committed	127

I would like to thank the volunteers who assisted and made this all possible.

## Tidewater Southern Web Site

By Eugene Vicknair

About 2 years ago, I began a website devoted to the Tidewater Southern Railway, WP's one time inter-urban subsidiary in the Central Valley. Often considered as an "overlooked step child" compared to the glamour of and attention paid to the Sacramento Northern, I felt that this fascinating but forgotten corner of the WP deserved a complete history.

Around the beginning of the year, the Tidewater Southern History Pages were moved to the WPLives domain administered by Frank Brehm and officially adopted as a "family" site of the FRRS. Problems persisted with it, however, chiefly in my use of a cheap and quick HTML editor to create the site. Even so, many people have generously volunteered images and information to the site, so much that I am currently recreating the entire site and learning a new HTML editor to handle the expanded information.

But we still need more. While the Tidewater's diesel motive power was fairly well documented, and good info exists on its post 1950 freight cars and cabooses, many holes remain in the record. Among the largest is a lack of the stories and details from the men and women who worked the line.

As part of this update, I am inviting anyone with information and stories on the Tidewater Southern to share them on the website. Besides personal recollections, I am in need of information on:

- \* Interurban service and the interurbans themselves. One basic question is whether the TS had 3 interurbans, or 3 passenger interurbans and a freight only interurban. I have evidence both ways. History and data on cabooses before #306. I have data on the 306-308, ex-WP cupola cabs, but very little on anything before except #305, for which a WP number and sale date are unknown.

- \* Information, numbers, and data on TS freight and

MOW equipment. While I have numbers and build info on the TS gondolas, 50' boxcars, and 60' boxcars of the 1950's, I have no disposition info and nothing on other TS equipment. Info on WP and SN locomotives and cabooses used on the Tidewater.

- \* Information on the original right of ways into Stockton. Histories identify at least 2 and they do not agree as to dates and locations.

- \* Details of the history of the Tidewater Southern and events concerning it, especially following the late 1960's until the late 1990's when the UP began downgrading the line.

- \* Photos of TS structures, particularly those in Modesto, the never used passenger depots in Hilmar and Turlock, and the Stockton Hotel during the years it was the TS depot.

- \* Images and information about trains on the Manteca Branch.

- \* Info on TS industries, especially a list of shippers and the years they were active and the types of cars they used.

- \* Info on CCT equipment used on the Tidewater.

- \* And, of course, more photos are always welcome, as well as scans of TS timetables and other paperwork, and photos of lanterns, locks, and other TS artifacts.

The coming update will take a long time to complete. It involves over 40 new images that have been supplied, as well as finishing the history of the railroad, creating histories on every piece of TS motive power, and scanning new maps and timetables. But when it is done, it is hoped that this FRRS site will provide the most complete look at a historic railroad currently on the Internet.

Questions and information can be directed to me either by e-mail at [TSRY@aol.com](mailto:TSRY@aol.com) or via post mail to the museum. Thank you to everyone who has helped out and those who will in the future.

## Western Pacific Web Site Updates

By Frank Brehm

Around 1994 I decided to change my modeling interests and model the Western Pacific Railroad. I had most of the books covering the railroad but still wanted to find more information. I turned to the Internet and began searching for sites that could have more information. To my dismay there was nothing to be found. Out of frustration I started compiling the information I had for a web site dedicated to the Western Pacific and it's subsidiary holdings. I soon had emails from many WP fans with new information as well as corrections to what was on the site.

Over the years the site has grown. Originally I had planned on keeping the site up to date with new material on a weekly basis. Due to time constraints with my job and additional involvement with the FRRS even

a monthly update became harder and harder to accomplish. Unfortunately the site has not had a major update for close to a year. I am now in the process of writing new material and adding many improvements.

I have received many new photos but more are needed. Not just locomotives, but freight equipment, maintenance of way cars, structures and individual photos of California Zephyr equipment. This update will not happen over night but is well on its way to completion. With your help I hope to expand on all aspects of the company and the impact it had in the region.

I think of the web site as an electronic book. If you have information or photos you would like to share or if you have questions they can be directed to me via e-mail at [fbrehm@lanset.com](mailto:fbrehm@lanset.com) and I will provide you with my address. I do want to thank everyone who has helped.

## 2000 Election Committee Report

Members returned 311 ballots of which four were disqualified for incorrect form. The following are the results in order of votes received of the FRRS election as tabulated by the committee on May 13, 2000. Jim Murphy, Pat Brimmer, Eugene Vicknair, Norman Holmes, None of the above, Jim Gidley, Steve Habeck, Milissa McGrath, Wayne Monger.

It was noted that overall the election process worked well as evidenced by the strong response. However, continued improvement is needed. Some area's identified for improvements by the committee are:

The need to reduce US Mail time required to send ballots as some took over a month to reach members. Improve/reduce steps required by members to return ballots. Need to correct mailing list to ensure only current members in good standing are sent ballots. Need to refine mailing procedures, remove barcode from return address. The committee noted that a good number of ballots were received with various comments on them and that a fair number of write-in candidates were submitted.

The following items were donated; transportation 1050 miles, phone calls \$10.00, refreshments for crew \$20.00, computer time and office expense \$25.00 for a total of \$55.00. The following items were paid by the Society, Printing \$771.98, Mailing \$394.02, less printing by candidates paying for their own statements \$202.02 for a total cost to the Society of \$963.98.

## Minutes of Past Meetings

May 13, 2000

The meeting of the Feather River Rail Society was called to order at 1100 hours at the Stanford Gallery, Sacramento, CA.

Directors present were: Stiles, Vicknair, Anderson, Brehm, Neves, Morgan. Absent: Wagner, Monger & Englert.

Minutes were approved as mailed. Guests introduced themselves.

### **CORRESPONDENCE:**

Letter from Orange Empire Railway Museum regarding advertising in our publications. Director Brehm to respond.

### **COMMITTEE REPORTS:**

1. Code of Ethics/Policy & Procedure. Chairman Cochran presented, for the Board's perusal, the updated Code of Ethics/Policy & Procedure for FRRS. Action by the Board will be taken at the next meeting.
2. Treasurer's Report. Treasurer Brady, in his report to the Board and others in attendance, gave a budget review, explained investment policies to be followed, the financial goals and the intent to abide by the accounting codes. He stated telephone charges are exorbitant and should be diminished. Advertising is high at this time but should level out within the year. INVESTMENT POLICY MOTION 39-5/2000. The equity portion of the endowment fund will be invested approximately 50% in Janus Funds and 50% in the Fidelity Index Fund. Moved by Director Stiles, second by Director Vicknair. Passed.
3. Credit Cards. Treasurer Brady reported new credit card forms are to be filled out by appropriate personnel and forms returned to Chairman Anderson. Credit cards will be with Bank of America only, all previous cards will be cancelled. Credit cards are not to be used for

## Minutes of Past Meetings

personal expenditures or cash advances. A receipt will be necessary for every charge with an explanation of goods purchased.

4. A & D Committee. no report available.
5. Advertising/Calendar. Director Neves indicated there were possible problems in getting the 2001 calendar published in a timely manner and in the event this were to occur the calendar for the coming year would not be printed. Director Neves was instructed to make this call.
6. Rail Fan Day. An in-depth discussion was held regarding the Rail Fan Day and given that a possible co-event with Truckee-Donner Railroad Assn. could occur; no action was taken. A written proposal from Truckee-Donner Railroad Assn. will be presented at our June Board of Directors meeting. At that time, the Board will decide this matter. Also being discussed, was the possibility of certain FRRS rolling stock to be transported, at no cost to the organization, to Truckee for the purpose of making up a train representing the FRRS to be used, manned and paid for by the Truckee-Domer R.R. Assn. This has been deemed a very real possibility for raising funds for our Museum.
7. By-Laws. Attorney Tom Jacobson was present and met with the Board and other attendees for a protracted period of time during which he outlined and need to update our Bylaws. The Chair of the Bylaws Committee, Kerry Cochran, was present and it was the Board's direction by MOTION 40-5/2000 that Chairman Cochran, his committee and Mr. Jacobson completely RE-DO the Bylaws of FRRS. A new set of Bylaws will be presented to the Board and members in attendance for review and possible acceptance. This meeting will be held at a later date and all members will be notified prior to the meeting. Mr. Jacobson stated the election procedure needs to be stated clearly. He informed the Board that according to California law; permanent appointment of a Director is legal but voting privileges are withheld.

### **OLD BUSINESS:**

1. Dunsmir Daylight. Director Morgan reported that the total ticket sales, as of this date, were 110. Advertising will be emphasized more the first part of June.
2. Camp Car. Director Morgan reported that the \$2000 proposal for the Camp Car has been accepted. Director Morgan will proceed with this project.
3. Painting of GP9, 921 and Boxcar. Is being pursued by Director Stiles with the help of other Board members. At this time no definite arrangements have been made but Director Stiles asked for any input from other members and will continue researching this.
4. Silver Hostel Lawsuit. Director Morgan reported that proper papers have been filed and this item is being put on calendar. We are being joined by Gold Coast R.R. Museum in this endeavor.
5. Zephyr Project. Director Vicknair gave an update and the figure of \$22,000 has been donated to date toward restoration of the Silver Hostel. Restoration work has been started.
6. Silver Thrush. After much discussion, regarding the possible acquisition of the Silver Thrush and given that a time limit of May 31 was indicated, Director Vicknair, in concert with the other Board Members is exploring the possible acquisition of funds to enable us to acquire this unit.
7. Both the Tidewater Southern 70 Tonner and 44 Tonner were discussed with no action taken.

### **NEW BUSINESS:**

1. Participation in Portola Railroad Days. Chairman Anderson was instructed by the Board to inform the City of Portola that we will participate in the same manner as years past in this event.
2. Headlight Publication. Director Brehm said that problems with the Headlight Issue #17 have been taken care of and it will be out within the month. Issue # 18 has no timeframe for publication at this date.
3. RAL Proposal. A proposal by Yardmaster Steven Habeck was put in motion form; MOTION 41/5-2000. During the period of May 29, 2000 through September 2, 2000 the FRRS guarantee a weekly income of \$200 to R.A.L. instructors who are willing to commit to a minimum of

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## Minutes of Past Meetings

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one full week or more of availability. It will be Policy Procedure, if applicable, that each R.A.L. handoff will be a \$10 deduction from the total \$200 assigned to a specific person. Moved by Director Stiles, second by Director Neves. Passed.

4. Bay Area Electric Railroad Assn. MOTION 42/5-2000. States that Director Monger and Director Morgan be appointed liaisons to negotiate with the B.A.E.R. Assn. Moved by Director Vicknair, second by Director Neves. Passed.

5. Beanery Restaurant. Director Stiles reported that it does not appear that the "Beanery" will be able to open by the beginning of the season

6. Lease of the Tamper Machine. The Board accepted the proposal for the Rocky Mountain Railway and Mining Museum to lease the F. R.R.S./P.R.M. Railway Machine Company's tamper machine as detailed in MOTION 43/5-2000. (Motion on file at museum). Moved by Director Morgan, second by Director Vicknair.

MOTION 44/5-2000. The Board approved the appointment of Director Morgan as the event coordinator for the Illinois Railroad Museum, for the potential display of museum rolling stock at the 50'h anniversary celebration in 2003. Also appointed Dir. Morgan as event coordinator between FRRS & Truckee-Donner Railroad Society for the 2000 Truckee Railroad Day celebration.

MOTION 45/5-2000. The Board appointed Director Morgan as negotiator with the California Railroad Museum and Pacific Locomotive Assn.

### **GOOD OF THE ORDER:**

1. Portola City Manager Jim Murphy sent information advising that Americorp Workers are being utilized by the City of Portola and during that time one week of their efforts will be dedicated to the museum.

2. It was announced that the location of the Annual Membership Meeting will be in Portola on May 21.

3. June Board meeting Portola Railroad Museum, June 10, 1 p.m.

Being no further business the meeting was adjourned.

### **June 10, 2000**

The meeting of the FRRS Board of Directors was called to order at 1803 hours at the Portola Library. Directors present: Anderson, Monger, Brehm, Stiles, Morgan, Wagner. Absent: Vicknair, Neves and Englert. Guests present: Linda Monger, Jim Murphy, Don Nelson & Jim Gidley.

Minutes were approved as mailed. Financial Report was given to each Director present. Others will be mailed as will an advertising proposal from Feather Publishing.

### **UPDATES:**

1. Camp Car. Our offer has been accepted (\$2000). Car is appraised at \$15,000 and will be moved at the Museum's convenience.

2. Painting of Rolling Stock. Director Stiles reported that as of this date he had made no progress in obtaining bids for the painting of the 3 units designated.

3. Beanery. The Beanery is scheduled for opening on 6/17/00. This was accomplished with much help from the Americorp students by arrangement with Portola City Manager Jim Murphy.

4. Tamper Machine. Director Morgan reported that contracts had been sent to interested parties but as of this date no word as to their acceptance has been received.

5. Online Store. No report at this time

6. The Headlight. Director Brehm reported that he had been relieved of his publication duties by the WPRRHS Administrator.

7. Train Sheet. Director Brehm reported that the same is in the mail as of this date.

8. Dunsmuir Daylight. Director Morgan reported that due to lack of

response the Daylight trip to Dunsmuir had been cancelled due largely in part to a lack of cooperation at various levels and due to a slow reservation return. Therefore, he had no alternative but to cancel. A letter from Past Director Holmes regarding this situation was read into record and has been placed on file. Director Morgan indicated that expenditures to date from this project would be a cost to the Museum in the area of \$3000.

9. Americorp Help. Jim Murphy gave a brief report on the availability of the Americorp group as to assistance in various endeavors. He indicated that such help could possibly be available from year to year.

10. Gift Shop. Chair Anderson reported that Lolli Bryant, present manager of the Gift Shop, has indicated that the shop combined with the R.A.L. reservation telephone line has become a bigger job than thought. She has also received an offer on her house that is for sale and in the event that transpires she will be leaving the area. Chair Anderson asked Norman Holmes if he would assist her for the time being, which he has agreed to do but not for an indefinite period. Jim Murphy indicated that the City might possibly be able to assist with the R.A.L. reservation line and the Chair is to meet with him regarding this. Also, as an alternative the local answering service will be contacted if necessary.

### **OLD BUSINESS:**

1. Railroad Days. Discussion was held as to the status of the Museum's participation and the painting of Commercial Street Tracks for Railroad Days. The Treasurer issued a check on 7/23/99 to the Old Town Merchants for this purpose which the Board had agreed upon. Due to the late date last year the project was cancelled. The Chair will ask that this be done this year.

2. Rail Fan Days. Director Morgan reported that no progress could be noted at this time and the Truckee representative was in negotiations with U.P. officials. Until these negotiations are resolved this event will be in limbo. It was indicated that July would be the date for this decision.

3. Code of Ethics / Safety & Health Program. This program developed and presented in printed form by Kerry Cochran and his committee report was accepted with the stipulation that editing to correct spelling and language be done. MOTION 46-6/2000

4. Zephyr Project. A motion presented by Director Morgan, second by Director Stiles that the Zephyr Project be recognized as an ongoing program of the FRRS to acquire, restore and preserve the materials and historical significance of the California Zephyr Passenger Train. MOTION 47-6/2000 Passed.

5. Silver Thrush. An in-depth discussion as to the merits of committing to the purchase of the Zephyr Car, The Silver Thrush, was held and many comments, both pro and con, were proffered. During the discussion it was noted that all Directors present favored the idea of procurement but the financial aspect caused grave concern in that all mentioned monies to be obtained ie: sale of SD9, disposition of the tanks, income from the Tamper rental were not firm commitments and therefore a certain element of risk was involved. Also, a letter from our Treasurer indicated that the proposed manner of procurement did indeed involve risks. It was his indication that any action taken towards this should be done in a fiscally responsible manner. MOTION 48-6/2000 was presented and rejected. Directors Vicknair & Morgan will reword a motion pertaining to this and it will be presented at the July Board meeting.

### **GOOD OF THE ORDER:**

1. Don Nelson has offered to organize and present to the Board an "Events Calendar" for the year 200 1. Any items regarding this should be sent to him.

2. It was suggested that we put agendas and upcoming motions on the FRRS eGroups list so all members that subscribe to that can be informed. Other forms of getting word out were discussed. Any suggestions are welcome.

Being no further business the meeting was adjourned.

**PRESERVING "THE FEATHER RIVER ROUTE"**

**WP Lives, in Portola!**

**Mission Statement**

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and interchange railroads within the territories it served.

**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.

**Special Fund Status**

Item	Additions	Balance	Notes
Building		\$21,827.25	
WP GP9's		\$13,619.75	
CTC Board		\$480.00	
UP 105		\$2,971.00	
Ingersol-Rand	\$ 22.00	\$122.00	
UP 737/SP 216			
Library/Archives		\$850.66	
SP Diesel Eng.		\$800.00	
WP GP 20		\$1,030.00	
Magnolia Twr.		\$370.00	
Silver Hostle	\$ 1,997.00	\$12,127.00	
SP 1215		\$25,341.19	
Endowment		\$102,986.59	

Thank you all for your interest in the above projects.

If you would like to see a favorite project go forward, your financial contribution will help make it so.

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