



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

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

ISSUE 115

September/October 2002



- The Train Sheet -

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

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

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- Portola Railroad Museum -

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Portola, CA 96122-0608

Museum: (530) 832-4131
Fax: (530) 832-1854

The museum grounds are open to the public from 10:00 a.m. until 7:00 p.m. daily the first Saturday in March through the first Monday of November. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. Train operations begin the last Saturday of May and continue through the first Monday of September. The museum grounds are closed to the public from the first Tuesday of November through the first Friday of March except for special events in which arrangements have been made in advance. If you wish to visit during the closed 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 \$5.00 is greatly appreciated.

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

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Issue No. 115

Published November 2002

A Message from the President FRRS	3
New Dues Structure and Rates	4
From the Fire Marshall	4
Amatuer Radio Field Day	4
Work Weekend Report - Oct. 12-13	5
Operating Department 2002 in Review	5
So You Want to go to Truckee (Again)!	6
Equipment Move for Truckee	7
Life as a WP Switchman	10
PRM Facilities Report	12
Zephyrette Comeback?	12
Historical Memberships to be Discontinued	13
Railfan Photographers Day 2002	14
Welcome New Members	14
Directors Meeting Announcemnet	14
Summary of Recent Board Meetings	15
Upcoming Events	15

Cover Photo: Head end power running around the train in preperation for spotting it in the yard at Truckee. - Greg Elems

Back Cover: Under the watchful eye of the Spark's Tower, WP power arranges equipment to be ferried back to Truckee. - Greg Elems

Web Pages of Interest

Feather River Rail Society (Official Site) www.wplives.org

CZ Virtual Museum	calzephyr.railfan.net
Tidewater Southern	www.tidewatersouthern.com
PRM	www.oz.net/~samh/frs
WPRRHS	www.wprrhs.org
SN Page	www.people.virginia.edu/~ggg9y
WP Virtual Museum	wpmuseum.railfan.net
Tidewater Southern	www5.pair.com/rattene/WP/TideIndex.htm
Western Pacific	www.wplives.com

- 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**

Address changes may also be sent to memberships@wplives.com

A Message From the FRRS President

For those of you who don't know me, my name is Rod McClure and I was elected by the Board of Directors as President of the FRRS. I went to work for the Western Pacific in 1979 as a switchman in San Francisco and was promoted to Engine Service in 1989. I currently live in the Reno, NV area and work out of Portola. I have loved trains since I knew what they were at a very early age with the help of my Dad who was a Engineer for the WP for 53 years.

My family and I re-involved ourselves with the FRRS a couple of years ago after a long absence and have been going full steam ever since. It is my goal to see the FRRS prosper and grow and look toward the future not just today. We have a number of golden opportunities to expand our membership and introduce ourselves to the world—we should take advantage of each one.

From where I stand, until last year the FRRS had stagnated and, with a few exceptions was not doing much of anything other than the "usual". As we have seen, the usual does not bring new members and visitors. But before we can grow as a organization, we need to clean up our house before presenting it to new people. By this I mean we have to finish the projects that are outstanding before taking on new ones. We have to clean up our image with not only our membership and guests, but with other Museums and Historical organizations. We have to work together as a team with one goal, not the goals of small groups trying to compete with each other. We need to show the membership progress!!!! We need to get funding from Grants and other avenues, and stop depending on status quo to get us by.

Last year four pieces of equipment were painted and restored. They are outstanding examples of what we all can do to

when people work together. This year a major clean up of the Museum grounds has been done and the place looks completely different. It no longer looks like a junk yard, but instead like a place where historic pieces of equipment are cared for.

It is one of my goals as your new President to start by making sure the outstanding projects and loose ends are finished up first before we move on to other things. On this list I have Magnolia Tower, Membership problems, Security, Budget Issues, Fundraising, and Advertising to name a few. These are already being worked on with resolution on Magnolia Tower in the very near future.

We are a Volunteer organization and have to remember that at all times. We need to spread the word and get new volunteers everyday. Without you, there would be no Us.

Finally, it is important for me to note that, like many of you, the one thing that really irritates me is the back-stabbing and rumor-mongering that has gone on at all levels of the organization. This has to stop and stop now. We can no longer tolerate this behavior from any member. Undermining of others, negativity and sabotage of projects breeds discontent and diminishes our ability to care for the Museum and the collection. It is detrimental for the public to see or hear. For those of you who don't agree with something or somebody then behave like an adult and take it to that person. If there is a serious problem, then bring it to the proper people. Don't sit in the background and complain. Don't talk behind each other's backs like a bunch of children. Get on board or stay at the station.

Rod McClure

New Dues Structure and Rates

In order to cover costs and allow for future projects and restorations the following dues structure was adopted by the Board of Directors at the November meeting and becomes effective March 1, 2003:

Yearly memberships;

Associate	20.00 per year (35.00 foreign)
Active	40.00 per year (55.00 foreign)
Family	60.00 per year (75.00 foreign)
Sustaining	100.00 per year (115.00 foreign)

Life memberships;

Single life

Birth-17 years of age	1200.00 or (5 payments of 280.00)
Age 18-39	900.00 or (5 payments of 220.00)
Age 40-61	600.00 or (5 payments of 160.00)
Age 62 and above	300.00 or (5 payments of 100.00)

Family Life (Age of youngest child)

Birth-17 years of age	1800.00 or (5 payments of 420.00)
Age 18-39	1350.00 or (5 payments of 330.00)
Age 40-61	900.00 or (5 payments of 240.00)
Age 62 and above	450.00 or (5 payments of 150.00)

Life memberships may be paid over five years of equal payments plus the current member class dues. The life membership card will be sent upon receipt of the final payment. Until such time as the life membership is paid in full the member will receive the equivalent yearly membership card. All payments towards a life membership are non-refundable and failure to make a scheduled payment by the due date will result in forfeiture of the funds paid towards the life membership.

From the Fire Marshall

By Frank Brehm

When there is a fire or related emergency, police, fire and medical vehicles need to have proper access so that the vehicles can get close enough to the buildings for rescue, fire fighting and emergency medical duties. Recognizing this fact and at the suggestion of the Fire Marshall the North side of the diesel shop has been designated a fire lane. Signs will be erected which clearly mark this as a fire lane and parking is no longer permitted in this area. I want to remind our volunteers that leaving your vehicle unattended in a fire lane may hamper emergency efforts and if you park there, others will think it is acceptable to park there... and it isn't. The only exception is when actually picking up, or discharging, passengers or actively engaged in loading or unloading a motor vehicle.

For our purposes a "fire lane" is defined as a designated unobstructed passageway at least twenty (20) feet in width, constructed and maintained in a manner to permit free passage of fire apparatus and other emergency equipment and personnel from a public way to all necessary areas, regardless of season of year or weather conditions. A "parking area" is defined as lots, areas or other accommodations for the parking of motor vehicles off the street, alley or other way, which said lots, areas or other

PAGE 4

accommodations are available for use by the public either with or without charge.

Parking for volunteers is available in the parking area and to a limited extent near the loading dock, while maintaining the fire lane. It may seem a bother to park farther away, but emergency response vehicles arrive and become operational on the scene very quickly. People who park in fire lanes would probably have a different perspective if they ever had to move 150 feet of fire hose around someone's car or delivery truck to put out a fire or if they ever had to carry a severely ill or injured person to an ambulance. Every step, every foot, every car or truck in the way makes a difference in the efficiency of fire and life safety.

Amatuer Radio Field Day

By Matthew Parker

Amateur Radio Field Day is a nationwide event taking place each year on the last weekend of June. The event is sponsored by the American Radio Relay League, the national association of amateur radio (ham) operators. During the event, amateurs are encouraged to set up and operate their equipment at field sites where normal shelter and power are not found in order to simulate conditions frequently encountered when providing communications during emergencies or disasters. The two-fold purpose of the event is to give amateurs practice in the skills used while providing emergency/disaster communications and at the same time to provide the general public the opportunity to learn more about amateur radio. The 2003 event will take place on Saturday, June 28 through Sunday, June 29.

Amateurs from the Reno, Nevada area will be spearheading the establishment of a Field Day station at the Portola Railroad Museum for this event. The museum promises to provide a unique location for a field day station with the potential to present ham radio to many visitors while also providing an added attraction for those visiting the museum on that weekend. Special event call sign W6P, commemorating the Museum's focus on the heritage of the Western Pacific Railroad, has been reserved for this operation. With sufficient equipment resources, a "Get on the Air" station, reserved for the use of current non active amateur licensees as well as interested members of the general public not yet licensed, may be established, allowing these people to operate ham equipment themselves in communicating with others around the world. Other possibilities for public demonstration exist as well, including the possibility of setting up an operating telegraph from the field day site to the Museum's operating office. This outstanding opportunity to combine the excitement of amateur radio with that of railroading for those with a mutual interest in these two pursuits will make for a most worthwhile visit to the museum on that weekend.

Participation in the operation of this Field Day station is open to any interested amateurs. Those who are also members of the FRRS, or are interested in learning how to become a member active in supporting the operation of the museum, are particularly encouraged to visit the museum during this event. For further information or to volunteer time/equipment for the event contact Matt Parker, N7TOD via e-mail at n7tod@arrl.net. West coast hams can find Matt most days on the Jefferson Noon Net on 7232.0 khz at noon pacific time (net control station on Mondays). Interested hams are also encouraged to send inquiries to Matt utilizing the National Traffic System (NTS).

THE TRAIN SHEET

Work Weekend Report - Oct. 12-13

By Gail McClure
WP Hospital Project Coordinator

This hastily organized work weekend dawned cold and clear. The targets for the day were two-fold; track work including tie, joint bar and gauge bar replacement as well as tamping ballast and final clean up of the upper floor of the Portola Western Pacific Hospital property.

Two of our teen-aged members rounded up a volunteer group to assist with this work. Aaron and Eric McClure participate in the JROTC program at Proctor R. Hug High School in Reno, Nevada. These highly motivated young people selected the Portola Railroad Museum Clean up for their Service Learning Project, designed to benefit a not-for-profit organization through volunteerism and service.

Due to the hard work of these cadets, the hospital clean up is nearly complete. With this clearing of debris came another wonderful surprise. Another of our motivated volunteers, Dan O'Connor, is a structural engineer and came up to inspect the structural integrity of the building and measure for scale drawings. He is currently in the process of compiling a preliminary structural analysis of the building to determine the feasibility of restoration/adaptive re-use. He brought his friend and neighbor, Jim Deihl, along to assist.

The track crews, again comprised mainly of our ROTC volunteers, were able to replace 34 ties, 12 joint bars, six gauge bars and repaired the bolts on four frogs and five switches. Our ballast tamper was also used to tamp approximately 500' of track.

At the end of our Saturday workday, we were treated to a wonderful barbeque dinner cooked up by Jan Breitwieser. Our volunteers then enjoyed touring the facility and a motorcar ride.

On behalf of myself and Rod McClure, Roadmaster we would like to recognize the "Highly Motivated, Truly Dedicated, Rompin', Stompin'" Hug Hawks Battalion volunteers who gave up their Saturday (and some their Sunday as well) to benefit the FRRS and PRM. It was truly a pleasure to spend time working side by side with them and we hope they will come back to assist us in the future:

Major Michael Blackburn	Evan Blancett
Jessica De Laguna	Aaron McClure
Robert Rigler	Joseph Salazar
Eric McClure	Katilyn Monnier
Amber Myrick	David Osborn
Kasidi Wells	Daniel Golightly
Race Kennedy	Dennis Moran
Jose Morales	Andres Preciado
Bryan Stoen	Ricky Bidleman
Ashley Boudreau	Ray Laskowski
Shawn White	Michael Shullo
Roy Taylor	Jason Wolf.

The following "regulars" also volunteered their time and we thank them as well:

Frank Brehm	Eugene Vicknair
Eric Stephens	Alan Hirasawa
Greg Elems	Steve Habeck
Sara Eidman	John Walker.

Operating Department 2002 in Review

By Kerry Cochran
Superintendent of Operations

First off I would like to take the opportunity to thank all the members of the Operating Department for your help with the 2002 Operating Season.

There were many more members who showed up and worked around the museum. Without all the help I am sure we would not have had such a successful operating season.

I appreciate your support in the Operating Department this year and hope that you will consider returning and volunteering for next year's season.

Thanks goes to Yardmaster Steve Habeck for heading up Rail Fan Photographer Day, and all the other crew members that made it work.

Railroad Days was another big weekend that was handled by members of the Operating Department, Thank You.

I would like to thank the three supervisors, Pat Brimmer, Paul Finnegan and Don Nelson, the Yardmaster, Steve Habeck and the Roadmaster Rod McClure who supervise the crew when I am not present at the museum. Without their help and the help of all the other museum volunteers, we would not be able to run the caboos on the weekends.

There are many other volunteers who help the Operating Department out during the year and without their help we just would not be able to handle all that need to be done. THANKS to everyone.

Again thanks for the help, and should you have any questions on the Operating Department please contact me. Email KC6KNT@Compuserve.com, Home telephone (650) 952-7127, Fax (650) 588-5490 or you can write me at 649 5th Ave. San Bruno, Ca. 94066-4517.

Promotions during 2002;

Qualified Brakeman - Chris Jozwiak, Ed Powell, Charlie Spikes.

Qualified Conductor - Bob Carr, Jeanne Collins, Loren Ross.

Qualified Fireman - Tom Andrews, Lew Barnard.

Qualified Passenger Engineer - Don Nelson.

Qualified RAL Engineer - Lew Barnard, Loren Ross.

Student Positions during 2002;

Student Brakeman - Paul Disney, Sara Eidman, David Haggard, Sam Herschbein, Jerry Hoover, Aaron McClure, Eric McClure, Chris Peak, Charlie Walls.

Student RAL Engineer - Terry Decottignies, Alan Hirasawa.

Sure hope I did not miss anyone.

All the Operating Department Crew members work very hard through the year in volunteering their time to the museum. The time they spend working on the crew in their student positions or qualified positions helps us run the trains during the weekends.

Please watch the Trainsheet for more information on Crew Training Days in early 2003.

The dates for the 2003 training should be by May 3rd and 4th, 2003 to be held at the museum, starting at 10 AM each day, lasting until about 4 PM.

Should you have any question, please be sure to contact me.

So You Want to go to Truckee (Again)!

By Rod McClure

Once again, the FRRS was invited to the Truckee Railroad Days celebration in Truckee, CA. on September 6th, 7th, and 8th. With the cooperation of the Union Pacific Railroad we took our show on the road again. Learning from the problems encountered last year, we assembled our TGMTT train and had it outside the gate Saturday night and ready to depart first thing Sunday morning. We departed Portola westbound at 0900 on September 1st with the UP 4306 (SD70m) on the point with the following FRRS equipment:

GP30 UP 849, GP20 WP 2001, F9Bu WP 925C, GP7 WP 707, caboose WP 428, caboose UP 903005, caboose SP 4107, business car UP 105, lounge car FRRX 754, display/gift shop FRRX 5653, boxcar WPMW 37-6, caboose WP 484.

On the head end, was myself as Engineer and Greg Elems as Fireman. Steve Habeck was the Conductor riding and working from the WP 484 caboose. The weather was fantastic and there were many people out taking pictures of us on our way down the Canyon. We stopped briefly at Keddie to allow a Double Stack train around us but other than that we never stopped until we caught up to the Stack train which had two manifest trains in front of him. We followed the parade to Oroville where we made a Depot stop in front of the old WP depot in Oroville for pictures and to have lunch delivered by our chase crew of Gail McClure and Frank Brehm. We departed Oroville and headed North towards Marysville. Two of the three trains ahead of us were routed to Roseville via the Valley Sub and we ran on the heels of the Stack train all the way to Haggin. At Haggin we made a left and headed up the Martinez Sub for Roseville on the number one track while 'racing' a manifest coming off the Fresno sub also headed for Roseville. We threaded around him at Swanston and proceeded to Roseville heading right into the 582 track without delay. After tying the train down and talking to the Command Center the crew headed for dinner and bed. Total times on duty for us was about 10 ½ hours and thanks to many breaks from the dispatchers, were able to get over the road better than most trains.

Monday morning, September 2nd, we were back at the train getting ready for the climb over the hill to Truckee. It was officially a holiday, but the trains were running like streetcars and we had to follow Amtrak #6 out of town. We backed out of the yard westbound to Antelope where we got a "high green" and departed Roseville at 1300. More than a few comments were made on the radio at seeing a "working" caboose shoving backwards through the bowels of Roseville Yard. I sure miss having those things.....

With our SD70 in run 8, we attacked the grade at Rocklin doing track speed. We saw many old familiar faces on the trip this day taking pictures of our movement. Two people who followed us at least as far as Colfax were Dave McClain and Steve Milward. Great to see you guys, don't be such strangers!!! We stopped long enough to check the train over and get lunch delivered by the ever-faithful chase crew at Colfax and then departed for the top. After leaving Colfax we did not have any stops until our arrival at Truckee about 6:30. We ran around the train on the mainline and shoved the whole thing onto the Balloon track. We tied it all down and took the 4306 to Sparks.

Tuesday, Wednesday, and Thursday found volunteers preparing the train for display as well as setting up the gift shop. Preparations included interior and exterior cleaning, horn and builder plate installation, running electrical for lights, placement of steps and a host of other mundane tasks.

Friday morning brought the arrival of local school children for a tour of the display train and educational talks explaining the different equipment and its history. We had four groups of approximately thirty children each go through the equipment from 8:00 until noon. This was a very enjoyable experience for us as we were able to talk about the history of the WP and the equipment on display and also let them know we have more equipment preserved at the museum. Friday afternoon was spent on a thorough walk through of our displays correcting any deficiencies that were found.

Returning Saturday morning we opened up the equipment and shortly thereafter had the beginnings of what would turn out to be a huge amount of people viewing and touring our equipment. There were by some estimates in excess of 3000 people through and around our equipment Saturday alone. The days events scheduled end was 5 pm but some of the crowd of visitors did not clear out until about 6 pm. After securing things for the night, some of the members involved got together for pizza and either went home or to the Hotel for the night.

Nest issue, Sundays activities and the trip home.

A Brief Description of Truckee

Just as many early pioneers followed the Emigrant Trail through Truckee, visitors today make their way to the natural beauty of the Truckee area, high in the Sierra Nevada mountains. Steeped in the history of the ill-fated Donner Party, the railroad, logging, and ice-harvesting, Truckee proudly retains much of its Old West flavor.

Truckee has flourished, keeping the allure and charm of the turn-of-the-century town alive. Commercial Row hints at Truckee's colorful history along with present-day shops, galleries, dining establishments and historic buildings.

Donner Memorial State Park, home to the Emigrant Trail Museum and the Donner Monument, is a reminder of the area's emigrant history. The museum and surrounding grounds give an astonishing look at the perils of the Donner Party pioneers who were trapped in the Sierra Nevada because of an early winter.

Outdoor sports are prevalent and easily accessible year round. Truckee has something to offer everyone during the Winter. Ice Skating, Nordic Skiing, Downhill Skiing, and Snowboarding are popular at several internationally famous ski resorts within easy reach of Truckee. The National Forest Wilderness areas are home to many winter sports in the Truckee area including, snowmobiling, snow shoeing, sledding, back-country skiing, and snow play.

Visitors to the area can enjoy camping, boating, fishing, swimming, kayaking, windsurfing, rafting, canoeing and playing on the countless beaches at Donner and Serene lakes, Boca, Prosser and Stampede reservoirs, as well as, along the Truckee River.

FEATHER RIVER RAIL SOCIETY—PORTOLA RAILROAD MUSEUM EQUIPMENT MOVE FOR TRUCKEE RAILROAD DAYS, 2002

Crew:

Rod McClure	Engineer
Greg Elems	Fireman
Steve Habeck	Conductor

Consist:

UP 4306	SD70M
UP 849	GP30
WP 2001	GP20
WP 925-C	F7B
WP 707	GP7
WPMW 376	Box Car
UP 105	Observation Business Car
FRRX 754	Lounge Car
FRRX 5653	Baggage Car
WP 428	Caboose
SP 4107	Caboose
UPMW 903005	Caboose
WP 484	Caboose

Sunday, September 1, 2002

UP 4306 West, SPTRV-01

9:02am—Departed Portola Westbound
 9:33am—Blairsdon
 9:53am—Sloat
 10:12am—Spring Garden
 10:54am—Arrive Keddie
 11:48am—Depart Keddie
 12:03pm—Paxton
 12:35pm—Arrive Virgilia
 1:38pm—Leave Virgilia
 2:06pm—Belden
 2:19pm—Camp Rodgers
 2:37pm—Merlin
 3:00pm—Cresta
 3:17pm—Pulga
 3:32pm—Poe
 3:53pm—James
 4:03pm—Elsley
 5:00pm—Kramm
 5:13pm—Arrive Oroville
 5:25pm—Depart Oroville
 6:19pm—Binney Jct
 7:38pm—Haggin
 8:15pm—Roseville, Track 582

Monday, September 2, 2002

UP 4306 East, SRVTX-01

12:55pm—Roseville, Departing on Track 2
 1:12pm—Rocklin
 1:50pm—Auburn
 2:18pm—Arrive Colfax
 3:03pm—Depart Colfax
 3:09pm—Cape Horn
 3:28pm—Gold Run
 4:05pm—Fulda
 4:12pm—Switch 9
 4:28pm—Shed 10
 5:02pm—Arrive Norden
 5:10pm—Depart Norden
 5:13pm—Enter Tunnel 41 (10,325 feet)
 5:19pm—Exit Tunnel 41
 5:21pm—Shed 47
 5:35pm—Stanford Flat
 5:45pm—Arrive Truckee

Bound for T



View of our train looking back from the head end.



All Aboard! Our host for the day, Rod McClure, gets underway after a brief stop at M.P. 300.1.



About to duck into the tunnel at Williams Loop.



Waiting patiently at Keddie for a westbound stack train.

ruckee 2002



Conductor Steve Habeck thoughtfully observes his train from the caboose.



Meet with a UP manifest train (in the siding) at Blairsden, M.P. 311.



Three span through truss bridge west of Pulga.



UP 4306 West stopped at Oroville depot (M.P. 205)

Life as a WP Switchman

By Al Fonseca

I know most of you understand many of these moves and speak “railroad” but for the few novices and new railfans I will try to word this as plainly as possible. These explanations and moves are from the prospective of a switch foreman or a conductor but the engineer’s experience, ability and timing is always an integral part of every move.

Terminology and meanings differ from area to area and from road to road. On the WP, and later on the UP, we had terminology and meanings at the west end that differed from the east end of the railroad. And, the Tidewater sometimes did things differently than the rest of the world but the basic moves are all the same.

First, a “train” is defined as “One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track”. I may also add, “displaying the proper identification”. A “Cut” of cars is generally a string of two or more cars that are coupled that is not necessarily a train.

At a switch, the trailing point direction means approaching a switch from the pivotal end or the stationary end of the switch points and allowing continuous movement only on one track. The facing point direction is approaching from the “Point” or moving end of the switch points allowing, depending on the alignment, continuous direction on either track.

Free rolling cars can be controlled by grade and/or hand-brakes or by “bottled air” (air brakes) but for the purpose of this post lets assume no air was being used with any of these moves or switching. And, cars stay where they’re cut off and not roll away.

There are many variations of the double cut but usually it’s meant when kicking cars. Kicking cars is a move that involves shoving against cars, usually at full throttle, pulling a pin (uncoupling) on one or more cars then stopping the engine with the still coupled cars and letting the uncoupled cars roll ahead. Pulling a pin can only be done when the slack is in or bunched otherwise the uncoupling mechanisms (pin) will not operate. Kicking cars is considered “flat switching” and is very common to save time and eliminates the need to shove cars into various tracks.

After a kick and the initial jerk and release of the first cars there’s usually a second occurrence of slack allowing a pin to be pulled again on the cars still coupled to the engine. The second release of cars from an initial kick is called double cutting thus allowing each set of cars to roll into different tracks. The more cars you have and the lighter the engine the better the chance of double or even triple cutting. With fewer cars or more braking force the less chance of the second bunching of slack.

A continuous move forward containing one or more kicks is called a pass. A pass can continue forward until you are beyond a track you need to put cars in, this would be called “sawing” the switch. Then you need to backup far enough to be able to get multiple kicks in again before sawing a switch and again backing up.

Dropping cars is a move for the propose of getting your engine on the other end of your cars where there’s no siding or run-around available or the crew just wants to save time. In the “old days” it was usually the latter. For a successful drop one

needs a facing point switch and enough room on one track for the engine and the other for the cars. Usually you want to send your engine towards the straighter of the two tracks as to cut down on the possibility of derailing it. Another good idea is, whenever possible, leave yourself an out. Meaning if the cars don’t roll into the clear you can still get your engine out some how.

Straight drops can be called differently from area to area, the wiggle, the flip, the jerk, etc. But, the move is pretty much the same everywhere. The switch foreman directs the move and usually places himself at the switch. The cut is brought up to the appropriate speed, the pin is pulled and the engine pulls away going one way and the cars the other way at the switch. Of course, a “gravity” drop means you cut your engine off on a grade and let “gravity” start and move the cars past a facing point switch.

Generally speaking a dutch drop or a dive is a gravity drop with the engine going in the reverse direction than the cars. Meaning, cutting your cars off on a grade and running the engine over a trailing point switch, lining the switch and running your engine the opposite direction in the clear and then letting the cars roll by.

The flying drop was always one of my favorite moves. It is usually initiated with all crewmembers on the engine and well in the advance of a facing point switch. After obtaining your desired speed the pin is pulled and the engine pulls ahead but slows at the switch to let a crewmember off then pulls clear, the switch is thrown and the cars roll the other way. Many conditions have to be favorable before this move can even be considered. The switch initially must be lined for the direction you want the engine to go. There must be room and a safe direction for the engine and the cars. There shouldn’t be a grade crossing involved even if you can block it with your engine before the cars cross it. The switch CANNOT (or should not) be locked. When possible, as with any drop, you want to leave yourself an out if the cars don’t roll in the clear.

A double run-around is a method used to get around a cut that’s longer than a run-around or siding. Incidentally, a run-around is a siding or any track connected on both ends to another track not necessarily off a main track.

The common move is when approaching a run-around is to cut some of your rear-end cars off before reaching the first switch, let’s call it switch “A”. Then pull the head end cars in-between switches “A” and “B” and leave them. With the lite engine run-around your head end cars, through the clear track, and grab your rear-end cars and pull ahead against your head end cars. Cut your rear-end cars off between switches “A” and “B” and shove your head end cars beyond switch “B” and cut them off. With the lite engine run-around your rear-end cars and shove your train together over switch “B”. This method leaves your cars in the same order as when you arrived.

Of course there are many variations of this move sometimes ending up with some of your cars ahead of your engine and some behind depending on your needs. You can make your cuts in opportune places for reverse spotting. Also, you can run-around a hundred cars at a five-car siding, five at a time.

Many of the above moves are considered technical, meaning, speed, tons, timing and crew’s experience, judgment and teamwork are crucial. As a switch foreman, the type and sound of the engine and the engineer’s consistent reaction time is also a consideration. Some engineers operate the throttle and

brake handle with one hand and some move both handles at the same time using both hands. That split second makes a difference on my end judging speed when kicking cars or making other moves. What's important here is consistency not method.

From the engineer's prospective, the switch foreman's judgment of speed and distance, timing and clear and precise signals and ability to "paint" a clear "picture" of what's happening on his end is crucial for the smooth and safe movement. Once again, consistency is a big factor here.

Locals and industry jobs, whether spotting a few places or many at large industrial parks, usually block or switch their train/cut before attempting to spot them. This allows them to put their cars in some order for spotting, but not necessarily in station order from head to rear. Spur and industry tracks come off of drill tracks and lead west and east, north and south, backwards and forwards. One industry may take tanks, hoppers and boxes on different tracks or on the same track in specific order. Meaning, each track may have spot #1, #2, etc., or door number 1, 2, etc. And, the next industry may be as complex but in the reverse direction whereas you must run-around their cars, drop them or already have them on the other end of your engine in order to spot them.

Switchmen and enginemen are professionals in the sense that it takes many years of experience to acquire the skill, timing and teamwork to perform these moves safely and successfully every time. Usually these moves are not spontaneous or drawn up in the dirt but are well planned out and anticipated when the cut/train was initially switched and blocked. Switching fifty or more cars to come out in perfect order for spotting west and east, north and south, backwards and forwards doesn't happen by accident.

Western Pacific switchmen in the "old days" possessed and performed all the exotic car moves.....and sometimes, successfully. Drops, dutch drops, double cutting, dives, gravity drops, double run-arounds and the all too infamous super drop. There are eight million stories in the naked yard and this is just one of them.....Oop's wrong movie.

Track six in the new Oakland yard is where the old yard cars were stashed. Usually once a shift the rip job gathered up the old yard track two and delivered it to the new yard and brought back six rail. When pulling out of track six you were eastbound with your cars behind you and to switch them at the old yard you need to be on the other end of them. No problem, just pull them around the balloon and you can start banging them out.

Now, in the old days true switchmen never passed up an opportunity to make a drop especially a spectacular one. Many times track six contained fifty or sixty cars. So, the two switchmen delivered track two and gathered up new yard six and the foreman stayed at the old yard to make the drop and man the switch. Usually the drop was made at the four-lead/scale switch just west of El Dorado.

Dropping one or two cars is fairly easy, dropping ten or fifteen cars gets a little tougher, but trying to drop fifty or sixty cars can get down right exciting and disastrous. Usually you want to put the engine down straight track or the straighter track to cut down on the possibility of derailing the engine. You want to start back far enough to get up enough speed to get the cars in the clear so you don't trap the engine. And, whenever possible, you want to leave yourself an out if the cars don't roll clear of the switch.

Drops are made under the direction and judgment of the

switch foreman but the engineer's judgment and ability plays a big part. Uncoupling (pulling the pin) cannot be done when the slack is stretched, only when it's bunched so after your speed is built up the foreman will give an easy or a pin sign, the engineer will slow the engine enough for the pin-puller to uncouple, the foreman will give a highball and the engine will pull away far enough for the foreman to throw the switch. Hopefully, the engine will go one way and the cars the other.

Many things can go wrong when making a drop and most are bad. Not getting up enough speed and the cars not going into the clear. Cutting it too close at the switch and not being able to throw it, or not getting it over in time and putting the cars on the ground. Not having enough room to throw the switch and put them back against your engine. Not getting the slack to pull the pin, and don't think this one hasn't happened, after the engine clears finding out that the darn switch is locked! So, a tip for you young switchmen, check the switch BEFORE you start the drop.

Now, back to our drop in Oakland. Once six was together the engineer highballed down the main towards the old yard, winding up those old EMC SW1's or if you were lucky an S2 or S4 Alco, as fast as it would go. At the last possible second with the engine huffin and puffin and the dust flying the foreman would give a big easy sign for the pin-puller to get the pin and then give a big highball to try to get the engine over the switch in time to throw it.

With those old girls if the engineer just flipped the generator field and/or gave the independent a touch it was just enough for the pin-puller to get a little slack to pull the pin. If he closed the throttle you were out of luck, he would never get his speed back to pull away from the cars in time.

Well, if everything went according to plan, and you and your crew didn't make the six o'clock news, the engine would go down four rail and the cars would fly around the curve onto the scales.

If the cars didn't go into the clear you simple went through track four, around the balloon, grabbed the other end of the cars and pulled them out. Remember what I said about "leaving yourself an out"?

For the outbound California Zephyr in the morning the outside hostlers or the "Rip" job would bring the power out of the house and spot it at the east end of the "launch pad" or Short Four. The "Short Side" was the four tracks next to Middle Harbor Road across from the SP Homestead yard. The rip job would then double over the coaches at the coach yard making up the outbound CZ and pull around the back of the old roundhouse and out #7 and shove it against the power making up the train.

The balloon track started and ended at El Dorado Street. The south side leg was the scale track it went around the back of the old roundhouse and came out (the north leg) as track number 7.

As for the inbound in the afternoon the power was put away and the rip job would shove the train onto the scale track and leave it then run down #7 around the back of the roundhouse and grab the other end and shove it into the coach yard thus turning it for the next days outbound.

While shoving into the coach yard at one to two mph the carman would inspect the wheels for flat spots, cracks, etc. During these inspections I would sit in the coaches what seemed for hours enjoying the ambiance of this cross-country marvel.

PRM Facilities Report

By Eugene Vicknair
Facilities Manager

Anyone who has been around the museum this year has probably noticed several members running around with tool belts, hammers, shovels and generally anxious expressions on their faces. These dedicated volunteers have been working to bring the museum into compliance with city and county building codes, a long overdue process that has preoccupied much of our facilities work this year (in addition to trackwork).

Special mention must be made to our new Chief Electrician, Eric Stephens. Eric has been a Life Member for over 10 years and my co-manager on the Zephyr Project. This year, he stepped up to the daunting task of bringing all electrical systems on the property into proper compliance. This is no small task when one considers that the diesel shop alone has a mishmash of wiring dating from its original construction until today. This unfortunately includes much wiring improperly installed during the early days of the Society. While the cost and time required has been high, with the help of several additional members, including Eric's father Steve Stephens, much progress has been made.

Under the guidance of Portola City Inspector Micheal Yarmey, we have been identifying compliance issues around the museum and enacting corrections to them. The final major task, in progress as this is written, is the removal of an illegal septic system installed several years ago for the Shower Car and its replacement with a tie-in with the city sewer system. The drains on the car are also being reconfigured to meet code requirements. Several other corrections are also in progress around the Shower Car, including rewiring of the pipe heating system and reconstruction of the deck between the Shower Car and sleeper "Edenwold" to meet city and ADA requirements.

It has also been found that the car currently occupied by our live-in caretaker, Ken Roller, does not meet residence requirements. After analyzing the costs to bring this car into compliance, and issues raised by our FRRS legal counsel concerning our role as landlord, the Board voted to end Mr. Roller's residence and aid him in finding a new home in town. This will save the cost of bringing the car up to residence standards and give Mr. Roller a higher quality home.

Another change in the works is the designation of fire lanes around the diesel shop. To comply with state law, our new Fire Marshall, Frank Brehm, has announced that parking will no longer be permitted along the north side of the Diesel Shop between the building and RIP track 1. This will provide clearance for a mandated fire lane allowing access for emergency equipment.

Much work remains to be accomplished around the facility. Of high priority for next year is completing a drainage project around the diesel shop to end the annual influx of water from melting snow. We are also in the process of completing the chain link fencing around the property by closing a large gap on our southwest corner and incorporating the hospital property into our fenced area.

If funds become available, Roadmaster Rod McClure and I are making plans to begin the long talked about walkway improvements by laying new concrete aprons at the east and west

ends of the Diesel Shop and a new walkway from the east end to the Parking Lot. Plans are also being made, again contingent on funding, for laying the proposed Parking Lot Display track, completing Dodgepole Siding and paving the reconfigured main parking lot.

A new major project may surface when Magnolia Tower is finally moved to the museum in the next few months. The hope is to quickly reassemble the tower in its final location and then make it weatherproof so that restoration work can begin.

In closing, I want to thank everyone who has put in long hours helping upgrade and clean the facility. We have very ambitious plans laid for next year, but they are only possible thanks to the down and dirty "grunt" work of everyone in the past year.

Apologies to anyone whose name I miss.

Dan Brady	Frank Brehm
Kerry Cochran	Greg Elems
Steve Habeck	Sam Herschbein
Alan Hirasawa	Wendy Holtz
Aaron McClure	Eric McClure
Gail McClure	Rod McClure
Doug Morgan	Curtis Olliff
Eric Stephens	Steve Stephens
Sara Eidman	Charlie Walls
Mary Ann Vicknair.	

Zephyrette Comeback?

By Jack Grasso

Remember when a single rail diesel car ran from Oakland and Salt Lake City on the Western Pacific Railroad? Remember a second BUDD RDC running in the opposite direction? Remember that the mileage was almost the equivalent of the distance between New York and Chicago? Remember the meal stops at Elko and Portola? Remember running through Feather river Canyon at night?

These local one car Zephyrettes were so much a part of Western Pacific's passenger schedules between 1950 and 1960. The California Zephyr carried the long distance riders. The Zephyrette ran for local patrons as well as mail and express.

Unfortunately, both Zephyrette RDC's were destroyed. The Portola Railroad Museum for this reason does not have this part of Western Pacific history.

YOU CAN HELP!

While the original Zephyrettes are gone, BUDD RDC's are still around. Would you like to help the Portola Railroad Museum obtain one of these cars so that our fine craftsman can transform it into a Zephyrette? If you do, please take note of the address below and help us make this a reality.

Zephyrette Acquisition & Restoration Fund
Feather River Rail Society
P. O. Box 608
Portola, CA 96122-0608

Historical Memberships Discontinued

Action was taken at the November Board of Directors meeting to not accept any new or renewing memberships at the historical level effective March 1, 2003. After all current memberships in this class expire it will cease to exist. I have asked John Walker and Thom Anderson to comment on this action.

By John Walker

The FRRS Board of Directors has voted to streamline the membership process by phasing out the WPRRHS Historical membership level. As one of the members who worked to establish the WPRRHS, I have been asked to comment on this decision.

Historical memberships were created in 1996, following a rift in the membership concerning the direction of the FRRS and the museum. Basically, some members wanted their membership money to go towards specific WP/Feather River Route preservation efforts and certain improvements at the museum. To accomplish this, the FRRS established the Historical membership level and created the WPRRHS to give those members an avenue to accomplish these goals. Then FRRS President Steve Habeck, promised the full cooperation of the FRRS in these matters and the FRRS Board of Directors has been very supportive of our efforts in every respect. This support has come in the way of financial and organizational support and a generous free hand to act autonomously within our own sub-organization.

And the WPRRHS held up their end of the bargain as well. The WPRRHS took over production of The Headlight, the establishment of the Arthur Walter Keddie Railroad Library, has hosted six successful conventions and taken part in other special events such as Railfair in Sacramento and Truckee Railroad Days. Numerous artifacts and records have been added to the museum archives and improvements to the educational displays around the museum are in progress.

The establishment of the WPRRHS has helped improve the FRRS and the Portola Railroad Museum significantly. The issues, which originally caused the split in the membership, have been resolved. And the FRRS has even changed the mission statement to better reflect the core mission of the organization. That being, of course, the preservation of the history of the Western Pacific Railroad and other railroads along the Feather River Route.

This unique partnership has netted great results. And I'm pleased to say that there is harmony in the organization once again. Many Active members such as Frank Brehm, Andy Anderson, Norman Holmes and Vic Neves have worked tirelessly on WPRRHS projects and many WPRRHS members have already renewed as Active members and volunteer on other FRRS projects or jobs at the museum. Thankfully, there really is no good reason to keep the Historical membership level any longer. By phasing out the Historical membership level, Historical members will once again be allowed to vote in FRRS elections (a powerful voting block!). We will receive The Train Sheet and all of the other FRRS membership benefits as well. This will also streamline the membership record keeping process and cut FRRS mailing and office expenses.

The Western Pacific Railroad Historical Society (WPRRHS) remains the official WP Historical Society of record

and all Active members will be joint FRRS/WPRRHS/Portola Railroad Museum members. The WPRRHS will continue to operate as a separate department within the FRRS, just as the Mechanical and Operating Departments do now. Thom Anderson remains the Administrator (Department Chairman) of the WPRRHS and we will continue the work we have done to make The Portola Railroad Museum and the FRRS even better.

I encourage all Historical members to upgrade your membership to the Active level. I also want to thank you for your support in the past. We could not have done it without you voicing your opinion by electing to join at the Historical membership level. Now that our differences have been resolved and we are all one big happy family again, it's time to fully support the FRRS by becoming an Active member again.

I also want to use this opportunity to go on record and thank Wayne Monger, Steve Habeck, Vic Neves, Andy Anderson, Lolli Bryan, Frank Brehm, Norman Holmes, Hank Stiles and all of the other FRRS Board of Directors and museum department heads for their assistance, cooperation and support of the WPRRHS. It was their leadership and understanding that allowed us to openly discuss our differences and find a successful resolution to the problem. We worked together and found a way to make the FRRS better for all of us.

In closing, I want to say that I have great confidence in the current Board of Directors. They are pro Western Pacific and are in favor of more equipment restorations and improvements to the museum facilities. Under current FRRS President Rod McClure's leadership, several long standing problems are being resolved and efforts are underway to improve the museum collection and the building and grounds. There is solid financial and legal advice behind every decision undertaken by the Board and I think we will all see marked improvements in the museum in the near future.

But they can't do it all themselves. They need your help. Please make plans now to come up to the museum next year to help. I realize that many people can't come up to the museum every weekend or even once a month. But if you could make it up a few times over the summer we could sure use the extra hands. The museum has overnight accommodations for working members with shower and kitchen facilities. The Union Pacific still runs trains right alongside the museum and the new train watching platform offers a great view of the passing trains. It's a great way to help to museum, learn more about railroading and have a lot of fun also.

Thom Anderson, WPRRHS Administrator, echoed Johns' comments and added the following.

I support the action taken by the Board regarding the phaseout of the Historical class of membership.

This is a positive step for all of us as members of the Society. There is a place in the Society for members whose primary focus is history, which John pointed out was not always so. The historical aspects of PRM will only increase as the plans for the WP Hospital include a permanent archives and library.

I hope that we see increased participation from the members (myself included!) as the Historical Society department becomes involved in the hospital restoration, and Railfan's Day just to mention two functions at PRM.

Railfan Photographers Day 2002

By Gail McClure and Frank Brehm

The Society held its 16th Annual Railfan Photographer's Day on Saturday, September 21, 2002. We had moderate success due to late planning efforts and there were around 50 people who attended. In addition to representative trains run on a timetable schedule, new features this year included an improvised switching demonstration and a lifting demonstration with the WP-37 Derrick where an EMD 567 prime mover was transferred from the dock east of the shop to a waiting flat car.

Approximately 30 participants stayed into the late evening hours for slide shows and night photography choreographed by Vic Neves as he has so skillfully done in the past. Slide shows included presentations by Evan Werkema, Tom Moungovan and newcomer Greg Elems. The shows were well received by all.

Planning efforts have begun for next year. Mark your calendar for September 20, 2003 and plan on attending. Watch for the return of vendor booths, new events and demonstrations as well as a BBQ. Information regarding advance purchase of tickets and events will be available at the FRRS booth at Winterail 2003 or by contacting Gail McClure at rrwidow@alpine.net after March 15, 2003.

On behalf of the Railfan Photographers Day 2002 Committee, we would like to recognize the following volunteers who made the event happen:

Charlie Bay	Phil Brahms
George Breitwieser	Jan Breitwieser
Don Borden	Sara Eidman
Greg Elems	Steve Habeck
Sam Herschbien	Alan Hirasawa
Chris Jozwiak	Aaron McClure
Rod McClure	Tom Moungovan
Vic Neves	Charlie Spikes
John Walker	Evan Werkema.

If we forgot anyone, we apologize. Please let us know so that we can recognize your efforts.

Note: We would also like to extend a special congratulation to Ronnie and Sheryl Godfrey from Sun Valley, Nevada who came to celebrate their first anniversary at the Museum due to their love of trains. They were unaware of our event, but paid the entrance fee in support of the FRRS and spent the better part of the day enjoying the show. We are glad they chose to share it with us!

Welcome New Members

A warm *Welcome Aboard* is extended to the following new members

Active

Alan Campbell, Sandy Coots, Lincoln Bingaman, Jeremy A. Levis, Mike Ingram, Mike Anderson, Randal A. Walther, Dale Darney

Associate

James Randolph, Robert J. Miller, Kent Long

Family

Ken Meyer, Jim & Denny Hoelter, Vern Lund, Mike Kramarenko, David & Vicki Epling, Glenn & Karen Stephenson, Keith Smith, Bill Candlish, Doug & Norma Jane Clark

Family Life

Jan & George Breitwieser

Historical

Robert McNamara, Dale Darney, Bill Pyper, Richard Ray

Life

Dan J. Smith

Sustaining

Lau Haaning & Kaleta Brown

MEETING ANNOUNCEMENT

The February Board Meeting for the FRRS will be held in Sacramento, CA. All interested members are invited to attend.

When: February 1, 2003. 1:00 PM - 4:00 PM.

Where: The Stanford Gallery of the California State Railroad Museum, located in the Big 4 Building at 111 "I" St., right next to the Railroad Museum Building building.

Map:

Saturday, Feb. 1, 2003

1:00 PM * Board Meeting

Questions Call
(530) 832-4131

CSRM Turntable

Discovery Museum



CSRM Main
Entrance

Sacramento River

Stanford Gallery

I-5 and Amtrack Station

Summary of Recent Board Meetings

September 2002 Board Meeting Summary

Motions Passed

Consent Motions – *Consent Calendar tabled to October 2002 Meeting*

Motions

Motion 02-09-01.. Amateur Radio Field Day
Motion to allow for Amateur Radio Field Day Event at the Portola Railroad Museum as proposed by Member Matt Parker. Event to occur June 28-29, 2003. Motion made by Director Stiles, seconded by Director Vicknair. Motion carried.

Items Postponed or Held Over

President's Assistance Report
Truckee Railroad Days Report
Camp Car Movement
Consent Calendar

October 2002 Board Meeting

Motions Passed

Consent Motions

Motion 02-10-02..Minutes
Approval of the minutes of the regular meeting held August 3, 2002, Approval of the minutes of the regular meeting held September 7, 2002. 2003 Calendar.

Motions

Motion 02-10-03.. Financial Reports and Recognition
Acceptance of the Financial Reports and Recognition of the Efforts Dan Brady and Susan Scarlett with respect to same. Motion made by Director Cochran, seconded by Director McClure. Motion carried.

Motion 02-10-04.. Purchase of Fencing Material
Authorize purchase of fencing in the amount of \$9,900, materials only with quote to follow from local contractor for installation.. Motion made by Director Brehm, seconded by Director Vicknair. Motion carried.

Motion 02-10-05.. Hiring of Part-time Employee
Hiring of part time employee, specifically four hours per day, five days per week, for a 60 day period commencing immediately, to perform various duties as prescribed by the President, with funding split between Facilities and Mechanical Department budgets. Motion made by Director Breitwieser, seconded by Director Holmes. Motion carried.

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

Motion 02-10-06.. V&T Lease

President McClure to discuss with Bob Gray, President and General Manager of the Virginia & Truckee Railroad settlement of existing monetary issues and ascertain if contract is to be renewed.. Motion made by Director Cochran, seconded by Director Brehm. Motion carried.

Motion 02-10-07.. Referral to A&D Committee

Refer acquisition possibilities to the A&D Committee for review. Motion made by Director Cochran, Seconded by Director Brehm. Motion carried.

Motion 02-10-08.. Convention Delegates

Authorize two delegates to attend, with expense cap of \$1,000 per convention, both the ARM and TRAIN Conventions. Motion made by Director Cochran, Seconded by Director Vicknair. Director McClure abstained. Motion carried.

Motion 02-10-09.. Termination of Ken Roller Occupancy Agreement

Approve 60 day notice to quit be provided to Ken Roller pursuant to terms of occupancy agreement, with President McClure and Marta Egan, President's assistant to provide said notice to Mr. Roller. Motion made by Director Anderson, seconded by Director Habeck. Motion carried.

Motion 02-10-10.. A&D Committee Recommendation

Accept A&D Committee recommendation of the proposed trade of one SP beet gon for the SN boxcar currently owned by the Santa Maria Valley Historical Society. Motion made by Director Cochran, seconded by Director Holmes. Motion carried.

Closed Session

Legal counsel reported the following with respect to closed session: Personnel matter was tabled and no other action was taken. Consensus direction was given to the President with respect to the equipment trade issue. Motion forwarded to approve printing of reproduction track manual books with cost budgeted to publications and carried unanimously.

Items Postponed or Held Over

Purchase Order Policy

Respectfully submitted by Eugene Vicknair, Secretary

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.

Upcoming Events

January 2003

4 Board of Directors Meeting 1 PM
Portola, CA

February 2003

1 Board of Directors Meeting 1 PM
Sacramento, CA

March 2003

1 Board of Directors Meeting 1 PM
Portola, CA
1 Museum Grounds Open to the Public
8 Winterail
Stockton, CA



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

Change Service Requested

NonProfit
U.S. Postage Paid
North Highlands, CA
95660
Permit No. 278