



Preserving "THE FEATHER RIVER ROUTE"

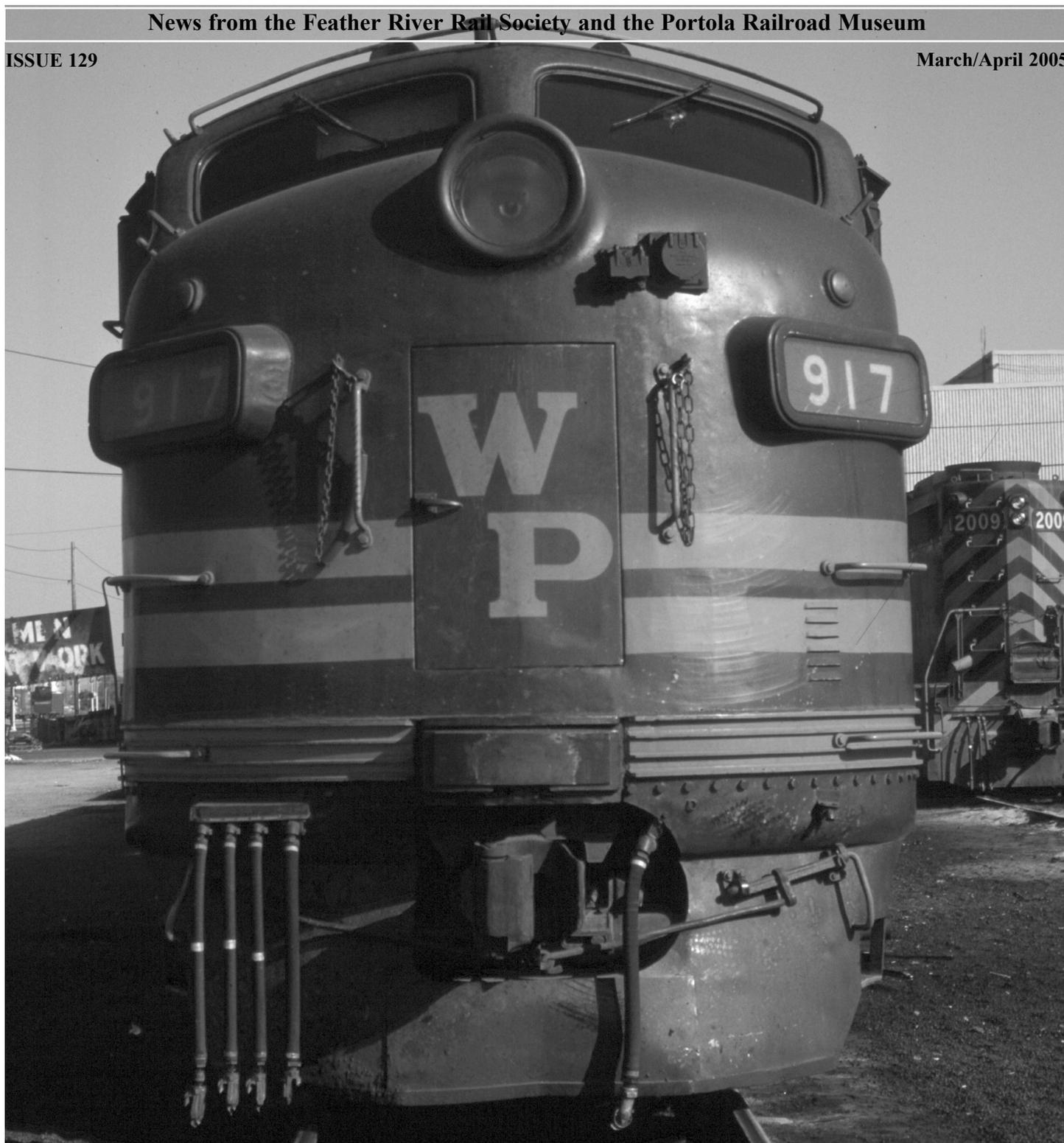


The Train Sheet

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

ISSUE 129

March/April 2005



- 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 5:00 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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Cover Photo:

Meet another part of our growing Western Pacific collection, F7a 917. We now have 2 of the “Fab 4” F units.

Bob Yanosey photo, Collection of Frank Brehm

Back Cover:

Web Pages of Interest

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

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

- FRRS Membership -

<i>Yearly Dues</i>		<i>Single Life Membership</i>		<i>Family Life Membership</i>	
Associate	\$20.00	Birth-17 years of age	\$1200.00	Birth-17 years of age	\$1800.00
Active	\$40.00	Age 18-39	\$900.00	Age 18-39	\$1350.00
Family	\$60.00	Age 40-61	\$600.00	Age 40-61	\$900.00
Sustaining	\$100.00	Age 62 and above	\$300.00	Age 62 and above	\$450.00

These are the dues for the duration of one year, with Life and Family Life being a one-time payment. Five year payment plans are available for life memberships.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.

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

Family memberships receive both The Train Sheet and the Headlight, have 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 membership@wplives.org

A Message From the FRRS President

By Rod McClure

This month and last find us at the Museum fighting the weather to get all the equipment ready for the long journey to Rio Vista Jct. which is scheduled to depart Portola hopefully during the first week of May. Winter does not want to give up and even though the big snows of January and February have melted, the cold and snow continues making all the outside work we need to do miserable. We loaded the SN 146 and SL&GW 44 tonners on to the flat cars along with the WPMW 8514 flat car onto its flat car in a total of an hour and 45 minutes. That was the easy part. Our resident welder, Howard Hansen working with Doug Morgan began the task of chaining these pieces of equipment to the flat cars. This is not an easy job as the equipment must be chained according to UP requirements along with custom wheel chocks that must be fabricated from scratch. These are bolted to the rail on the flat cars and then wedged with pieces of metal shims to hold the engine or car from any movement. Once these are done, then each of the pieces of equipment has to have 16 chains ran and secured at properly spaced positions along the sides and ends so that there is NO movement of the equipment on the flat car and in the case of a derailment, the loaded equipment will remain right where it is supposed to be. This also required Howard to fabricate from scratch custom "u" shaped brackets to be bolted to the frames of the 44 tonners to secure the side chains to. I don't have the exact time Howard and Doug put in on this yet, but it is a huge amount. While this is going on, we had to make air brake repairs

to the ballast car that is going as it had a broken trainline which needed repair and brake shoe replacement and some adjustment. The SN caboose is going on its own wheels as long as it passes inspection. So all of its journals have been cleaned and repacked, brakes adjusted and other details taken care of. We will be using our own locomotives for this move account the UP does not have any to spare, so this required inspections of the WP707, WP2001, and the SP2873 by Hank Stiles and Rick Edwards along with help from many others in the mechanical department including Ed Powell and Alan Hirasawa along with Larry Hanlon and Dave McClain. Even the simple inspections on these locomotives takes a lot of time as they must be put over the pit and have the traction motors serviced and lubed, the electrical and air brake components must be inspected and all the little gremlins chased out that seem to move in during the winter. Our new "road" boxcar, the WP xxxxx had to have the graffiti painted out and the doors lubed. David Epling, John Walker, Charlie Spikes, Loren Ross, and Greg Elems managed to dodge rain drops and paint out all the graffiti on both sides and re-stencil the original numbers back on the car. Norm Holmes found the proper capacity and specification stencils in his garage and applied them also making the car look real good for a quick job. I spent time with Don Nelson lubing the numerous zerk fittings on the doors so we could open them without the need of a come-a-long. I then loaded the 85lb spring frog going to RVJ into the car with help from John and Don, with Charlie and Loren loading the huge list of tools and materials we might need on the road. While all of this has been going on, Steve Habeck has

been readying the WP484 caboose with all the little things like air hoses for all the equipment we were bringing back from RVJ, hand tools, radios, and of course lots of Diet Coke and Pop Tarts. Steve had to completely rebuild the cabooses water system thanks to freeze breaks which took more time than expected to repair but allowed the system to be completely drained and sanitized. He also had to drain and repair the fuel line to the stove as it decided to plug up and quit working. This caboose is one of the most important pieces of equipment we take with us anywhere outside the gate as it serves as our luggage storage, tool and radio locker, office for all my paper work that always is present for reasons known and unknown, beverage and food storage along with a huge ice chest that will hold at least 50lbs of ice and numerous cases of Diet Coke and bottles of water. Steve has also modified the caboose for use as a radio and cell phone charging center along with keeping our rechargeable tools and lights ready to go when needed. More on the use of the WP 484 in the future.

While all of this work has been going on at Portola, we have also been bringing the Museum out of winter hibernation with hours of time spent charging and installing batteries in the locomotives we use all summer long for RALs, cleaning up the shop and making sure the building was watered up and ready to go. John Walker and Charlie Spikes (our new Facilities Manager) have been trying to clean up the broken windows punched out by all the snow on the roof and they came up with a way to prevent all the window breakage in the future. All of this was going on rain or shine with all of us trying to work our regular jobs and do the family commitments at the same time. Hank and Rick spent a huge amount of time at Rio Vista making sure all the equipment we are getting from them is ready to move. Most of this equipment has not been moved in years and many air brake parts had to be replaced or cleaned and adjusted, the locomotives had to be moved over the pit and have the under carriage inspected and lubed, and all of the equipment had to pass a complete air test. I am not sure yet how many days they spent there, but it seemed to be every Wednesday they were there working on this or that or chasing spider webs out of the equipment. Many thanks goes to our friends at the Western Railway Museum RVJ who helped Hank and Rick in anyway they could and by allowing our use of their shop during their busy repair schedule to their equipment. And as a last minute addition to our train, the SP 4004 RS32 we have sold to the Pacific Southwest Railroad Museum at Campo, CA will be going with us to Roseville for further movement to Campo by UP. This engine has required a lot of little repairs to make it ready to roll that were not expected but had to be done. Doug Morgan and Hank Stiles along with Steve Habeck worked on air brake problems that kept popping up and Ed Powell and Charlie Spikes lended a hand by helping me install the AEI tags and stenciling the cab with SDAX. We had to wait for parts to come from WABCO for one brake cylinder that turned into a project unto itself. With these repairs made, the UP has inspected it and announced it OK to move. These of course are just the big things that have been going on at Portola and RVJ during the last couple of months. Many small projects have been started and finished so we can make this movement successful and without ANY failures on the road. I have spent many hours on the phone or in front of the computer working out all the details required to make a movement like this and I know that without a team like

we have, this would not be possible. We are making history in this trade and with this move being done as a special move we are setting the standard for all others to follow. That is why all the details must be addressed and we can not have any failures on the road. Once the move is done, I along with all the people involved will sit down and write a detailed report on the trip. As I finish this article up, we are about two weeks away from departing and we have everything ready. My next report will detail the hopefully successful journey to RVJ and home with our new equipment.

Until next time, WP LIVES!

WAIT!!!!!! Hold the press Frank!

Due to waiting for my article, the Train Sheet is late but that gives me the chance to let you all know that we have made the move and it was successful and WITHOUT FAILURE!!!!!! We did it and have brought home the 917 and 712 along with all the other equipment from RVJ including a couple of things we picked up along the way. I Will have all the hot info in the next issue..... THANKS TO ALL OF YOU WHO HELPED MAKE THIS HAPPEN, WE COULD NOT HAVE DONE IT WITHOUT YOU!!!!!!

Donations

By John Walker

WOW! What a great response to our first want list printed in Issue 127!

Members Loren and Kim Ross of Reno were first in with the donation of a brand new Hewitt-Packard "Four-in-One" Scanner/printer/copier/fax machine! And just in the nick of time too, as our old copier had broke down that very week. Member Tom Barton called just before the March Board Meeting to announce his donation of a 1984 Ford pickup! Not only is it in great shape, it's a four-wheel drive! Thanks Tom, we're already putting the truck to great use around the museum! Our new facilities manager, Charlie Spikes of Reno, quickly got into the act by getting us several lockers, file cabinets, chairs and a small conference table which were donated by a VA Hospital warehouse in Reno. Member Keith Smith provided two huge oil fired heaters donated by Morton-Thiokol in Utah. Member Frank Beavers in Westwood secured an upright display case, which we will use in either the gift shop or display room. Discussions with several other members and friends of the museum look very promising and hopefully, we will be able to report more donations soon.

But don't let that stop you from helping us out. The Portola Railroad Museum is still looking for certain pieces of equipment to improve and enhance the hard work of our volunteers and staff. Again, these items don't have to be new. As long as they function correctly or, can be repaired at a nominal cost. It doesn't have to look pretty either. The big cost is the equipment itself. Parts, repairs and a touchup of the paint are nothing compared to the cost of the equipment.

We are also adding some special requests for people with certain skills in this issue. If you or your company can take a couple of days off and spend a few days at the museum to help us complete these projects, it would be greatly appreciated. We can

make arrangements to house you and your crew (and secure your equipment) at the museum. Consider it a working vacation. In addition to train watching, there are six golf courses in the area and the fishing is great!

Take a look at the list and give John Walker a call at 530-832-4131 if you think you can help. And remember, donations to the FRRS are tax deductible.

1) The museum has a gap in our perimeter fence along the south side of the museum. We have also had the property lines around the hospital surveyed. We have the posts and the fence material. But we don't have the money or the labor to install the fence. If you are in the fencing business, we could really use your expertise and help getting these fences installed and securing our property.

2) We really need a hydraulic man-lift of some kind. A "Cherry Picker", "bucket truck" or scissor lift of some kind would make it easier to do restorations, painting, changing light bulbs, repairing broken glass, electrical wiring, trimming trees, the list is endless! And it would be safer than setting up scaffolding or climbing tall ladders.

3) Speaking of ladders, we could use a heavy-duty extension ladder. Ideally, a wide one about 25-30 feet long. For safety reasons, the ladder would have to be in good shape with good feet on the bottom. A 10 foot folding ladder, preferably fiberglass, would also be useful inside the shop.

4) A heavy-duty, 1,000 + pound capacity cart with steerable, pneumatic tires is needed for a portable pump cart we want to build.

5) A small "Bobcat" type front-end loader. These tractors are great for landscape projects, cement work and clearing snow. An auger attachment on the back would help us dig holes for fencing, signs and other projects.

6) Our Mechanical forces and track repair crews could really use a John Deere "Gator" or similar all-terrain, work vehicle. We need a 6x6 with a flat deck on the back for hauling 55-gallon drums, big wrenches, track tools and parts.

7) Snow blowers. While the snow has finally melted away, it could be back as early as October. So please keep us in mind for one of these before the snows return.

8) We will need to do some roof repairs again soon. The galvanized metal roof needs another coating of sealant and paint. If any readers are in the roofing business, and might be able to donate some material, equipment and or, labor, please give me a call.

9) Our carpentry shop is always looking for good quality power tools. Circular saws, Sawsalls, routers, table saws, cordless drills, nail guns, planers, vacuum systems, cutters, joiners, you name it, we want it and could use it. We could also use a small cement mixer.

10) A floor scrubber (no, not your mother in law). The engine house floor gets a lot of wear and tear from muddy boots, rubber tired equipment, vehicles, locomotives dripping oil, etc. It would be nice to scrub the shop floor down a couple of times a year. This would be a big help in preparing the shop floors for repainting.

11) If anyone is in the aggregate business, we could use a few truckloads of sand, 2-6 inch river rock and drain rock for various landscaping and drainage projects.

12) A bead blasting system for cleaning small metal parts. This would help the restoration and mechanical department.

13) The gift shop and the display room need glass display cases. Upright or counter styles are both good. We're also looking for some "Slat-wall" style display panels and good peg-board panels. Our expanded book and video section gives need to additional bookcases.

14) We've received a small conference table but we're still looking for a big one that will host 10-12 people for Board of Director meetings or conferences. We can refinish the table (or perhaps another member can help in this area).

15) Reception area furniture. We would like to set up a new reception area inside the entranceway into the museum. We need a nice reception desk and counters, which we can use for brochures and informational signs. If someone out there is redoing the reception area of his or her offices, please consider donating the old furniture to the museum.

16) Motion sensor security lights. We've located at least six areas where we could use these to improve security and safety.

17) Our wooden picnic tables are wearing out. Despite storing them in boxcars or inside the building in the winter, summer thunderstorms and normal wear and tear are taking their toll. We need to begin replacing these with aluminum or fiberglass tables that are easier to move and resistant to damage from rain. Ideally, we need six to twelve of these.

18) This one may not be popular but, if you need it, your thankful you have it. We could use two "Porta-Potties".

19) And finally, a big request. I may be dreaming but I'm going to give it a try anyway. Our master plan for the museum calls for a replica depot in the parking lot for a new gift shop and ticket office. While it would be great to get that started tomorrow, a doublewide, modular/manufactured building would be a great temporary fix to an already overcrowded, uninsulated engine house. We don't need a residence with a kitchen, bedrooms and closets, but more specifically, a large empty building that we could turn into a gift shop and ticket office. Typically, construction companies, schools and real estate companies use these types of buildings for temporary offices and classrooms. Another option would be one of those manufactured steel buildings, which can be insulated and heated. I may be reaching, but I know these types of buildings are out there and until we can build something permanent, we could really use a building like this.

And if anyone has an extra Dodge Viper or Chevy Corvette that their not using...ah, never mind. I was just checking to see if you had read down this far. Thanks; we will have more items listed in future issues.

Memberships and Donations

We would like to welcome new life member: Charles Bach and thank the following for thier generous donations:

WP 705 Donation for 150.00 from Jason Midyette and 300.00 Donation from Ed Benjamin. It seems Ed makes a 300.00 donation every year with his membership renewal, Thank you for your continued support.

A New Arrival! WP 4408



By Norman Holmes

A long sought after WP gondola car finally became part of our collection of ex WP equipment. On April 6, 2005, WP 4408 arrived in Portola billed to the FRRS, a gift from the Union Pacific.

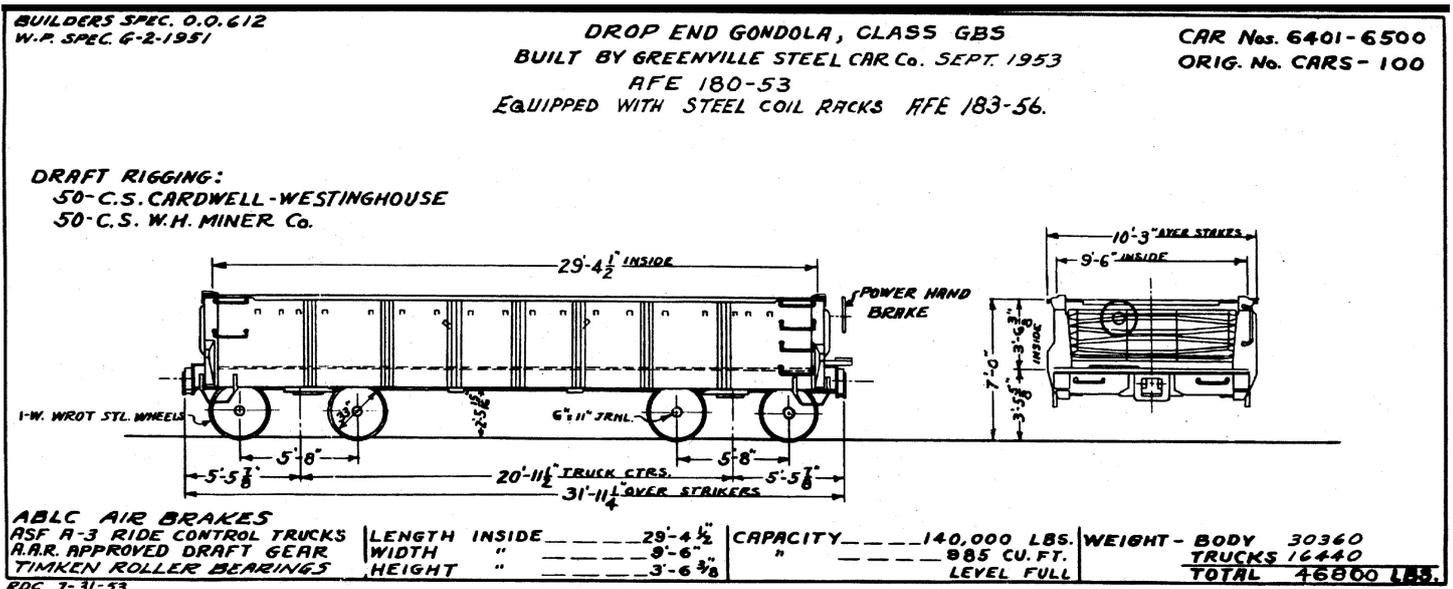
In 1953 WP purchased 100 29 foot gondola cars from Greenville Steel Car Co. to haul rolls of sheet steel from Geneva, Utah to Pittsburg, California. Delivery to USS was via D&RGW and WP then transferred to the Sacramento Northern at Sacramento. These cars were the first roller bearing cars purchased by the WP and among the first industry wide. They were numbered 6401-6500. In the late 1970's, early 1980's 25 of these cars were rebuilt and numbered 4401-4425.

I first made a request for one of these unique cars in November 1993. At that time there were eleven of these cars remaining and all were in storage at Dupo, Illinois. After several more inquires Mr. A. I. Shoener agreed to the request "if any suit-

able equipment is available." Then because of a gondola car shortage they were all placed back in service. They quickly became a favorite of the MW department because of their low sides and short length. They were frequently used to haul tie plates and ties. As time went on their numbers were reduced as the cars required repairs they would be sold for scrap instead of being repaired. We even tried to purchase one but to no avail.

Finally as the number of cars dwindled to four, Rod McClure contacted the car department in Omaha and supported by the letter from Mr. Schoener, car number 4422 was donated to our organization. As fate would it though the car was involved in a derailment in Oregon on its way to Portola and scrapped on site. Car number 4408 was then substituted and finally made it to Portola despite several attempts by MW personnel to snag it on it's way.

The car will be restored to its original number, WP 6424, with a shiny black paint job and the Timkin Roller Bearing decal on its side as originally delivered.



WP Equipment Sightings



WP 713 works on the Richmond Pacific crossing Wright Street in Richmond CA.

Dan Furtado photo.

By David Epling

Another issue deadline has come (Apr 30) and I sit here on May 2nd writing this out. This past 2 months since my last report was sent in with your sightings, we've seen some good stuff out there, a good range of cars and even a locomotive, but we'll get to that later in the report.

Bill Parker starts this one off with sightings of WP flatcars 13107 and 13117 sitting in the Roseville Yard on Feb 5, 2005. They were loaded with concrete ties.

Loren Dunlap reported sighting WP boxcars 38082 and 38306 headed north through Gridley CA on 3/2 at 1458 hrs.

Cliff Sturm spotted a good one. WP 86' Boxcar 86213, inside the General Motors Plant in Linden New Jersey on 3/5.

David Epling spotted WP Boxcar 66302, headed west just east of Portola on 3/5 at 1618 hrs.

Don Riley reported WP High Side Gondola 7718 in the city yard in Roseville on 3/13.

Ted in Davis reported a whopping 4 WP boxcars in the MRVJSJ on 3/27 at 11:40pm.

John Manter, making yet another cross country drive back to Maine, reported sighting WP Boxcar 38128 in an Eastbound Manifest just west of Evanston WY on 4/2.

Ted in Davis reported another pair of WP Boxcars on the

MSJRV on 4/8 at 0730.

Biff Byrum reported WP Boxcar 38289 sitting with a south-bound manifest in Roseville on 4/22.

Merrill Thurman reported sighting a WP 12xxx series Covered Hopper in a manifest at Baton Rouge LS on 4/30 at 2234. he further reports his last 5 road trips sighting WP 12xxx series hoppers on each trip. Someone buy Merrill a pad of paper. Just kidding, Merrill is one of this column's regular supporters.

That is the freight cars. I saved the best for last. WP GP7 #713, owned by the Pacific Locomotive Association in Sunol, CA has leased the unit to the shortline Richmond Pacific in Richmond CA. The locomotive moved from Sunol to Richmond on 4/18. Don Melcher was the first to report this locomotive's movement having stumbled across it at Mulford accidentally. Fortunately it stayed there long enough for him to go get a disposable camera for pictures. Richmond Pacific has leased the locomotive while their SW1200 #1268 gets an electrical overhaul and other major work. So for now, WP definitely lives in the 21st century as 713 turns a wheel for revenue.

That is all for this issue of the Trainsheet, remember to send in your sightings to me at frsweb@sbcglobal.net or to the WP List or FRS list. and above all, remember our battle cry:

WP LIVES!

Caboosing Around the Museum

By John Walker

Happy New Year!

1.01-Heavy Snowstorms.

1.06-John Walker and Doug Morgan shoveled 2-3 foot of snow around the museum.

1.08-Wicked snowstorms pound northern California and Nevada. Board of Directors meeting at the McClure residence in Reno with Dan Brady and Merrill Thurman attending. The museum and Reno get another four feet of snow. This is the most snow in Reno since 1916 closing highways and most surface streets for several days. Steve Habeck reports that there is 6 foot of snow in the museum and roads in the City of Portola are nearly impassable.

1.12-John Walker hikes from the city corporation yard through 4-6 feet of snow and over the front gate to get inside the museum. Doug Morgan arranged for the city to plow a road through the gate and up to the sidewalk in the parking lot and helped John shovel out the gate and part of the sidewalks. After uncovering the Propane tanks, we discovered that we were almost out of gas and had to shut off and drain the restrooms inside the museum lest they freeze up and break water pipes.

1.13-Doug Morgan checked the museum while John Walker stayed home nursing sore muscles and a head cold.

1.14-John checked the museum, answered phone calls and mail.

1.15/16-Doug Morgan, Hank Stiles, Frank Brehm, Steve Habeck and Rod McClure began trying to clear the snow. Hank fired up the backhoe and began plowing out the west end of the building and the access road along the north side. Unfortunately, there was no place to put the snow and progress stopped at the end of the loading dock. Dave Anderson of Portola brought over his snow blower and made several paths down sidewalks on the east end and up the dock to the office car.

1.18-John Walker and Doug Morgan worked on various snow removal efforts around the museum. Satisfied that the museum was again in good shape and that phone calls and mail was caught up. Everyone took some more time off from the freezing conditions.

2.3-John Walker, Steve Habeck and Doug Morgan tried to do some work at the museum. The snow has melted down to one to two feet but has compacted down to solid ice. Snow sliding down the north side of the roof has knocked out several windows on the north side.

2.4-John Walker and Rod McClure catch up on some things around the museum and again try to plow out the remaining snow. Four wheel drive vehicles still required to get in and out of the museum.

2.5-Board meeting in Roseville.

2.6/9-John checking the museum on a daily basis. Returning phone calls, answering mail and feeding the cat.

2.10-John packed for a train show in Roseville. Steve Habeck delivering mail and checking batteries.

2.12/13-John represented the FRRS at a train show in Roseville. David Epling and Eugene Vicknair worked on the dem-

olition of the old model train layout, which has a steady drip from a roof leak flooding the little town. The plaster is falling off and the buildings are coming apart. Attempts made to save parts of the layout fail but most of the rolling stock and buildings are saved. Seth Adams worked on the SP 4404. Steve Habeck checking the museum for water leaks and damage.

2.15-Greg Elams brought Brett Whellen from Australia over for a visit. 2.17-John checked phones, shipped mail orders and mopped up water. Greg Elams and Brett Whellen visited again.

2.19-Still a foot or two of snow and ice on the ground. John shoveled snow while Steve Habeck checked batteries and delivered mail.

2.21-Doug Morgan repaired brake valves.

2.22/24-Rick Edwards had a few days off and bravely worked in the shop for three days, reorganizing equipment and supplies.

3.02/3-Loren Ross worked in the shop sorting nuts and bolts and helping John shovel snow.

3.04-John tried to clean up broken glass and along with Doug Morgan, began replacing a broken commode in the Men's room.

3.05-Opening Day! Ed Powell was the first in followed by John, Hank Stiles and Charlie Spikes. The museum is a quagmire of mud and water but we did get it open. Loren Ross ran an RAL while John Walker finished installation of the new commode in the Men's room (no, I don't know who was the first to use it). With the Propane tanks filled, Hank Stiles helped get the water turned back on and restrooms put back on line. Board meeting with Dave Epling and John Manter attending. Ed Powell worked on UP6936, which is leaving today for an inspection trip to Kansas City. Hank Stiles watered and started SPI #12, 1100 and SP2873. Doug Morgan repaired an air brake problem on the SPI #12. Don Hammack brought in a crew of local kids to help shovel snow and clean up the inside of the building. Rod McClure, Steve Habeck, Loren Ross, Ed Powell, Gail McClure and John Walker did some switching after closing. Still pretty cold here. Still some snow on the ground but WE DID IT!

3.06-Hank Stiles cleared snow on the north end of the building using the backhoe and worked on passenger car parts with Doug Morgan. Steve Habeck and Rod McClure did some more switching. Jim Halliwell dropped off some Santa Train supplies, which he repaired over the winter.

3.07-Loren Ross sorted nuts and bolts in the shop.

3.08-Steve Habeck spent the whole day checking and servicing batteries while John did housekeeping.

3.09-Steve, Rod, Jason Krois and Loren Ross switched out the north side of the museum in preparation for loading two 44-tonners and a flatcar destined for BAERA at Rio Vista. Doug Morgan worked on freight car brakes.

3.10-Rod, Norman Holmes, Jason Krois, Steve Habeck and Doug successfully loaded all three pieces of equipment onto flatcars and got them secured. John Walker picked up parts in Reno and packed for Winterail.

3.11/13 Rod, Gail and Eugene Vicknair ran our sales booth at Winterail and did a great job representing the museum.

Linda Knudson watched over the museum while everyone was in Stockton.

3.14-Loren Ross ran an RAL, Steve delivered mail and worked around the museum. John caught up on house cleaning, unpacked merchandise brought back from Winterail.

3.15/19-Loren Ross ran RAL's, Steve Habeck worked on batteries. Steve and Doug Morgan worked on air brakes on Simplot 4004. Howard Hanson began welding wheel stops on the three loads going to Rio Vista. John cleaning up the museum and with the help of Charlie Spikes, repaired broken boards up at the hospital.

3.20-SNOW DAY! 6-8 inches of new snow. Rick Edwards delivered an antique freight scale to the museum, which Doug Morgan helped unload. Doug also continued work on the Simplot 4004.

3.21/23-Rotten, stinking weather! John continued work on cleaning up the gift shop while Doug continued work on the Simplot 4004. Howard Hanson continued work on the three flatcars.

3.23-WP #705 arrived from Cheyenne and Doug, Steve and John brought it into the museum.

3.24-Charlie Spikes and John Walker worked on various facility projects and repairs. Howard Hanson worked on flatcars.

3.25-John worked on various projects while Doug Morgan repaired the air system on an old ballast car going to the Quincy Railroad.

3.26-Busy Day! Cloudy but dry for a change. Hank Stiles, Doug Morgan and new member Peter Haggerty worked on air brakes and locomotives. Loren Ross ran RAL's. Don Hammack and his crew shoveled snow, swept sidewalks, the engine house and emptied trashcans. Charlie Spikes cut up debris left over from the demolition of the model railroad and helped with yard switching. Seth Adams continued his work cleaning up of the cab and short hood of SP4404 in preparation for repainting this spring. Lots of visitors.

3.27-Doug Morgan and Howard Hanson worked on flatcars and the Simplot 4004. Hank Stiles serviced the WP 707, SP 2873 and WP 2001. Steve Habeck continued work on servicing batteries.

3.28/29-Rain and snow Again! Museum closed for two days.

3.30-John Walker and Glenn fair worked on broken windows. Jim Cooper visited while Jim Halliwell continued work on drawings of SN caboose 1632.

3.31-Charlie Spikes and John Walker worked on lights, windows and cutting up old wood. Howard Hanson worked on flatcars while Doug Morgan worked on passenger car brakes.

4.01-Martha Stewart skipped Parole and came to Portola to redecorate the entranceway into the museum in a lovely lavender and pink scheme with little crepe paper choo-choo trains. I know it sounds kind of weird but "it's a good thing". Ok, April fools. Actually, the only thing that happened was Doug Morgan worked on passenger car brakes while John began airing out the Edenwold sleeper car and the shower car in preparation for summer use.

4.02-Board meeting. Hank Stiles, Bill Parker and Ed Powell worked on SPI #1100. John Walker and Marco Mitchell of Portola worked on installing new electrical outlets in the gift

shop. Charlie Spikes worked on various facility items. A community service crew cleaned, aired out and vacuumed the Edenwold Sleeping car. Seth Adams worked on the SP 4404. Steve Habeck serviced batteries and helped Rod and Gail McClure, and Doug Morgan began unloading a flatcar and boxcar full of recent donations.

4.03-Snowing again! Hank Stiles, Bill Parker and Ed Powell worked on WP 2001. Alan Hirasawa and new member Mark Schulties visited.

4.04-Three inches of new snow. Steve Habeck and Jason Krois serviced batteries.

4.05-Howard Hanson worked on flatcars.

4.06-Linda K. ran the gift shop while John attended meetings, ran errands in town and gave a tour for Quincy Elementary 5th graders.

4.07-Snow and Sleet! Charlie Spikes delivered donated file cabinets and a small conference table before helping John change burned out light bulbs (there's a joke in here someplace) and unloading supplies from a boxcar. Doug Morgan helped John finish cleaning up the debris from the old model train layout. John stayed late and did inventory and banking.

4.08-Four inches of new snow (ugh)! Norman Holmes and Ken Iverson ran RAL's that afternoon.

4.09-RAL cancelled due to snow closure of I-80 on Donner Pass. Cold in Portola. Norman Holmes did maintenance on SPI #1100. Seth Adams worked on SP4404.

4.10-Finally, a nice day! John Walker ran two RAL's. Seth Adams worked on SP 4404. Doug Morgan worked on the fuel filters on SPI #1100. John and Seth also greased the balloon track.

4.11-Marco Mitchell replaced broken light fixtures in the display room. Howard Hanson changed the cutting edge on the bucket of the backhoe. John met with Sierra Pacific energy consultant to try and reduce our power bills. John also met with advertising representatives and worked out the RAL schedule for the next week with Norman Holmes who was running RAL's this day. John also started packing for the WPRRHS convention.

4.12-Windy and Cold. Steve Habeck worked on batteries. John worked in the carpentry shop and sprayed weeds.

4.13-Dave McClain and Dwight Whetstone worked on locomotives. Steve Habeck continued work on batteries. Linda K. worked the gift shop while Marco Mitchell finished the installation of four new lights in the display room.

4.14-John packed for the WPRRHS convention while Rod McClure, Steve Habeck and Jason Krois switched the yard.

4.15/17-Linda K. ran the gift shop while Andy Anderson and Loren Ross ran RAL's while everyone else attended the WPRRHS convention (which was great! Exceptional job by Steve and Norma Hayes and their convention crew).

4.18-Seth Adams continued work on the SP 4404. Howard Hanson fabricated special tie-downs for loads on flatcars. Steve Habeck, Loren Ross and Rod McClure switched the yard so Steve could continue servicing batteries.

4.19-John unpacked from the WPRRHS convention. Marco Mitchell installed a motion sensor safety light in the shop area and replaced several old light switches. Howard Hanson continued tie-down work on flatcars. Seth Adams continued work on SP4404 despite 2 inches of new snow.

4.20/21-Steve Habeck, Howard Hanson and Seth Adams continued work on their projects despite freezing conditions (These guys are really dedicated).

4.22-Linda K. worked the gift shop while Rod and Steve switched the yard.

4.23-Paul Lanyi (a.k.a. "Yard dog"), Bill Parker, Tom Carter, Eugene Vicknair (a.k.a. "Heywood" as in "Hey, would you do this for me") and Ken Iverson worked on various projects for the "Big Work Weekend". The guys got a lot of work done on the volunteer lounge car despite rain and cold. Board room cleaned out and rearranged. Norman Holmes working on cleaning out newly arrived WP "shorty" steel gondola.

4.24-Ken Iverson ran RAL's. Charlie Spikes delivered donated metal lockers and along with Jim Halliwell and Paul Lanyi cleaned out the SN 1632 caboose in preparation for transfer to BAERA at Rio Vista.

4.25/26-Paul Lanyi (wow, these West Virginia boys really know how to work. Thanks Paul) and John Walker sprayed weeds, pulled up sagebrush, set up tables and chairs in the baggage car, and cleaned up the Board Room. Steve Habeck continued servicing batteries. Howard Hanson continued tie-down work on equipment loads. Jim Halliwell finished cleaning out the SN caboose. Lots of odd jobs done over the last few days, thanks to four days of nice weather.

4.27-Dave Epling, Ken Iverson, Pat Brimmer, Charlie Spikes, Steve Habeck and Loren Ross worked on various jobs and switched parts of the yard in order to spot locomotives for battery service and maintenance.

4.28/30-Crew training. Lots of old faces returning. Cliff Cox, the Union Pacific Manager of Operating Practices in Sparks gave the guys a safety briefing that was highly informative and motivating to our train crews. Thanks Cliff, we really appreciated your taking the time to help us maintain and even improve our outstanding safety record. Julie Anderson volunteered in the gift shop while John attended crew training and helped volunteers with various projects. Greg Elams, Dave Epling, Bill Parker, Loren Ross and Tom Andrews painted out graffiti on a newly acquired WP boxcar and almost had it relettered before a strong wind came up which prevented any more paint spraying. Hank Stiles, Pat Brimmer, Ken Iverson and Ed Powell corrected a fuel suction problem on the SPI #1100 and a broken water line on the WP #921, bringing both of these engines back on line. Hank also worked on the WP #2001 and tie-down chains for the flatcars. Rod McClure, Ed Powell and John Walker moved supplies and material. Dave Epling worked with John Walker on the gift shop section of the FRRS website (www.WPLives.org...check it out). Don Nelson serviced the backhoe and along with Tom Andrews did some landscape and dirt cleanup work. Don also scrapped the access roads and parking lot eliminating ruts left over from winter rains and snow melts. Wayne Monger, Frank Brehm and Gail McClure worked on Rail Photographers Day preparations. Seth Adams worked on the SP 4404 (yes, he does go home during the week, I think?). Matthew Elams sorted nuts and bolts in the shop area, which was a great help. Nearly 200 coffee cans and small packages of various nuts and bolts are finally getting put away in some semblance of order. This not only makes the shop look better but will speed up the finding of nuts and bolts needed for repair projects and maintenance. Matthew, Rick Edwards, Loren

Ross, John Walker, Alex Amarel and others have steadily attacked this project over the winter and the results are starting to show.

In summary, despite snow, sleet, rain and freezing weather, the museum continues to function and projects are being worked on. Visitors have been sparse, which is no surprise given the rotten weather conditions. But spring is right around the corner and we'll be ready when (and if) it ever gets here.

Summary of Recent Board Meetings

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. Full minutes are posted on the FRRSlist hosted by Yahoo Groups.

March 2005 Board Meeting Motions and Actions Summary

Motions Passed

Consent Motions – Approved motion 05-03-01

Minutes – Approval of the minutes of the regular meeting held February 5, 2005.

Financial Reports – Profit/Loss statement through 03-04-05 and Balance Sheet through 01-31-05.

Motions

Motion 05-03-02.. Mission Statement Revision
Adoption of proposed change of the Mission Statement as proposed. Motion made by Director Stiles, seconded by Director Holmes. All Directors voted in favor – Motion carried.

Motion 05-03-03.. WP MW37 Crane
Adoption of written proposal and authorization to proceed with restoration of WPMW 37 Crane with a budget of \$3,750, from budgetary line item, 51020 – Equipment Maintenance, Other and on a funds available basis. Motion forwarded by Director Anderson, seconded by Director Habeck. All Directors present voted in favor – Motion carried.

Motion 05-04-04.. Window Treatment for Diesel Shop
Acceptance of proposal for window treatment on the north side of the Diesel Shop, capped at \$2,000 to be funded from line item 70005 – Building Maintenance, Shop and pending available funds. Motion made by Director Monger, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Actions and Notices

Director Cochran discussed his report outlining volunteer participation in the Operating Department. He continues to see declining trends in Ops Volunteers and is uncertain as to why, although it is possible some people are having a difficult time with new guidelines.

President McClure reported that WP 705 is on its way to Portola after many months of protected care in Cheyenne, WY. He is keeping a close eye on it to make sure it arrives without incident.

President McClure has arranged for the Union Pacific to donate WP 4408, one of three remaining "shorty" gondolas. Special thanks to the UP for their generous donation was noted for the record.

David Epling reported that the old model railroad has been disassembled/demolished and bench work to start upon receipt of the most recent track plan as well as purchase of the required lumber.

Closed Session

Meeting adjourned to closed session at 3:04 pm and reconvened to open session at 3:30 pm. President McClure advised that a report was given regarding new developments regarding a proprietary financial business opportunity. No action was taken.

April 2005 Board Meeting Motions and Actions Summary

Motions Passed

Consent Motions – Motions 05-04-01

Removed from agenda by motion.

Motions

Motion 05-04-02.. Mission Statement Revision

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

Adoption of the Mission Statement as included in the revised Mission, Goals and Vision Statements of the Feather River Rail Society Policies and Procedures. Motion made by Director Stiles, seconded by Director Habeck. All Directors voted in favor – Motion carried.

Motion 05-04-03.. Dunsmuir Railroad Days

Support of FRRS participation in celebration of Dunsmuir Railroad Days and assistance to the Union Pacific Railroad of movement of their equipment. Motion made by Director Stiles, seconded by Director Vicknair. All Directors present voted in favor – Motion carried.

Motion 05-04-04.. Window Treatment for Diesel Shop

Acceptance of proposal for window treatment on the north side of the Diesel Shop, capped at \$2,000 to be funded from line item 70005 – Building Maintenance, Shop and pending available funds. Motion made by Director Monger, seconded by Director Stiles. All Directors present voted in favor – Motion carried.

Actions and Notices

President McClure reported that the Rio Vista trade is moving along and he is scheduled to meet with the Union Pacific's division superintendent in the coming week. Most of the equipment moving from the FRRS is loaded.

WP 705 arrived on property 03-23-05 in good shape.

President McClure advised the Board that Doug Morgan is scheduled to go to San Antonio, TX to take care of any remaining brake work on the Silver Lodge to get the car moving to Portola.

Closed Session

Meeting adjourned to closed session 2:17 pm and reconvened to open session 2:25 pm. President McClure reported that an update was given regarding a pending business issue, no action was taken.

respectfully submitted by Eugene Vicknair, secretary

Upcoming Events

June.. Caboose Trains Hours: 10 AM – 5 PM
4 Board Meeting - 1 PM Portola
Members Bar-B-Que - 5:30 PM
Annual Membership Meeting - 7:30 PM Election Results
4-5 Locomotive Maintenance Clinic
11-12 Facilities Work Weekend
18-19 Zephyr Project Work Weekend
19 Father's Day
30 Train Sheet Deadline

July.. Caboose Trains Hours: 10 AM – 5 PM
4 Independence Day
9 Board Meeting - 6 PM Portola Installation of New Board
9-10 Locomotive Maintenance Clinic, Facilities Work Weekend
23-24 Zephyr Project Work Weekend

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Make a donation today.

The Train Sheet

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