

THE TRAIN SHEET

Preserving "THE FEATHER RIVER ROUTE"

News from the Feather River Rail Society



Issue 132 . November/December 2005

UP 3985 visits Portola
Portola Railroad Days - 2006 Calendar
UP 1983 Western Pacific Heritage Unit

UP 3985 heads for Portola with WP caboose 484 in tow - photo by Rod McClure

- 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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**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM**

P.O. Box 608 . Portola, CA . 96122-0608

Museum: 530.832.4131
Fax: 530.832.1854

The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in March through the first Monday in November. The Diesel Shop is open from 10:00 AM until 5:00 PM daily during these dates.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September.

The museum grounds are closed to the public from the first Tuesday in November through the first Friday in March except for special events in which advance arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum will be open.

Entrance to the museum is free, although a suggested donation of \$5.00 is greatly appreciated.

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

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
CZ Virtual Museum	calzephyr.railfan.net
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.people.virginia.edu/~ggg9y
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www5.pair.com/rattenne/WP/TidelIndex.htm

President's Report

- Rod McClure, FRRS President

It is my pleasure to announce that we have successfully completed the equipment trade with our friends at the Western Railway Museum. This trade was a long time coming and worth all the effort it took to make it happen. Another article in the Train Sheet will cover all the details of this event so I won't cover them here. We made it to and from Rio Vista Jct. under our own power without ANY failures or delays and were able to make a side trip to Oakland to pick up Magnolia Tower, a trip to Hearst to deliver two of our flat cars for the eventual loading of the WP165 at Niles Canyon Railroad, and bring back some UP passenger cars for our friends in Cheyenne. All and all it was a long 10 days on the road for us but worth every minute of it. This could not have happened without the following members time and effort. A huge Thank You goes to the following: Steve Habeck, Howard Hansen, Doug Morgan, Wayne Monger, Victor D. Neves, Frank Brehm, Gail McClure, John Walker, Hank Stiles, Rick Edwards, Dave Stanley, Dave McClain, Norman Holmes, Kerry Cochran, Jason Krois, Alan Hirosawa, Cliff Cox, Matt Parker, Steve Lee, Don Nelson, Loren Ross, Charlie Spikes, and I am sure I have forgotten someone. Big Thanks also goes to the members and volunteers at the Western Railway Museum for all their help in making this happen. And of course without the help and assistance of the Union Pacific Railroad, none of this would have happened. It was an historic moment when upon arrival at Dozier on May 8th, I sat at the conductors desk in the WP 484 caboose surrounded by Gail, Steve, Doug, Frank, Hank, and the WRM people and signed the trade agreement. It was an honor for me to do this on behalf of the Society. We have done something that sets the standard for all other organizations to follow and look up to.

We now are planning the movement of the WP 165 from Niles Canyon Railway to Portola. We made arrangements with NCR to allow them to borrow our heavy-duty flat car to go to Fresno and pick up a locomotive they had there and bring it back to Niles Canyon. This is another example of what happens when we work together with other organizations. Hopefully the WP 165 will be home by mid November now that it is loaded on our flat car. All of these movements take lots of time and money. And as we are all volunteer organizations, it usually takes



WP GP7 707 leads the museum train over Rock Creek Trestle in the Feather River Canyon during the return journey from Rio Vista on May 15, 2005.

- photo by Bill Gilbert

longer because not everyone can be off work at the same time, or have family obligations.

As you may notice, Frank Brehm is no longer the Editor of the Train Sheet and has resigned as a Director. Frank has decided to take some time off from all of his Society obligations to take care of his Family obligations. I want to thank Frank for all of his hard work and many hours spent working for the Society and hope to see him back soon. In his place, Eugene Vicknair has taken over the duties of Train Sheet Editor and Membership Chairman. Just when Eugene thought he was going to get a break after the appointment of Charlie Spikes as Facilities Manager, he was asked "Heywood you take this on for us?" If you have any membership questions or have ideas or articles for the Train Sheet send Eugene an email. You will also be seeing some changes to the Train Sheet's content and its production schedule. This should be done after the first of the year.

Another big event for the Society this Summer was a last minute trip to Dunsmuir, CA for Dunsmuir Railroad Days. We had been invited to this event early in the year but due to complications in getting our equipment there we had dropped plans on going. Thanks to our friends at the UP and the fantastic efforts of the Dunsmuir Railroad Days people we put together some of our equipment and hauled it from Portola to Roseville then Roseville to Dunsmuir for a wonderful celebration of the history of railroading in Dunsmuir. We picked up the UP's new hybrid switching locomotive at Roseville

and took it with us to display also. The UP also brought a new GE locomotive and 2 of their Business Cars, the Stanford and the Sunset for display and to transport Vice President of Engineering, Western Region, Dave Wickersham and Roseville Superintendent Ray Perry to the event. We set our equipment up for display in front of the Depot area and had the WP 2001 and the SP 2873 on the turntable. John Walker had our baggage car gift shop set up for business and allowed people to walk through both of the SP Daylight cars under the watchful eyes of Wayne and Linda Monger. We also had our SP caboose open for display. On the turntable lead, we had our UP 25283 caboose coupled to the UP 2004 Hybrid Switcher both open to display complete with a builders representative on the UP 2004 to explain to all how it worked and its benefits as a environmentally friendly locomotive. A huge number of people viewed our equipment and the people of Dunsmuir were extremely happy to have us there. One of the big highlights of both days was once an hour, Steve Habeck or myself would "spin" our two Geeps on the turntable with as many of the visitors as wanted to ride. This proved to be quite a hit! Thanks goes to Hank Stiles, Janice Peterson, John Walker, Wayne and Linda Monger, Gail McClure, Steve Habeck and the members of the Shasta Cascade Rail Preservation Society members who helped us with all the details. A special and huge Thanks goes to Shasta Cascade President and FRRS member Matt Shuman for all

of his help in planning and making our stay in Dunsmuir flawless.

Another noteworthy event was the huge donation of equipment and supplies from FRRS member Keith Smith. Keith arranged to donate some much needed items from his employer, Morton-Thiokol in Utah. Some of the highlights are a Unimog and snow plow attachment which will be invaluable for us during the winter complete with 2 crates of spare parts which are worth more than the Unimog itself! A couple of huge diesel fired shop heaters, steel bins for storage, locomotive parts, pallet racks, paint, office chairs, and many other small but useful items. These all arrived via a UP 60ft boxcar with the Unimog and parts inside and a flat car with the snow plow blade and an air conditioner unit. A huge thanks goes to Keith and his employer for these fantastic items.

The last two Train Sheets were without my usual Presidents Report. The reason why is that I was asked to assemble a Hospital Train for our friend Steve Lee and take it to Cheyenne. This came at a good time as the restoration of the WP 484 caboose was about complete and would be used to accompany the train. Next issue I hope to have some pictures and all the details of this interesting trip written up for you.

Until next time, WP Lives.

Notes from the Editor

- Eugene John Vicknair

As President McClure noted in his column, I have assumed the editorship of the Train Sheet. Thanks again to Frank Brehm for all his hard work over the years and his assistance in making this transition. That said, you have probably noticed the Train Sheet looks...different. By profession, I am a product and graphic designer and working on something like the Train Sheet is a nice challenge. I have never done a big newsletter (although I have done booklets and manuals) like this before, so some of the concepts are new to me and things will be evolving. I ask for your patience and any constructive criticism. I am hoping to get back to devoting most of my attention to the Zephyr Project soon, so this may end up being a temporary assignment.

NEW LIFE MEMBERS

The FRRS would like to acknowledge and welcome the following NEW Life Members:

David Trussell
Brad Scherer
Robert Edgar

Thank you for your commitment to the Feather River Rail Society!



Western Pacific SD70ACe

- Eugene John Vicknair

On July 30, 2005, the Union Pacific unveiled the first two entries in its "Heritage" series of locomotives. These engines will wear paint schemes that pay tribute to some of the roads that are now part of the UP system. One of the first is UP 1983, an SD70ACe locomotive from Electro-Motive Diesel, Inc. whose image commemorates the Western Pacific Railroad.

The FRRS was proud to aid the UP in the creation fo this locomotive by providing information and a paint sample to match the "Perlman" green paint used in the scheme. After being dedicated in a ceremony in Omaha, NE, the UP 1983 came west. One of its first stops was to come to Portola for display as part of Portola Railroad Days.

UP 1983 arrived at the museum on August 18th. She was station on track 1, near the west end of the Diesel Shop, and opened for tours by our visitors. FRRS Director Matt Parker acted as 1983's caretaker and docent while she was on the property. Many Railroad Days visitors were quite intrigued with the big engine and were amazed to learn how new and powerful it was. Being able to view our classic, first generation power one track over from their modern cousin gave everyone quite a first hand lesson in diesel evolution.



- photo by Kerry Cochran

Thanks to the Union Pacific for creating this unique tribute to our WP and providing an opportunity for us to share it with the public.

Locomotive Model SD70ACe

Traction Power, Nominal	4300 HP
Prime Mover	Turbocharged Two-stroke Diesel
Prime Mover Model	16 -710G3C-T2
Number of Cylinders	16
Full Prime Mover Speed	950 RPM
Maximum Locomotive Speed	70 MPH
Tractive Effort	157,000 lbf @ 8.8 MPH
Stall Tractive Effort	191,000 lbf
Dynamic Braking	106,000 lbf (20.6 to 1.0 MPH)
Fuel Tank Capacity	4900 U.S. Gal.
Length over coupler faces	74 Ft. 3 In.
Width over long hood handrails	10 Ft. 8 In.
Maximum Height	16 Ft. 1 In.
Locomotive Weight	428,000 Lbs.



- photo by Pat Brimmer

UP "Challenger" Comes to PRM

- Eugene John Vicknair

The world's largest operating steam locomotive, Union Pacific's 4-6-6-4 "Challenger" 3985, was a special guest at the Portola Railroad Museum from August 31-September 2. The 3985 and her support train were on a six state, 2800 mile tour of the northwest dubbed the "Western Heritage Tour" and Portola was the second public display stop after leaving homebase at Cheyenne, WY.

While in Portola, 3985 was displayed on the west pass near the UP crew office, near the entrance gate to the museum. The train arrived in Portola later than expected when it was delayed by a rangeland fire near Elko. Since the train was carrying extra tanks of water, the crew stopped, pulled out their hoses and gave the fire teams an assist, spawning a few jokes about having the world's largest steam powered fire truck!

The train also had a special guest for the voyage from Cheyenne to Portola. Rod McClure and Steve Habeck had been asked to run a hospital train to Cheyenne consisting of equipment that the museum had been storing for the UP. Our newly repainted caboos, Western Pacific 484, went along to guard the rear, leaving Portola on August 14. The UP had promised to ferry the caboos back to us and they certainly did it in style! WP 484 was positioned right behind the auxiliary water tenders, ahead of the passenger cars. Our little red caboose proved to be quite a draw when the train stopped in Ogden. An estimated 2000 toured the 484 in a single day.

The 3985 left Portola on September 2, accompanied by UP 1983, the Western Pacific heritage unit, heading for display in Roseville.



- photo by Kerry Cochran

Challenger Facts

Union Pacific's 3985, an articulated locomotive with a "hinged" frame to allow it to negotiate curves, is 122 feet long. It weighs more than one million pounds, has six-foot diameter drive wheels and can reach a top speed of 70 miles per hour. The 3985 was built in 1943 for fast freight service and was retired in 1959. In 1981, it was restored to running condition by UP employee volunteers for special service.



Our mighty volunteers are ready for the 3985's visit

Recent Donations to the FRRS

As a member supported organization, the FRRS relies on your donations to enable us to restore and preserve our large collection. Thank you to the following members and businesses for their gifts to the Society in the last 2 months:

- | | |
|---|-----------------|
| Edgar Goff | Neil Lyons |
| Rod and Gail McClure | John Walker |
| Hank Stiles | Madden Plumbing |
| Barbara Flannery | Don Shortt |
| Coldwell Banker | Glenn Peterson |
| Dennis Gander | Art Grassi |
| Eugene Vicknair | Chris Bekiaris |
| Richard Green | John Edginton |
| Warren Gilleran | Warren Munro |
| Bryce Reynolds | Merrill Thurman |
| Lau Haaning and Kaleta Brown | |
| Jay Jacobs (Microsoft matching donation) | |
| Clio's Rivers Edge RV Park | |
| Walton's Grizzly Lodge (The Stein Family) | |

There are many projects we hope to accomplish in 2006, including further restoration on our WWII Pullman Troop Sleeper, returning WP SW1 501 to service and hopefully repainting more rolling stock. Watch for the Fundraising Campaign flyer in your mail soon!

Caboosing Around the Museum

- John Walker, Museum Manager

5.02/04

Loren Ross ran RAL's. Rod McClure, Steve Habeck, Doug Morgan and Howard Hanson continued preparations for Rio Vista move.

5.05

Howard Hanson finished tie downs on equipment. John Walker, Charlie Spikes, Rod McClure, and Loren Ross worked on the Unimog. Steve and Rod switched cars with Charlie and Loren. Hank Stiles did last minute preparations, inspections and servicing to equipment going to Rio Vista.

5.06

The Rio Vista trip began after a five-hour delay due to traffic in the canyon. The museum suddenly became very quiet and John used the time to catch up on paperwork and cleaning.

5.10

John worked in the archives car and cleaned up the shop building.

5.12

John restocked supplies and did general cleanup while Ken Iverson ran a couple of RAL's.

5.13

Charlie Spikes repaired a leaking water pipe in the shop and worked with John on projects.

5.14

Ed Powell serviced the WP 921 and repaired a cracked fuel line on the tug. Loren Ross ran RAL's and, with wife Kim, placed a "Geo Cache" near Milward Switch. The "Cache" is a small metal box that contains "Goodies". The boxes are hidden all over the country and individuals and groups find the boxes by using handheld GPS locators. Once you locate the box, you take out a souvenir and place a new one inside. It's an exciting new hobby and Loren and Kim promise that it will bring in lots of new visitors to the museum (and it does). Matt and Greg Elems worked on various house-cleaning projects and Greg dragged the parking lot, leveling out ruts left in the road from the winter snows. Seth Adams working on the SP 4404. John forklifted a lot of stuff out of the engine house that had been left inside for winter storage.

5.15

Charlie Spikes and Loren Ross ran RAL's and got the hot water running in the kitchen. Linda Knudson cleaned the gift shop and kitchen.

5.16

John continued cleanup in the shop and storage areas. Jack Zygnier ran RAL's. Dave Epling, Rod McClure, Steve Habeck and John Walker brought the returning Rio Vista train back inside the museum and spotted equipment.

5.17

Dave Epling, Kevin Caldwell, Adam Malarki and John Walker worked on various projects in preparation for Railfan Photography Day.

5.18

RAIN AGAIN! Charlie Spikes and Loren Ross ran RAL's and did various jobs around the museum in between rain showers.

5.19

Steve Habeck, Bill Parker, Loren Ross and Charlie Spikes started switching for Railfan Photo Day.

5.20

Don Nelson and Paul Finnegan joined the switch crew while Kevin Caldwell and Dave Epling helped with other preparations.

5.21

Some 65 persons attended Railfan Photography Day with a great job again by our operating crews. Gail McClure prepared a wonderful lunch and BBQ dinner. Vicki Epling, the Carter Family, Eugene Vicknair and Tracy helped with ticket sales and food preparation. Bill Holmes and family brought up their 1949 Buick and staged it for various train/ automobile photo shots around the balloon track. "Mr. Winterail" (a.k.a. Vic Neves) ran the evening entertainment with various slide shows and a night photo sessions. A Great time was had by all!

5.22

Kevin Caldwell was a tremendous help all week during set up and tear down of tables, chairs and equipment. Thanks Kevin! Bill Parker and switch crew got most everything put away where it belonged.

5.23/25

Steve Habeck and crew finished putting all the equipment back where it belongs.

5.28/30

Kerry Cochran, Paul Finnegan, Don Nelson, Lew Barnard, Charlie Spikes, Eddie Chase, Tom Anderson and Terry Decottignies ran passenger trains for a light Memorial Day Weekend crowd. Hank Stiles, Alan Hirasawa, Doug Morgan, Ken Finnegan, Howard Hanson, Mark and Jacob Schulties worked on the radiators on WP 2001

and reassembly of the engine in the UP 849. Wayne Monger worked on number boards for locomotives and did a BEF treatment on the oil separator.

5.31

Alan Hirasawa worked on various mechanical issues. Jack Zygnier ran an RAL.

6.01/02

Alan and Hank Stiles worked on mechanical projects while Ken Iverson ran RAL's. Jay Sarno worked on various projects. Rod and Steve installed batteries in WP 917.

6.03

Hank continued work on WP 917 and successfully got it running by the end of the day despite some sticky injectors. Steve Habeck, Kerry Cochran and Jack Palmer switched seven rail. Jack and Ken Iverson ran 6 hours of RAL's. Jay Sarno worked on the volunteer lounge car. Ed Wagner, Loren Ross, Charlie Spikes and Dave Epling tabulated ballots from the annual election. John Walker and Charlie Spikes installed the repaired museum entry sign (knocked over by snow removal crews last winter) and checked for roof leaks in the building. Kerry Cochran cleaned the WP 483 caboose.

6.04

Lawrence & Tim Paulson, David Epling, Kerry Cochran, Jack Palmer, Matt Parker, John Hittner, Ed Wagner, and Ed Powell ran caboose trains. Loren Ross and Jack Palmer ran RAL's. James Mason and Jay Sarno worked on the volunteer lounge car. Alan Hirasawa and Ed Powell worked on mechanical items and WP 917. Spencer Walker brought some of his friends from a Civil War reenactment group over for a visit. The group was performing over in Blairsden. Board meeting. Linda Knudson worked in the gift shop and prepared crew lunches. Brittany Knudson worked on various projects while her girlfriends helped John sort pictures for the archives. Annual membership meeting with a wonderful dinner prepared by Gail McClure. John Walker and Wayne Monger showed slide shows for the evening entertainment. Ed Wagner delivered election results.

6.05

Wayne Monger degreased the oil pan and areas around track three. Tom Andrews and Charlie Spikes joined the Operating Crew for the day. Alan Hirasawa worked on various mechanical

items while Jay Sarno continued electrical work on the volunteer lounge car. John Walker finished sorting a large photo collection while Linda Knudson made lunch for the crews and worked the gift shop.

6.06

Norman Holmes ran RAL's while Don Hammack and his work crew cleared up a pile of old wood and vacuumed part of the shop. Larry Hanlon and John Ryczkowski replaced a bad resister in WP 2001.

6.07

Loren Ross ran RAL's while Norm dropped off gift shop supplies he picked up in Reno. Norm also recycled the aluminum cans. Visit from railroad artist David Hal Morris and friends and family from Colorado. Tour for senior citizens from Loyalton.

6.08

Thunderstorms. Bob Larson ran an RAL.

6.11

Loren Ross ran RAL's. Don Nelson, Lew Barnard, Tom Andrews, Eddie Chase, Pat Brimmer and Craig Simmons ran caboose trains.

6.12

Charlie Spikes joined the operating crew. John Walker and Howard Hanson unloaded a boxcar and moved some materials around the outdoor storage area.

6.13

Doug Morgan worked on WP 2001 radiators. Steve Habeck and Loren Ross switched and serviced batteries.

6.14

Norman Holmes and Ken Roller touched up the paint on WP 705 (which is nicknamed "Mary Kay" due to her faded [pink] red paint scheme). Steve and Loren continued to work on batteries. Jack Zygnier ran RAL's.

6.15

Jack Zygnier ran RAL's. Rick Edwards and Doug Morgan worked on the radiators of the WP 2001. Rod McClure unloaded a traction motor donated by BAERA at Rio Vista.

6.16

Rick Edwards continued work on radiators. John Walkers gave tours of the museum for several groups. Hank Stiles and Rick Edwards worked well into the night on radiators.

6.17

Pat Brimmer and Norman Holmes split RAL's while Hank Stiles, Howard Hanson, Doug Morgan and Howard Neff worked on installing ditch lights on WP 2001 so it will be legal to lead on mainline moves. Dave Epling helped John Walker on various projects and, along with Pat Brimmer, helped set up equipment for a group of college students for a night photo shoot. Pat, Kerry Cochran, Craig Simmons and Dave ran a train of five boxcars and a caboose while the students filmed from an open boxcar in the middle of the train. Stationary filming continued well into the night using a revolving strobe that mimicked passing lights, making the stationary car look like it was moving. Surprisingly, there were no reports of alien landings being called into the local Sheriff's department by local residents or passing motorists on Highway 70.

6.18

Very Busy Weekend! Repairs on WP 2001 continued with Doug Morgan, Ed Powell, Howard Hanson, Charlie Spikes and Hank Stiles working on radiators and electrical wiring. Jack Zygnier and Lew Barnard ran a busy RAL schedule on Saturday with Andy Anderson running everything on Sunday. Kerry Cochran, Terry Decottingies, Dave Epling, Lew Barnard, Charlie Spikes, Eddie Chase, Pat Brimmer and Craig Simmons ran the caboose trains. Debra Epling helped Linda Knudson in the gift shop while Vicki Epling was a big help escorting visitors, helping with lunch and helping John Walker on guided tours. The film crew completed their work on Saturday evening and we managed to squeeze in two additional RAL's in on Sunday morning thanks to help from Kerry Cochran and Eddie Chase. Eugene Vicknair and John Walker drilled and set ten posts for the wooden ramp next to the sleeper car. John and Vicki Epling also gave a tour to Lisa Brown and her family. Lisa's father was Robert Brown; the UP Roadmaster who last used our UP 105 business car. Lisa grew up on the car and recounted many fond memories of traveling on the car with her family. She was very excited to see the car again as she was under the impression that the car had been scrapped or sold to another party after her father retired. All in all, it was an incredibly busy weekend with lots of visitors and volunteers. Everything went very smooth, thanks to the cooperation and teamwork exhibited by the entire crew of volunteers. This was one of those weekends when everything went well despite whatever challenges were thrown at us. The entire crew did a fantastic job! Well done everyone!

6.20

Hank Stiles, Doug Morgan and Howard Hanson continued work on the WP 2001. Jack Zygnier ran RAL's.

6.21

Hank, Doug, Rick Edwards, Charlie Spikes, Howard, Rod, Norman and Steve Habeck continued work on WP 2001. Andy Anderson ran RAL's. WP 2001 passed an inspection by Amtrak officials and was approved for use on a special Trains Unlimited Tours excursion train going to the NRHS convention in Portland.

6.22

Norman Holmes ran RAL's. Hank Stiles, Rick Edwards and Doug Morgan corrected some minor items on the WP 2001.

6.23

Loren Ross ran RAL's while Hank and Doug continued minor repairs to WP 2001. Ken Roller cleaned the inside of UP caboose 25732, which we got via the BAERA trade.

6.24

John, Loren, and Steve switched the west end of the museum while Doug continued work on the WP 2001. Learned today that Amtrak will not allow use of WP 2001 on excursion train due to a technicality regarding the date of manufacture on the wheels. This was disappointing news. Especially after all the hard work put in by our mechanical people to keep this engine in such great shape. Despite the bad news, the mechanical folks can take great satisfaction in knowing that the locomotive actually passed inspection from the former Chief Mechanical Officer of a major class one railroad! We received compliments on the high quality of maintenance, repairs and the restoration of our locomotives and other than this particular Amtrak technicality; the WP 2001 was fully capable of doing the job. This speaks highly of our mechanical department and the quality of work done by the FRRS in every endeavor we undertake.

6.25/26

Loren Ross, Bill Parker, Charlie Spikes, Craig Simmons, Matt Parker and John Walker ran caboose trains. Ken Iverson and Loren Ross split RAL's. Linda Knudson ran the gift shop while Brittany K., Kevin Caldwell and Doug Morgan hand washed the WP 2001. Greg Elams and his son delivered an O-scale modular layout donated by John Tyson of KOLO Channel 8 of Reno. The layout will need some work, but

hopefully we can set it up occasionally inside the engine house as a replacement for the old HO layout that used to be in the gift shop.

6.27

Andy Anderson ran 5 hours of RAL's. John Walker packed for upcoming excursion train concessions. Kevin Caldwell and Hank Stiles completed last minute servicing of WP 2001, which will now be used on an excursion on the McCloud Railway.

6.29

Norman Holmes ran RAL's. Kevin Caldwell, Brittany K. and Hank Stiles worked on mechanical items while Rod and Steve set WP 2001 out for transport to McCloud.

continued in the next issue....

WPRRHS Report

- Thom Anderson, WPRRHS Admin

A column in the Headlight titled "W.P. Model Report" has not been seen in the magazine since the passing of Pete Solyom, who wrote the column on a regular basis. The column covered new WP-related products that had either been announced or reached the marketplace. The Headlight staff is looking for someone to volunteer to collect this information to appear in the Headlight, and probably the Train Sheet as well. Anyone interested in volunteering for the position should contact Administrator Thom Anderson or Headlight Editor Dave Pires either through the Society P.O. box or via e-mail at dpires@pacbell.net. Meanwhile, Editor Pires and I will fill in. We both model in HO scale, so we could use information on other scales from those of you out there that model N, S, O, or any other scale (besides 12"=1').

The first batch Broadway Limited HO scale California Zephyr are reported (as I write this) to be on the dealer's shelves as you read this. Broadway has also released a model of a Railway Express Agency express refrigerator car. A single car and a two car set are being made with WP lettering. WP ran these cars until 1947. The model I viewed looked well done, however I had no photos or other information to make any comparisons to the prototype.

A few other HO products on the market include the following:

..Athearn released an early version Pullman-Standard 60-foot auto parts boxcar in WP paint with yellow lettering and two different numbers available. A late version without the roofwalk with white lettering will be available soon in at least two different numbers.

..InterMountain has announced an FP7 locomotive, though they have not thus far announced WP as one of the roadnames.

..Life-Like (recently purchased by Walthers) is releasing a U30B in WP silver and orange paint that can represent the first 5 units owned by WP. Society member Rick Schonfelder, who lives in Australia, reported that they were on the dealer shelves "down under" already. The model has the correct Blomberg trucks and the handrails are very well done, but does not come with the correct horn. Rick likes the color of the orange paint used on the model, but the lettering "looks a little big" to him.

..Kadee recently released their PS-2 covered hopper in WP with two different car numbers (11301 & 11330).

The headlight staff is working on an issue with a Sacramento Northern theme. At the risk of sounding like a broken CD (gotta keep up with the technology!), we sure could use some more photos and articles.

Loren Dunlap is preparing the 2006 WPRRHS convention, to be held in Chico on April 7-8. If you would like to help out, contact Loren at dunlapl@comcast.net. Registration forms, etc., will be going out in early 2006, and more information will be forthcoming at that time.

With the retirement of Norma Hayes handling the convention raffle after the 2005 convention, we are looking for volunteers to help out with the convention raffle. Anyone interested in helping should contact Administrator Anderson through the Society P.O. Box or at wpthom@hotmail.com.

On behalf of the Headlight staff, Happy Holidays and Happy New Year!



Thanks to a lot of work by Don Borden, John Walker, Tom Carter, Eric Stephens and Eugene Vicknair, the new, ADA compliant ramp to the Volunteer Deck and cars is nearing completion. Don and John spent several days in October completing the surface decking and sealing the wood. All that remains now is to finish the railings and the concrete walkways that will lead to the ramp. Also, a set of stairs will be built about middle right of the photo, allowing for a quick trip up to the main deck. Also helping out with the project were Seth Adams, David Epling, Rod McClure and several other members who lent a hand when needed.

- photos by Eugene John Vicknair

FACILITY IMPROVEMENTS

- Eugene John Vicknair

There has been a lot of work going on around the facility, most noticeably around the Volunteer Car Area (the Silver Debris Lounge, Silver Shower car, Edenswold sleeper and the deck), but encompassing the entire property. It is all part of an on-going effort to improve the look and condition of and access to our museum, both for visitors and members. With Charlie Spikes taking over the Facilities Manager job, I have been freed to focus on the Volunteer Area while Charlie and John Walker work on the Diesel Shop and the grounds. Under their guidance and care, a lot of improvements have been happening, including repainting (with special thanks to Mary Leal for all her hard work with a brush), repair and clean-up. John and Charlie also have plans to help mitigate the ice damage that costs us many Diesel Shop windows each year. Many new signs are now up in the Diesel Shop and the Gift Shop continues to grow.

In the Volunteer Area, we are hoping to complete the ramp and interior of the Silver Debris by spring 2006. The deck extension is also beginning, which will eventually tie the existing deck to the Silver Debris lounge. We still need donations of money or materials to complete the heating and air conditioning in the S. Debris as well as the kitchen. We have recently received donations of a big screen TV and sound system for the car.

Finally, I would like to thank long-time friend and FRRS member Eric Stephens for his help. Eric has been instrumental in many facilities projects over the past few years, most recently the Silver Debris. He is currently battling a brain tumor and has been following our progress from home, with plans to return to work at the museum as soon as possible.

The Silver Debris Volunteer Lounge is also coming along. In recent months, the focus has been on finishing the insulation and sheetrocking, with work being done by Kerry Cochran, Bill Parker, Paul "Yard Dawg" Lanyi, Tom Carter, Eugene Vicknair, Mary Ann Vicknair and Greg Elems. Ken Iverson and John Walker also pitched in. As you can see, the sheetrock is nearly complete. When you get 3-4 people working inside, you can also feel the difference the insulation makes. Extra special thanks goes to Jay Sarno, who has taken on completing the electrical work after Eric Stephens became ill. Jay has finished the wiring of the lights and electrical panel and the car is now functional. Also, with help from James Mason, Doug Morgan, Ed Powell and Eugene Vicknair, he completed a re-run of the conduit that feeds the Shower Car. Thank you, Jay!



How Much Longer Will "WP Live"?

- Robert and Lois Mersereau

For the last few years we have worked the registration desk at the annual conventions. One major concern that we have had is the lack of pre-teens, teenagers and young adults in attendance. Where is the youth? If you take a few minutes to look in depth at the recent issue of the Western Pacific Headlight, number 27, you should have some of the same concerns.

Spend a few minutes looking at the shaded area on page 26 where Virgil is thanking the contributors to his article. Within the text are the following words "Most of these are now gone from us, but I will always remember the graciousness of their wives who served little tidbits, and who made me feel at home." The words "gone now" are one area of concern.

Over the years we have made a concerted effort to collect the stories from those who lived the WP adventure, have tried to preserve the locomotives, rolling stock and other items to help continue the history of the Western Pacific, Sacramento Northern, Tidewater Southern and the other members of the extended WP family.

The next group is the hobbyists who have tried to preserve as much of the history of the WP family in something less than a 1:1 scale. Not only the locomotives, rolling stock but samples of the scenery, the bridges, the building, etc., have all been saved in very detailed presentations.

But when you assist the convention by hosting the registration desk the real problem that is very apparent is the question of "where are the young people?" Nolan Bechtold has been one of the very few youngsters participating in our convention. Where are the children and grandchildren?

If WP is going to live we must get the youth active in the conventions. They are the hope of the future!!!

EDITOR'S NOTE:

Due to space constraints, the article on WP's Mystery Font, mentioned in Issue 131, will be held until next issue.

WP Equipment Sightings

- compiled by David Epling

Before I start, I want to extend a hand of thanks to Frank Brehm for his great work as our editor and welcome Eugene "Heywood" Vicknair as the new sucker... er... editor. As we all know, WP lives on in equipment still running around 22 years after the fact. Remember your sighting reports are what keeps this column afloat in the newsletter. Also, remember your sightings can also include former WP Locomotives that are still around. Maybe if I get motivated a future edition of this column, I will include a "where are they now" for remaining WP power. All marks below are boxcars unless otherwise noted, all locations are California unless otherwise noted. So here we go, on to the reports.

September 1st through October 31st...

- First up is Dan Crews. Dan reported sighting WP 65557 in a westbound manifest by his residence in Doyle on Sept 1st.
- Big John reported via the Calrailfans list a WP boxcar with large WP Block lettering in Davis on Sept 3, 2005 and in Cordelia CA. on Sept 6, 2005.
- Kevin Caldwell reported WP 38251 EB out of Sparks NV on Sept 6, 2005.
- John Manter reported WP boxcars 66347, 66303, and 65631 on the same NB manifest at Stockton on Sept, 9 2005.
- Ron M reported via Calrailfans, WP 12032 at Roseville CA on Sept 10, 2005.
- Ed Wagner reported WP 38124 through Niles, EB at 12:55pm on Sept 12, 2005, and WP 11696 (Airslide Hopper) EB through Niles at 4:45pm on Sept 14, 2005.
- Bill Gilbert reported sighting WP 38108 in Sacramento on Sept 18, 2005.
- Ed Wagner reported High side Gondola WP 7738 WB at Niles at 3:13pm on Sept 23, 2005.
- Bill Gilbert reported WP 38506 in Roseville on Sept 23, 2005.
- Kerry Pierce reported seeing the Silver Quail on the rear of Amtrak #2 on Sept 25, 2005. Kerry also reported seeing UP 1983, the WP Heritage SD70ACe that UP did nice and pretty in West Colton CA. on Sept 26, 2005. *(Editor's note: Yes, I know the S. Quail is not a WP car, but as former CZ car it qualifies for the column. And likewise on UP 1983: it flies our flag, so we include it accordingly.)*

- Next up, David Epling observed WP Covered Hopper 12069 on a SB grain at Stockton at 8:20pm on Sept 25, 2005.
- Chris Bekaris reported WP 38047 in a WB manifest at Martinez CA at 4:07pm on Sept. 29.
- Loren Dunlap had a good day in the Canyon on Sept 23, he reported one train at 8:55am as having WP Covered Hopper 12061, and WP Boxcar 65668 on WB manifest, following that train at 9:18am, was the UP 1983 West (WP Heritage unit) with WP Covered Hopper 12097 buried in the train.
- Chris Bekaris scored again at Roseville on Oct 24, 2005, He observed WP 38152 in a manifest parked along Roseville Rd in Citrus Heights. WP 66345 was WB at Citrus Heights, and a third manifest sitting in Brock Siding yielded WP covered Hopper 12048. Chris again spotted 3 more WP cars on Oct 27, WP 65615 was part of a small manifest backing into Roseville from the wye at 12:13pm. WP 66347 was in a cut of cars being worked in the Roseville City yard at 2:25pm. And bring up the end of Chris' report, WP 65571 in the QFRNP just west of the Roseville Yard.
- Bill Gilbert reported WP 66336 in the Roseville yard on Oct 30, 2005.
- Ed Wagner brings up markers with sighting High Side Gondola WP 7712 at 3:12pm Oct 31st.

Happy Halloween!

2006 ELECTION NOTICE

For the 2006 FRRS Election, the board seats currently held by Steve Habeck, Gail McClure and Eugene Vicknair are up for election. Nominations open January 1, 2006. Candidate statements should be mailed to the museum at:

FRRS 2006 Election
P O Box 608
Portola, CA 96122

For more information, contact David Epling, Election Chair, at frrsweb@sbcglobal.net.

Election Timeline

- January 1 - Nominations open for 2006
- January 31 - Nominations close
- March 1 - Election Withdrawal Deadline
- April 19 - Election Ballots mailed
- May 6 - Appoint Election Tellers
- May 26 - Ballot Return Deadline - 5 PM
- June 3 - Board Meeting - Election Results

Any propositions or motions from the membership must also be forwarded to the committee by January 31.

IMPORTANT NOTICE - CREW TRAINING DAYS FOR 2006

Please watch the Trainsheet for more information on Crew Training Days in early 2006.

The dates for the 2006 training will be Saturday May 6th and Sunday May 7th, 2006. Held at the Portola Railroad Museum, starting at 9 AM each day, lasting until about 4 PM.

NOTICE !!!! CHANGES IN CREW TRAINING

Crewmembers and prospective crewmembers are encouraged to attend the training weekend. It will be necessary for crewmembers to attend BOTH days of training. Training on Saturday will consist of update on General Code of Operating Rules, Rules Test, and various procedures used in the operating department. Saturday's training will also consist of a MANDATORY meeting of all RAL engineers. Training on Sunday will continue with hands on operations along with time for questions and answers on new procedures.

OPERATING SEASON OPENS Saturday May 27th, 2006

Operating Season for 2006 will start on Saturday May 27th 2006 at 11 AM. Crew Call will be at 9:30 AM. Crewmembers will assemble in the Board Room.

Operating Department 2005

- 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 2005 Season.

The operating season is not quite over yet; we still have our Santa Trains to run on December 3rd and 10th at 5 PM on each Saturday. This is always a great way to enjoy the museum in the wintertime.

As always, we need help in getting the train ready for the event, so if you have time give a call to the museum and check with Museum Manager John Walker to see who's in charge of the Santa Train and I am sure John will have work for you.

I appreciate all the support from all the members of the museum and the Operating Department this year and hope that all department members will consider returning and volunteering for next year's season.

There are so many volunteers who help the Operating Department get through the season each year, and this year was no exception. From Linda and Brittany Knudson with lunches, Hank Stiles, Rick Edwards and Ed Powell and the mechanical department keeping the engines running, John Walker the Museum Manager who answers a ton of questions and Rod McClure with track maintenance, Don Nelson, Paul Finnegan, Pat Brimmer, Steve Habeck and Norm Holmes filling in when I am not present.

Without the help of all the Museum volunteers, we would not be able to keep the caboose train running each weekend.

And what about the RAL Engineers. Without them we would not have a successful rental program to keep us working at the museum all year.

Thank you, Thank you, Thank you,

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.

It's a never-ending challenge to get crew members lined up for each weekend during the operating season. There were a few weekends that all we had was a Push-Pull operation.

I would ask at you check the FRRS WEB site, www.wplives.org, and use the link to crew pages. Check to see what weekend that we are short on members and try to sign-up on that weekend.

Should you have any questions about the Operating Department please contact me. Email: KC6KNT@Covad.net. Home telephone: (650) 952-7127, Fax (650) 588-5490.

WELCOME TO THE OPERATING DEPARTMENT:

Seth Adams - Student Brakeman
 Roger Burdick - Student Brakeman
 Kevin Caldwell - Student Brakeman
 Tim Carter - Student Brakeman
 John Manter - Student Brakeman
 Jacob Schulthies - Student Brakeman

Promotions during 2005:

Frank Brehm - Qualified Brakeman
 Craig Simmons - Qualified Brakeman
 Bill Parker - Qualified Conductor
 Dave Epling - Qualified Conductor
 Matt Parker - Qualified Passenger Engineer
 Greg Elems - Qualified Passenger Engineer
 Mark Schulthies - Qualified Passenger Engineer

Student Positions during 2005:

Dave Epling - Student Yard Engineer
 Terry Decottignis - Student Passenger Engineer
 Loren Ross - Student Passenger Engineer

Sure hope I did not miss anyone. If I did, Sorry.

All the Operating Department Crew members work very hard through the year in volunteering there 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.

Mechanical Report

- Hank Stiles, Chief Mechanical Officer

A lot is going on at the museum and I am not speaking only of the the many of things that need to be done just to keep the doors open, for that it's hats off to John Walker and the many other people that help him. I make reference to the trip to the museum at Rio Vista, our trip to the McCloud Railway and the stop at Dunsmuir on our way back. Also this summer myself and my wife Janis along with John Walker were on the Trains Unlimited trip from Emeryville to Portland for the National Railway Historical Society convention and the trip from Eugene to Coos bay and back with Rails Northwest. Janis and I sold drinks and snacks to the passengers while John worked in the gift shop car. We handed out a lot of brochures and told a lot of people about our museum, some had never heard of our operation. This is more work than you can imagine. By the time you get there in the morning and set up, work while the train is running and do the cleanup and restocking and get to the motel it turns into a 20 hour day. The good news is that we made a substantial amount of money for the museum and had a great time while we were at it. We had no trouble falling asleep at night that is for sure, but I would do it again in a second.

A lot of us were kept pretty busy this summer. With getting the locomotives ready for these trips, (Rio Vista and McCloud/Dunsmuir) the Mechanical Department had its hands full and this took up much of our time and effort. That being said a lot of what I hoped to get done this summer just didn't get done. It's first things first and things get done as manpower, money and time permitting. Money being the most limiting factor followed by manpower.

The WP 917 has been put in service, it took about 10 hours of work inspecting, making small repairs and adjustments to the engine so the first start would not be the last. The fuel pump was gummed up and had to be taken apart and cleaned. After prelubing, barring the engine over to put oil in the cylinders and running the fuel pump for about 10 min. to lube the injectors, the engine started. When it started 5 injectors stuck, so it was running on 11 cylinders. The air came up nicely and after it come up I decided to see if it would load. This got me nowhere, after some investigation I found that the relays were picking up but the power contactors were not. After some Kroil (the best penetrating oil

product I have ever seen) was applied they picked up and the unit loaded. After two warm up and cool down cycles all but two of the injectors started working and we changed both out a couple of days latter and the engine then ran fine. After the change out of the independent brake valve, the engine went in service in our rental fleet. Some problems have popped up but this was something I expected. The blower on the left bank has started leaking oil into the air box, bad seals being the problem, the braking transfer switch has stuck and one of the parallel contactors has an air leak, but not bad for an engine that had not run in about 10 years. Parts are on order and repairs and more servicing will be done after the rental season is over.

The WP 2001 and the WP 707 had work done in preparation for their adventures out the gate. Things like shutters, sanders, fan controls and the like were serviced and or repaired. This work allowed them both to perform like the troopers they are and shows the UP that they don't have to worry that our trains will cause delays on their railroad.

Then the WP 707 got back from the Rio Vista trip Rod McClure reported that the engine was not tracking properly. It was discovered that the center bowl liner had reached the end of it's useful life. A new one was ordered and with the help of Doug Morgan, it was jacked up with my jacks and the bowl changed out. In the process of rolling the front truck forward to change out the center bowl liner the sanding hose on R1 wheel just pulled apart, the hose was rotten on the inside, this and the R2 hose that was to short were replaced. After we replace some bolts on the rear pilot sheet she will be ready to join the battle once again.

We are looking at putting the operation to bed for the winter and then starting another season in the spring. Please come up to the museum and help out as your time permits. Also we need help raising the money we need to do the work of the Feather River Rail Society, so if you have any ideas or can afford to make a donation, please do it's tax deductible. My wish is that I win the lottery (or one of you with a generous heart do) and I can retire and work on refurbishing our entire collection. One can always hope.

I look forward to seeing you at Portola.

Portola Railroad Days 2006

- Eugene John Vicknair

August 27-28 this year found the city of Portola once again celebrating Portola Railroad Days. And once again the museum rolled out the red carpet and featured special events for the weekend. In addition to our usual summertime caboose train rides, several modular model railroads were set-up in the Diesel Shop for viewing by visitors and members. While model and full size operations went on through the days, visitors also got a chance to see Union Pacific SD70ACe 1983, the Western Pacific Heritage unit. John Walker and company did a brisk business in the gift shop while several sales booths in the Shop featured WP memorabilia. The UP Yard Viewing Platform was open and visitors enjoyed the UP's frieght parade as trains went through their crew changes at the Portola Depot.

Finally, our newest California Zephyr car, dome coach "Silver Lodge", arrived on August 18 and was spotted on track 7 in full view of the parking lot, allowing our guests a prominent view of our new arrival.

Plans are already afoot to make 2007 an even bigger and better event. Please mark your calendars and come join us on August 26-27 for Portola Railroads Days.



WP GP20 2001 heads up a Portola Railroad Days caboose train. The train is just about to enter the balloon loop and pass the picnic area.

- photo by John Manter



Visitors enjoy the nice weather from the platform of our MoPac bay window caboose.

- photo by Ryan Martin



The chow line does good business as the train crew takes a break for "beans".

- photo by Kerry Cochran

Norm Holmes and Lew Barnhard pose with our ex-SP rotary snowplow, SPMW 208. The big plow was quite a hit with visitors, who had to walk past it when coming in from the parking lot.

- photo by Kerry Cochran



FRRS On-Line

- David Epling, FRRS Webmaster

By now, most of you have heard that the PRM now has an online discussion board and webcam. Both can be available via links on the main wplives.org website. The discussion board is powered by Powered by YaBB 1 Gold - SP 1.4. Forums on the board include Feather River Ramblings, Western Pacific sightings, Western Class 1 Railroads, Shortlines & Industrials, Passenger & Tourist Rail, Model Railroading, Portola Railroad Museum, PRM Webcam, and East End Shanty. The East End Shanty section is not for the faint of heart as it is the playground of the board, no rules, just a lot of fun.

Right after the board became active in early August 2005, FRRS Member John Manter came through on his promise to give the museum a working webcam. Initially the camera was placed on the telephone pole just outside the Operations Office and it was pointed northwest. Unfortunately, the late afternoon sun promptly nixed that idea as it burned right into the lens. In September the camera was shifted 45 degrees and now faces Northeast and you can see the UP mainline and parts of the Northeast corner of the museum itself. At press time, John Manter has given the museum 2 more cameras. By the next issue of the train sheet, we will have them installed and working, one will be placed on the southeast corner of the diesel shop and turned to face down 3 rail. The 3rd camera will be installed at the northwest corner of the shop and face southwest, this should give us pretty good online coverage of the museum. Likewise there will be a real-time video feed in the gift shop enabling museum manager John Walker and the staff to observe the museum proper while working in the gift shop.

Finally, a side effect of having the webcam at the museum is the PRM now has DSL access. By the opening of the 2006 Season, we will have DSL access in the Gift Shop, Board room, Operations/Mechanical Office, and the Silver Debris Volunteer Lounge. DSL access will be made available to volunteers so they can check their E-mail while away at the museum doing volunteer stuff. All told, this will allow the PRM better exposure on the internet.

FRRS Website: www.WPLives.org

September 2005 Board Meeting Motions and Actions Summary

1. Consent Motions - Motion 05-09-02

- . Minutes - Approval of minutes of the regular meeting held July 9, 2005, August 6, 2005 and 2005 Membership meeting.
- . Financial Reports - June - August 2005.

August 6, 2005 minutes, 2005 Membership meeting minutes and Financial Reports removed from the Consent Calendar by motion 05-09-01 for consideration at October meeting.

2. Motions

Motion 05-09-03

Offer to Acquire Central Calif. Traction caboose
Board heard report on offer to trade caboose 24 from WP subsidiary CCT in exchange for SP bay window. Direction to pursue trade offer of SP 1337 caboose for CCT 24 caboose, along with options for movement and truck swap.

. Motion made by Director Vicknair

. Seconded by Director Cochran.

. All Directors present voted in favor - Motion carried.

Actions and Notices

- Frank Brehm has resigned his seat on the Board and as head of the Publications. He will continue to work with Jeff Asay on the book project. Thank you to Mr. Brehm for his considerable contributions to the Society and many years of fine service.
- President McClure reported that he and Director Habeck have been on the road with the UP Steam crew representing the museum. A large number of brochures were handed out to the public.
- We have been recognized by the UP for contributions to the WP Heritage unit.
- Director Parker asked for special recognition for Loren Ross and Pat Brimmer who were of great assistance during Portola Railroad Days. He also recognized Director Vicknair, David Epling and Tom Carter for their assistance in publicity for the event and the UP 3985 visit
- Director Vicknair reported that the Silver Lodge has arrived. One of the teardrop dome windows apparently popped out somewhere in transit.
- The November 2005 Meeting will be held at the Stockton ACE Depot, Saturday, Nov. 5, at 1:00 PM.

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.

- FRRS Membership -

Yearly Dues

Associate \$20.00
 Active \$40.00
 Family \$60.00
 Sustaining \$100.00

Single Life Membership

Birth-17 years of age \$1200.00
 Age 18-39 \$900.00
 Age 40-61 \$600.00
 Age 62 and above \$300.00

Family Life Membership

Birth-17 years of age \$1800.00
 Age 18-39 \$1350.00
 Age 40-61 \$900.00
 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 Headlight, maximum of two persons with one vote each.

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

Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:

Feather River Rail Society - Membership Dept. - P.O. Box 608 - Portola, CA 96122-0608

Address changes may also be sent to membership@wplives.org



WP 165 Loaded Up

Our first WP steam locomotive, 0-6-0 switcher 165, has been loaded and is nearly ready to return to Portola! A Western Pacific steam engine has not been in Portola in over 50 years. WP 165 often worked the Portola Yard during its career. The stocky switcher was built in 1919 by the American Locomotive Company. It was owned by the United Verdi Copper Company. One of 4 ex-Verdi switchers purchased by the WP in September 1927 (WP 163-166), the 165 worked for the WP until 1953. A restoration to complete operation is planned.

- photo by Eugene John Vicknair

Mission Statement

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

Mission Goals

To preserve and interpret the history of the WP, the "Willing People" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads. WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

Feather River Rail Society - 2006 Calendar

January

- 1 New Year's Day
- 1-31 Director Nominations open for 2006 elections
- 7 Board Meeting - 1 PM Portola
- 16 Martin Luther King Day

February.. Grounds Clean-up

- 4 Board Meeting - 1 PM Stockton, CA
Railroad Training Services Office
- 20 President's Day
- 28 Train Sheet Deadline

March.. Museum Opening Hours: 10 AM – 5 PM

- 1 Election Withdrawal Deadline
- 4 Museum Open to Public
Board Meeting - 1 PM Portola
- 11 Winterail Stockton
- 18-19 Track Work Weekend
- 25-26 Zephyr Project Work Weekend

April.. Prepare for Ops Season Hours: 10 AM – 5 PM

- 1 Board Meeting - 6 PM Portola
- 1-2 Locomotive Maintenance Clinic
Facilities Work Weekend
- 7-8 WPRRHS Convention Chico, CA
- 16 Easter – Museum Closed
- 19 Election Ballots mailed to membership
- 22-30 Facilities Work Week
- 30 Train Sheet Deadline

May.. Prepare for Ops Season Hours: 10 AM – 5 PM

- 6 Board Meeting - 6 PM Portola
- 6-7 Crew Training/Rules Exam
- 14 Mother's Day
- 20 Railfan Photographer's Day – 10 AM – 10 PM
- 26 Ballot Return Deadline – 5 PM
- 27 Operating Season Opens
RAL Engineers Meeting
- 29 Memorial Day

June.. Caboose Trains Hours: 10 AM – 5 PM

- 3 Board Meeting - 1 PM Portola
Members Bar-B-Que - 5:30 PM
Annual Membership Meeting - 7:30 PM
Election Results
- 3-4 Locomotive Maintenance Clinic
- 10-11 Facilities Work Weekend
- 17-18 Zephyr Project Work Weekend
- 18 Father's Day
- 30 Train Sheet Deadline

July.. Caboose Trains Hours: 10 AM – 5 PM

- 1 Board Meeting - 6 PM Portola
Installation of New Board
- 1-2 Locomotive Maintenance Clinic
Facilities Work Weekend
- 4 Independence Day
- 7-9 Dunsmuir Railroad Days Dunsmuir
- 22-23 Zephyr Project Work Weekend

August.. Caboose Trains Hours: 10 AM – 5 PM

- 5 Board Meeting - 6 PM Portola
Appointment of Committees & Officers
- 5-6 Locomotive Maintenance Clinic
Facilities Work Weekend
prep for Portola Railroad Days
- 26-27 Portola Railroad Days
- 31 Train Sheet Deadline

September Hours: 10 AM – 5 PM

- 2-3 Locomotive Maintenance Clinic
- 4 Labor Day
Further operations subject to weather and crew availability
- 9 Board Meeting - 6 PM Truckee (possible)
- 9-10 Truckee Railroad Days (possible) Truckee
- 24 Operating Season Ends

October.. Winter Prep Hours: 10 AM – 5 PM

- 7 Board Meeting - 6 PM Portola
- 7-8 Locomotive Maintenance Clinic
Facilities Work Weekend
- 14-22 Facilities Week
- 31 Train Sheet Deadline

November.. Winter Prep Hours: 10 AM – 5 PM until 1st Monday

- 4 Board Meeting - 1 PM Stockton, CA
ACE Depot Meeting Room
Museum Closes to Public
- 10 Veterans Day
- 23 Thanksgiving – Museum Closed
- 25-26 Work Weeken
Santa Train decorations/winterization of facility

December.. Santa Trains

- 2 Board Meeting - 1 PM Portola
Santa Train - 5 PM
- 9 Santa Train - 5 PM
- 10 Santa Train clean-up
Work Party and Facility Closedown
- 25 Christmas
- 31 Train Sheet Deadline



UP 3985 rests under steam in the Portola Yard - photo by Pat Brimmer

The Train Sheet

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

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