

THE TRAIN SHEET

Preserving "THE FEATHER RIVER ROUTE"

News from the Feather River Rail Society



Issue 135 . May/June/July 2006

Golden Gate RR Museum Hospital Train - Part 2
FRRS Election Report - 2007 Event Calendar

Cliff Cox and Ed Dickens clear the path for WP 707 in San Francisco - photo by Paul Lanyi

- THE TRAIN SHEET -

News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola

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

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**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA**

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

Museum: 530.832.4131
Fax: 530.832.1854

The museum grounds are open to the public from 10:00 AM until 5:00 PM daily from the first Saturday in 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 Western Pacific Railroad Museum in Portola, California.

The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway Museums and the Tourist Railway Association, Inc

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- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
WPRR Historical Society	www.wprrhs.org
WPRM Webcam	webcam.WPLives.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
Central Calif Traction	www.trainweb.org/tractionco/

FROM THE EDITOR

- Eugene John Vicknair, Train Sheet Editor

I'm certain some members are looking at their calendars and saying, "Hmmm... This took a while." Yes, it did. The last two issues of the Train Sheet were major logistical undertakings with the number of photos from the GGRM move supplied by a variety of individuals, not to mention the volume of information to sift through to write the articles. The real monkeywrench, however, was a trip right between them that found two fellow members and I (as well as my girlfriend) traveling the west for 24 days raising money for the National Brain Tumor Foundation and fulfilling a long-time dream for Life Member and cancer survivor Eric Stephens. More info and photos can be found in this issue.

So, to get us back on track, we're going to try something different with the next several issues. Issues 135 and 136 will cover three months instead of our usual two. Then, issue 137 will be a special edition featuring photos and information from the FRRS' rapidly growing archives. This should get us back on track and give the membership a rare view at some of the paperwork treasures the Society cares for.

Finally, we are working on ways to streamline the production even further. One way will be expanding the staff to eliminate the crush of work that has traditionally been placed on just one person. I've received numerous compliments on the look and quality of the last several issues (Thank you!) and I promise we will not lose this as we seek to improve the turn around.

The PDF email version of the Train Sheet is getting positive notice and more members are signing up for it. For more information, see the insert in this issue.

Finally, there were a large number of members who did not receive issue 134. These were mailed out, but somewhere in delivery there were problems. If you did not receive issue 134, featuring part 1 of the GGRM move story, please drop me an email (see the masthead for the address) and we will get a replacement out to you.

Hope you enjoy the issue!

PRESIDENTS REPORT

- Rod McClure, FRRS President

The end of the season is here again. This year's Railroad Days was very successful and lots of fun for all that attended. Kerry Cochran and his operating department operated safely and provided non-stop rides for the heavy crowds. This year, we had Dave (Motown) McClain and his motorcar providing rides for the public between the caboose trains runs along with two hand cars provided by our friends in Susanville, both of which were a big hit with our visitors. This may become a regular addition to our RR Days operations. I want to note here that McClain had a helper that we have not seen in years: Steve Milward. It is nice to see old members returning to help and be a part of our organization again. Tom Carter helped arrange for a group of Gunfighters from Carson City to come to the Museum and put on some great gunfights and "robberies" of our caboose trains. This was a big hit with our younger guests. We had 3 different model railroad groups set up in the shop and a G scale live steam train operating out on the dock. We also had the Union Pacific's Mini Train operating both days, giving people rides from the Museum to up town. Unfortunately, the Mini Train's locomotive broke an axle when it was beginning its first run for the Parade. We quickly drafted our "tug" into service with a makeshift drawbar and it pulled the train all weekend. Special thanks goes to Reed Jackson and his wife Martha from the UP Steam crew for bringing the train and sweating their butts off all weekend for us. (Thanks again Boss!) Linda Knudsen and her crew provided great burgers and dogs both days for not only the crews but also the public. Gail McClure cooked up another of her fantastic dinners for the volunteers on Saturday night with Tri Tip and Chicken being the headliners. Great job Gail! (yes, I am partial to her cooking. How do you think I keep my trim figure....) Hank Stiles sat with his recently broken wrist selling RAL raffle tickets with help from Jack Hathaway. Charlie Spikes and Steve Habeck had our Rotary Snowplow open for display and operating, providing a nice breeze to those who watched the big blades spin. Of course, Portola Railroad Days this year would not have been a success without the tireless efforts and work of John Walker. John attended all the RR Days meetings and worked out all the details with the Committee and made sure a thousand loose

ends were attended to. Many hours of work goes into planning and set up for RR Days. Thanks to all of you who helped and came to Portola for the weekend. We cannot make events like this happen without ALL of you!

In July, we again set out with some of our equipment for Dunsmuir for their annual Dunsmuir Railroad Days. With Gail McClure driving the chase vehicle, Steve Habeck, Phil Schmierer, Ed Dickens and myself departed Portola with the UP 6936 on the point hauling the WP 2001, our baggage car, lounge car, Silver Lodge and the UP 105, our box car, the UP 25283 caboose and, bringing up the rear, was the WP 484. Upon our arrival at Dunsmuir, and until our departure, Matt Shuman and the Dunsmuir RR Days people took care of all of our needs and made the whole event a pleasure to be at. We had all of our equipment open and on display for many visitors with one of the highlights being the UP 6936 being on the turntable and being spun once an hour for the crowds delight! Gail McClure and Mary Habeck worked the baggage car gift shop providing us with some tidy sales. Thanks goes to Matt Shuman and his people who worked with me on every little thing, the Union Pacific for allowing us to take our equipment on the road, the people of Dunsmuir for having us and our members who took the time to drive to Dunsmuir to help out. Besides our road crew mentioned above, Norm and Barbara Holmes, Hank and Janice Stiles, Julie Anderson, Frank Brehm, Jim Ley and Wayne Monger. Thanks to all.

Work continues on the WP 165. Chris Allen brought up the restored headlight and temporarily mounted it and newly minted

Builder's Plates for Railroad Days. These, along with Norm Holmes' tender medallion, made her look proud. Chris and Charlie Spikes have removed the side rods and other appliances, preparing her for asbestos removal and final inspection. She is in much better condition than originally thought and we have great hope that once Chris is done with the final boiler inspection we can put together a complete report on restoring her to operation. Check out the new Steam Page on our Website! <http://steam.wplives.org>. We still need donations to raise the money for the asbestos removal and any little bit will help.

I have mentioned before that we need to begin a concerted effort to bring younger people into the organization and, more importantly, we must begin to educate a whole new generation about the WP and its role in history. Many of today's young people have no idea what a train really is, other than a nuisance at crossings and something to throw rocks at when it goes by. I have asked Thom Anderson and the Historical Department to begin planning presentations to school age groups. It is our hope that by aggressively pursuing the younger generation and enlightening them to the history of the WP and its role in the development of the world they live in, we can keep the passion of the WP alive for generations to come. If any of you would like to help with this project, please contact myself or Thom for more information. We are looking for those of you who are involved with teaching or child development that can help us get our presentation out there to as many places as possible.

Until next time, WP Lives!

RECENT DONATIONS

The FRRS would like to thank the following members and supporters:

Vickie Krois . Bob Oliver
Joseph Harper . Ken Falconer
Marvin Del Chiaro . Mark Acuna
Frank Peacock . Tom Mitchell
Roger Kirkpatrick . George Childs

\$100 or more

David Myrick . Jay Jacobs
Kerry Cochran . Loren Ross

\$250 or more

Ed Benjamin
Andy and Julia Peterson

\$500 or more

William Gilbert
J. S. Franklin Trucking
Matt Shuman

NEW MEMBERS

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

John Pietrasik . Robert Davis . Craig Thighe . Brad Culligan . Doug Ward
 Mike Adams . Michael Harris . Rick Dewar . Ronald Fritzsche . Tim Purdy
 K. D. Aylesworth . Mark O'Brien . Wes Justyn . Hadley Webster II . Jeff Pierce
 Richard Moore . Rodney Wair . Ed Weatherbee . Linda Henker . Ron Turner
 Daryll and Jean Faust . Kevin and Janey Arendt . Rita Green . Sheila Moss
 Melvin Flannagan, Jr. . Allen Adkins

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

UPCOMING EVENTS

FRRS Board Election Nominations - January 1-31, 2007

Nominations are open for Board Seats. See article in this issue.



SCRUB A DUB D D

Tom Carter (on the walkway in left photo), his brother Tim and Paul "Yarddogh" Lanyi (in the right photo) make sure that Union Pacific's DDA40X Centennial 6936 is fully scrubbed in preparation for the museum's trip to Dunsuir Railroad Days. Thanks to the UP, Portola was host to the only operating Centennial during June and July. UP 6936 was often displayed next to our own 6946. No doubt they had lots of stories to catch up on.

- photos by Eugene John Vicknair

FRRS Election 2006-2007

- David Epling, FRRS 2006 Election Chairman

When Ed Wagner resigned last year as the Election Chairman and President McClure gave me his evil Popeye stare he is so good at, I knew I was doomed. I was shanghaied and tattooed as the new Election chairman before I knew it. The job looks and sounds intimidating, but to my surprise, the job really was not that difficult.

April 16, 2006, with the help of my wife Vicki and FRRS member Russell Johnson, we began stuffing the envelopes, sorta, Russ printed all the envelopes, Vicki decided to go visit our son and I stuffed the envelopes. 14 hours later, 856 envelopes were ready to go, 13 of them to our overseas members.

By the ballot deadline of 11AM, June 3rd, I had received 401 envelopes back from the mailing. This represents a 46.8% return, not bad for an organization such as ours. Likewise, I received 4 envelopes back as undeliverable. I was able to track down 2 of them and get those properly addressed. If you did not receive a ballot, please contact the museum and update your address.

At 11am, June 3rd, Myself, Vicki Epling, Russ Johnson, and Jay Sarno (Drafted in place of John Walker who was drafted to work passenger train service that day) locked the board room/crew lounge and began to count the ballots. At issue was 3 incumbent members of the FRRS Board of Directors and one By-Law change measure.

The By-Law measure passed by a vote of 410-19. Incumbent Director Steve Habeck received 406 votes and retained his seat. Incumbent Director Gail McClure received 409 votes and retained her seat. Incumbent Director Eugene Vicknair received 410 votes and retained his seat. John Walker received 4 write in votes. The following individuals each received one write in: Thom Anderson, Rick Edwards, Alan Hirasawa, Steve Milward, Mark Schultes, and Hank Stiles. (For those not aware, Hank was elected to the board last year). Oh, one joker wrote in Kerry's Dog.

The question may come to your mind as to how we can have 401 envelopes returned and have a total of 429 votes on the by-Laws. The explanation for that is because Family Life memberships get 2 votes, and those envelopes contained 2 ballots.

For 2007, ANY ONE of you can declare your intention to run for the three Board seats available. The seats currently held by directors Norman Holmes, Wayne Monger, and Kerry Cochran are up for election.

There are some dates that you as members need to be aware of. The first set of dates is January 1, to January 31, 2007. The month of January is open nominations. If you plan to run for one of the three seats, you must notify me by 11:59 pm January 31, 2007. The E-mail address for this is frsweb@sbcglobal.net or you can mail me your intent to David Epling, FRRS Election Chairman, 400 W. Winnie Ln. #9, Carson City, NV, 89703. I will not accept any mailed declaration postal stamped for after January 31, 2007. Anything after that day will be disregarded.

After you have declared yourself a candidate, you have until February 15th to get me your optional candidate statement. This date is so I can get it printed and ready to be mailed with your ballots.

The next date you will need to be aware of is March 1, 2007. If you have decided to run for the Board of Directors, and you change your mind, That is the deadline to remove your name from the ballot. If you miss that deadline, your name will still appear on the ballot.

Ballots will be mailed out to the membership no later than April 18, 2007. Ballots will need to be returned to the address on the return envelope that will be included with your ballot no later than 5pm May 25, 2007. Tellers (Ballot Counters) will be appointed at the May Board of Directors meeting. If you are interested in being a teller or you have any questions, please contact David Epling at the above addresses. Ballots will be counted and the final results reported at the Annual FRRS Membership Dinner and Meeting June 2, 2007.

Finally, I can't stress enough the importance of adhering to the instructions. Your ballot MUST be received by the date provided in your written instructions. I received 4 ballots on June 5, 2006, I received one ballot today June 28 postmarked June 26. These 5 ballots were not counted because they missed the posted deadline to return them. Please take into consideration that our fine postal system can at times run slower than the Pony Express. next, you can only cast

THREE TOTAL votes. This election you had the option of voting for the 3 incumbents OR writing in up to 3 different people OR some other combination adding up to 3. One ballot had votes for all 3 plus 3 write ins. That ballot had to be disqualified. Again, the instructions were clear on this.

In summary, now that I am aware of how the system works, it is not as intimidating as I initially thought. This coming year will be easier. Among the changes I intend to make for 2007 is to get the ballots out sooner and have the deadline to return them well before the day of counting to accommodate the stragglers. But more on that later.

ERIC'S BIG ADVENTURE

- Eugene John Vicknair

During late July-early August, some folks traveling around the West were treated to a bizarre sight. Rolling down the highway was a big Fleetwood RV with a nose painted in silver, orange and black and sporting some logos that are quite familiar to our members. Riding this rattling contraption were three FRRS members (and one non-member) set on fulfilling an old dream while trying to help others.

FRRS Life Member Eric Stephens has been battling an inoperable brain tumor for much of the past 2 years. A member since 1990, he helped repair a great deal of the wiring in the diesel shop, as well as the Office and Shower Cars. He worked on The Zephyr Project and was instrumental in the design and wiring of the Silver Debris volunteer lounge. Unfortunately, the symptoms of his battle with cancer have included paralysis of his left side and a loss of coordination and motor control, leaving him dependent on a walker and wheelchair.

In November, 2005, we began talking about replicating a trip we first took in 1990. We had traveled from California to Denver and back in one week to help a homeless friend, railfanning

all the way. With such a quick trip, much was missed. We had often talked about a repeat, but the time was never available. Now, we realized it would have to be sooner, rather than later.

As we planned the trip, the scope grew until we were covering ground in 8 states over 3 weeks. It also grew into something larger than just giving a friend a grand vacation. We realized that this trip could be used to speak for something larger. With help from Eric's mother, Julie Stephens, we made contact with the National Brain Tumor Foundation and Jennifer Neale, herself a brain cancer survivor. We decided to make the trip a benefit for both the NBTF and the FRRS. With help from friends and family, my girlfriend, Wendy Holtz, and I bought a broken down RV and renovated it, modifying it to accommodate Eric. FRRS members David Epling and Tom Carter pitched in, while other members donated to the cause. Tom's father Rick donated use of a powered scooter, easier to handle than Eric's bulky wheelchair. We painted the RV in WP silver and orange, while Express SignCraft of San Jose provided fantastic, full color decals for the body, including FRRS heralds and WP passenger wings for the nose.

A future article will fill in details of the trip and provide thanks to everyone who helped, but in the end we raised several thousand dollars for the NBTF and as well as receiving donations and providing publicity for the FRRS. Thanks to many fine people who helped out, donated or just cheered us on, as we set out to prove that life doesn't end in the face of such tragedy.

The Eric's Big Adventure team would like to acknowledge Ken Meeker, another FRRS member who is struggling with his own serious illness. Our thoughts are with you and your family, Ken.

Eric visiting with Durango and Silverton 482 in Silverton, CO.

- photo by Eugene John Vicknair



A FRIEND IN NEED...

- Eugene John Vicknair

During February, 2006, a team from the FRRS spent nearly a month in San Francisco, working side by side with volunteers from the Golden Gate Railroad Railroad Museum and Pacific Locomotive Association on an unprecedented task: move the GGRM's collection of vintage locomotives and passenger cars to Niles Canyon and PLA. Many of these railcars had not seen a mainline in decades. And there could be no mistakes. The route required the train to move on the busy, double track mainline used by the CalTrain commuter line. Time was running short and a lot still needed to be done...



Rod McClure and Steve Habeck keep WP 707 company in Stockton Yard on the trip to GGRM.

- photo by Alex Ramos

The arrival in San Francisco had already been an adventure, with a fast run over the old WP main via Altamont and up the former SP Peninsula Line, allowing the museum's locomotives a rare chance to blow out the stack carbon and perform as EMD designed them to. Then came the long, slow, torturous tiptoe down the Hunter's Point spur, with trash, cars, errant wood and steel beams and misparked semi-trucks providing some final drama. Finally, the train was tied down in the GGRM yard and the main FRRS team set off to secure the hotel rooms they would occupy for the next 3 weeks. The hard part was about to begin.

While GGRM teams had been working on their equipment for weeks, a great deal remained to be done. As part of their preparation for leaving Hunter's Point, a general thinning of the collection had been in progress. Some deaccessioned equipment was sold off to private owners or other museums. For the most

part, the new owners took responsibility for these items, either trucking them out or getting them prepped for separate rail movement. In the weeks prior to the big move, cars trickled out of Hunter's Point in ones and twos, bound for new homes. One of the biggest lots, however, was the responsibility of the FRRS team. The Virginia and Truckee Restoration group had purchased 5 ex-Southern Pacific "Harriman" subs, former commuter cars that dated back to the 1920's. These would be moved to Portola under our supervision for eventual transport to Carson City, and all required brake and truck work, as well as securing damaged and broken windows.

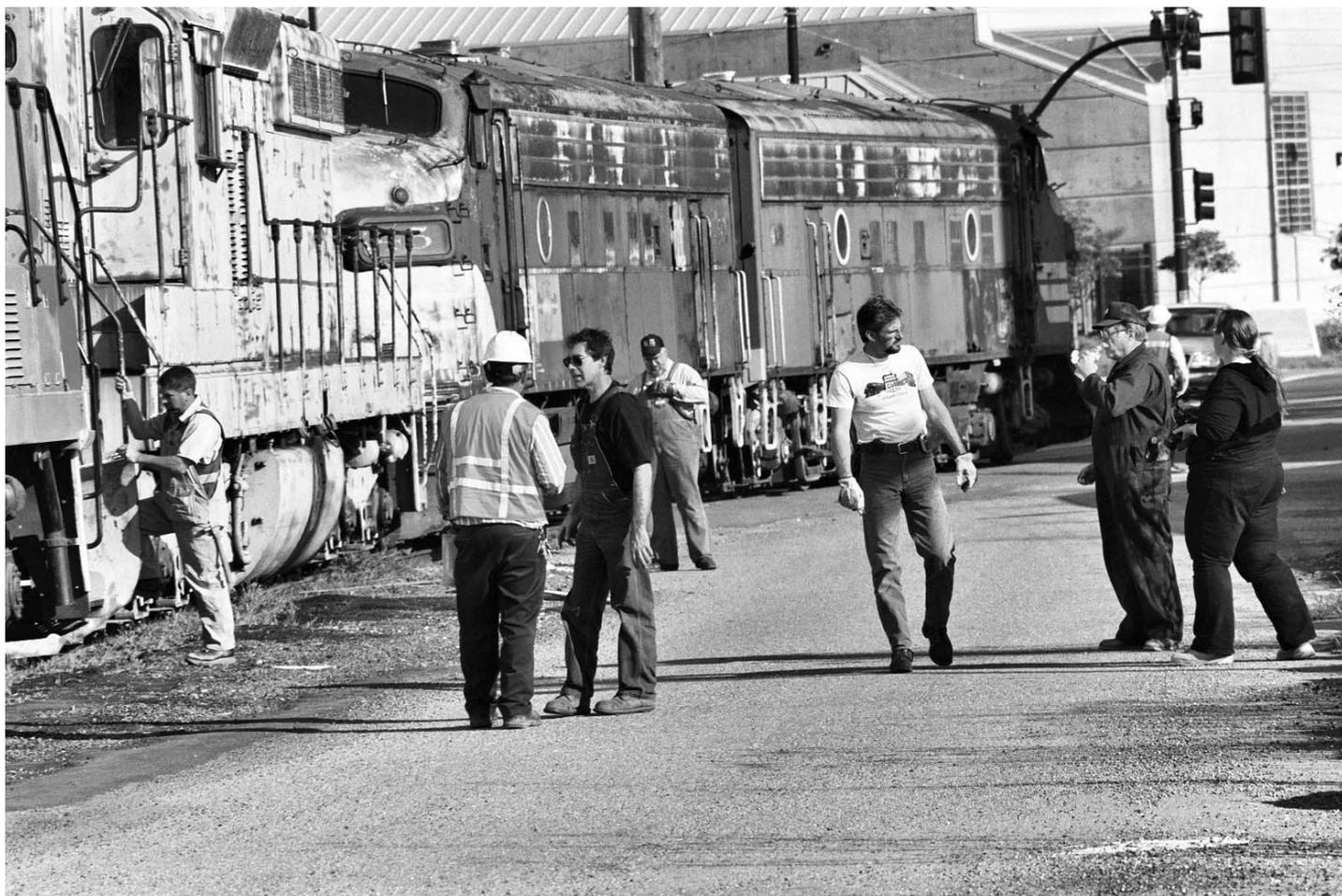
Then there were the cars deeded to the FRRS and PLA in thanks for their assistance. PLA crews were working on their equipment, including a rare and classic triple unit, articulated dining car from the Southern Pacific, envisioned to one day be the heart of a dinner train in Niles Canyon. The PLA cars would also move in our train and their volunteers closely coordinated with FRRS personnel. The FRRS itself would become the owner of 3 pieces for SN and WP equipment, as well as an SP SD9, and we would provide long-term storage for a California Zephyr dome car. While WP/Pullman sleeper "Clover Plot" and SN bay window caboose 1642 could move on their own wheels, WP bay window caboose 646, lacking trucks, would need a ride home atop our FRRX flat car. SP 4450, a former commute SD9, was also donated to the Society.

Finally, there were the pieces GGRM was retaining, numbering in the dozens. Volunteers



WP 707 switches the GGRM yard while a pair of ex-SP F7As waits on the next track.

- photo by Paul "Yarddogh" Lanyi



Various crew members coordinate during a switching move at the CalTrain mainline. - photo by Paul "Yarddogh" Lanyi

from all 3 organizations would need to pull together to get them all ready in time for the fast approaching deadline.

Work on the cars was very straightforward, but time consuming. Many of them rode on plain bearing (friction bearing) trucks and required repair and repacking to ensure zero problems on the road. The expertise of UP employee and FRRS member Ed Dickens proved invaluable, as he trained others in polishing the bearing "brasses" and properly seating the lubrication packing on dozens of cars. With cars frequently in motion among the 4 tracks in GGRM's main yard and along the "mainline" to GGRM's main workshop, located about ¼ mile away, the FRRS crews put their operations skills to good use, with Rod McClure and Steve Habeck, joined by Cliff Cox, Ed Dickens and Don Chakerian, working hard to keep everything in motion on the compact set of tracks. Gail McClure, Doug Morgan and Hank Stiles completed the core team, with Gail working on car repair with Rod, Steve, Cliff and Ed as well as managing the logistics of keeping the crew fed and lodged. Hank and Doug concentrated on the motive

power that was to be moved, working most often out of the main shop in Building 403.

Many other volunteers answered the call, putting in time when they could. Paul "Yarddogh" Lanyi was a regular visitor, handling everything from clearing brush and trash off the connector spur to packing journals, repairing cars and acting as gate closer during the moves out to the CalTrain main. Andrew McCarron and Larry Brown also joined the car crew and secured the disabled WP 646 onto the flat car. Eugene Vicknair aided the journal packing fun and also got some welding time in, securing the steps on SN 1642, while also sealing broken windows on the V&T bound subs and the CZ "Silver Rifle". Eric Stephens probably made the most inspirational contribution, when twice during the month, straddling a chemotherapy session for a malignant brain tumor, he came to Hunter's Point to pitch in. Required to use a walker on the rough terrain due to a paralyzed left leg, he loaded up the walker's basket with custom made stencils (supplied by Eugene Vicknair and non-member Robert McNeal) and spray paint and took on the task of stenciling

the air and packing dates on several cars, as well as painting the fresh repairs to the steps of SN 1642.

By the third week in February, the end was in sight. Most of the equipment had been inspected and cleared for travel. Moving out of Hunter's Point would be as large a task as getting everything ready in the first place. The line connecting the museum to the outside world is a twisting industrial spur that wanders between buildings astride soggy and well worn ties. There was no way the entire train, which would eventually number 37 cars and locomotives, could be moved in one shot. On February 23, the first cut rolled out the main gate, as WP 707 took SP 4450, two SP F7As, the triple unit diner and an ex-SP articulated double unit coach out to the CalTrain mainline.



WP 484 leads the way during a shove down the weed-covered and twisting Hunter's Point spur.

- photo by Paul "Yarddogh" Lanyi

Several other trips were run in the next few days, including shuttle trips down the mainline to Bayshore Yard several miles away (see back cover photo) where a large cut was assembled. Things did not always go smoothly, however. SP 4450 was found to have problems that could not be fixed in time, so the decision was made to move it back to Hunter's Point, flanges shrieking in protest on every inch of the tightly curved track, to await future movement. The local businesses also added their own delays. On February 25, a stack of steel beams were found to be fouling the line. With 707 providing a little assistance, Cliff Cox and Ed Dickens manhandled the heavy beams out of the way (see cover photo).

Finally, on the evening of the 25th, the greenlight was given to make the final moves.

The last cut departed GGRM at 10:45 PM, with WP caboose 484 leading the way through the back alleys and on to Carroll Street. Stopping just short of Third Street and the CalTrain connection, the crew settled in to wait for the last commute plug and clearance to occupy the main. Locals and passersby were amazed at the sight of the long train standing in the middle of the street, taking up nearly the entire length of the street trackage. Members of San Francisco's finest stopped by, enjoying the unusual break in their regular beat, while a small army of local railfans snapped shots and found choice locations to record the event.



Vic Neves gives a rundown of the night's events to a pair of SF police officers as the special train waits for clearance to enter the CalTrain mainline.

- photo by Paul "Yarddogh" Lanyi

At 10 minutes after midnight, Sunday, February 26th, clearance was given to shove across Third Street and enter the main. A large cut was picked up off the Coke Spur, including several of the classic "Harriman" suburban coaches, making a brief return to their longtime commute rails for the first time in over 20 years, and the cars jockeyed into position for departure from The City. The train was finally assembled just before 1:30 AM. With an all clear from Conductor Habeck, Engineer Rod McClure notched out the 2001's throttle and rolled the once in a lifetime train down the polished ex-SP main. A stop at the south end of Bayshore Yard added the final cut to the train, which now stretched to 37 cars and locomotives with a combined length of almost 4000 feet, likely the longest train ever handled by the FRRS.

Movement over the normally fast main was done below 25 miles per hour in deference to the numerous fragile and plain bearing

equipped cars in the consist. Gail McClure and Eugene Vicknair acted as the ground support crew, rolling the train by at various stops, including the recently opened Millbrae CalTrain/BART depot. The combination of orange and silver power, early 20th century passenger cars and 21st century transit architecture created a truly surreal moment.



*Rolling through the Millbrae CalTrain/BART depot.
- photo by Alex Ramos*

A whiff of burning heralded the only problem: a dragging brake shoe on one car that was remedied during a quick stop at Redwood Junction. The train finally rolled to a halt in Newhall Yard, Santa Clara, around 7:00 AM Sunday, having taken 6-1/2 hours to travel just over 50 miles. At Newhall, the power was swapped to the north end of the train and the crews swapped duties to keep with the Hours of Service Law, then settled in for breakfast and naps, waiting for their clearance to enter the UP's mainline for the last leg to Niles Canyon.

A window opened about 10:00 AM and the special continued north with Ed Dickens at the throttle. Rod and Gail McClure followed on the ground, eyeballing the train up close for any hint of problems. The railfan following had grown larger and dozens of fans were waiting when the train finally reached the old WP siding at Hearst and the interchange with the Niles Canyon Railway. PLA's SP NW2 switcher 1423 and WP GP7 713 were waiting on home rails the help with movement onto the NCRy. With the tail track of the interchange only able to handle two or three cars at a time, the FRRS and PLA crews began handing over the cars that would stay in Niles Canyon. A total of 25 cars and engines were finally transferred and taken into the canyon to their storage locations. WP 165

and her tender, secured on FRRS flatcars, was then switched out and tacked on to the FRRS train for her journey home. The long day finished, the crew tied down on Niles Canyon rails for a long break before the final push.

The next afternoon, the FRRS crew departed the siding at Hearst with its time warp train. After a 3 hour delay at Altamont waiting for all the ACE commuter trains to clear, the special arrived at Stockton about 10:00 PM. After a crew change and inspection, the train made a nighttime run to Oroville, arriving at 5:30 AM with the entire crew dog tired. At this point, Gail McClure, Ed Dickens and Cliff Cox departed via "Gail's Transport Services", homeward bound to Reno, leaving Rod and Steve to man the train the last leg to home. With a light rain falling, the 707 and train marched out of Oroville at about 10:00 AM and, with the exception of one meet at Keddie, never stopped until pulling up the main in Portola. There, the special was met with blasting whistles from the SP 2873 and SP 1100. Loren Ross, Matt Parker, Charlie Spikes, Norm Holmes and John Walker were on hand to assist in putting the train away in the Museum. With everything tied down and secure, Rod and Steve headed home, looking forward to sleeping in their own beds for the first time in over a month.

This was a once in a lifetime move that went flawlessly and safely. Three organizations worked together in a tremendous show of cooperation to make this happen, helping out a friend in need. Huge thanks to all the FRRS personnel that helped make this possible, and to all the GGRM and PLA personnel who worked to make this event successful and safe.



WP 165 is shoved onto the NCRy/UP interchange by PLA's SP 1423. She will be coupled into the train and soon complete her journey home.

- photo by Alex Ramos

CABOOSING AROUND THE MUSEUM

- John Walker, Museum Manager

April 3-4

Cold temperatures with various sleet, hail and rain. Occasional visitors.

April 7-8

Great WPRRHS Convention in Chico!

April 9-15

Weather warming up finally but, still crummy. Ken Iverson, Jack Zygnier and Charlie Spikes sneaking in a few RAL's.

April 16

Easter Sunday. The museum was scheduled to be closed today but Mother Nature pretty much sealed the deal with 18 inches of fresh snow.

April 17

Museum Closed.

April 18

A lot of snow has melted but the museum is water logged and requires a lot of cleanup.

April 19

Ken Iverson made up an RAL, which we missed on the 17th. Steve Habeck, and Rod McClure switched the north side of the museum in preparation for unloading the WP 165 steam engine.

April 20

Rod, Steve, Norman, Charlie, Doug and Gail unloaded the WP 165 and reconnected the tender and locomotive. The reunited pieces hit the ground at 1:45 in the afternoon ending a 50-year drought of WP steam in Portola. The WP165 was then moved into position for our new Steam Department to begin inspection and removal of certain parts. The train crew worked well into the evening putting everything back where it normally belongs.

April 21

We had not one, but two steam engine crews working here today! Chris Allan, our new Steam Department Manager and Roger Stabler began working on the WP 165 while the California Trolley and Rail Corporation steam crew began working on the SP 1215.

April 22-23

Work continued on both steam locomotives while Hank Stiles and Ed Powell began work on WP F7A 917. Doug Morgan, Charlie Spikes and John Walker began cleaning out a boxcar. New shelving was installed and the contents rearranged for better storage. John gave a lengthy tour to a group of California Conservation Corp members. New member Cody Wilson sorted nuts and bolts in the material storage area and continued work on cleaning up the cab of the UP DDA40X 6946.

April 24

General Cleanup.

April 25

The California Conservation Corp called John at 7:30 in the morning and offered to send a crew over to do some landscape work around the hospital. The crew cleared the side of the hill of large clumps of sagebrush and burned ten piles of trimmings. Again improving the appearance of the grounds and cutting down the potential of a brush fire.

April 26

John and Charlie cleaned up the material storage area while Mary Leal returned to finish the restoration of the "Coffin Cart" she started last year. Seth Adams stopped by for a visit.

May 5

Nice warm days this week. Ken, Jack and Charlie running RAL's. John, Charlie and Eric Spikes and Doug Morgan working on various projects including cleaning out a boxcar, setting up tables, benches and displays for the upcoming season. Jay Sidney doing some grounds cleanup.

May 5-6

Crew Training, Board Meeting and Dinner. Eugene and Hank repaired the wheel chair lift. Kevin Caldwell and Spencer Walker provided the evening entertainment.

May 8-14

Nice weather with RAL's and visitors picking up. Hank delivered some parts with his big flatbed truck while Jay Sidney continued work on the grounds. Norman did roof repairs on the UP 105 Business car and UP RPO car. Matt Parker, Wayne

Monger, Loren Ross, Dave Epling, Spencer Walker, Tim Carter, Don Nelson and others replaced broken gauge rods on the balloon track. Hank and Ed Powell did some locomotive maintenance. Gail McClure prepared a wonderful feast for dinner. John, Doug and Charlie cleaned out another boxcar and installed shelving.

May 15

Hank delivered four big electric car jacks, beams and left over parts from the GGRM move in February. Don Keller is back sweeping sidewalks, pulling weeds and helping to pick up the grounds. Duane Vanderveen and Jay Knudson did some telephone line repairs.

May 16

John and Jay Sidney rearranged the contents of some boxcars and set up displays and did general cleanup.

May 17-19

Loren Ross, Bill Parker, Charlie Spikes, Dave Epling, Craig Simmons, Duane Vanderveen, and Don Nelson started switching for our Annual Railroad Photography Day operation. John and Wayne Monger set up the inside of the house with the assistance of the switch crew.

May 20

Rail Photography Day. Despite our best preparations, a spring storm rolled in with heavy overcast and occasional showers. 60+ guests still ventured up to shoot pictures of our vintage equipment in operation. Norman and Barbara Holmes sold some of our surplus stuff from the archives while Linda Knudson and her family prepared a great dinner for the operating crew. Dave McClain, Dwight Whetstone and John Ryczkowski installed batteries, repaired a control stand and fixed a broken window on the WP FP7 805 and got her running again. Cody Wilson and Lew Barnard also helped with operations on Saturday. Wayne Monger covered the gate while Ed Powell helped in several areas. The evening entertainment featured our old friends Dale Sanders and Bob Larson.

May 21

Loren, Matt, John, Terry D. Kevin Caldwell, Craig Simmons and Ed Powell worked at putting everything back where it belonged on Sunday

and had most of it done by four in the afternoon despite chilly temperatures and spats of rain. Alan Hirasawa did vehicle maintenance.

May 22

Ken Iverson ran RAL's while Matt Parker and Loren Ross switched a few remaining pieces left over from the weekend. Alan worked on installing hasps and locks on locomotive and car doors and fixing a flat tire on the Grove crane. Alan also checked batteries on all the Maintenance of Way equipment. Norman Holmes helped with general cleanup.

May 23

Alan continued work on various projects and repairs on vehicles and MofW equipment. John and Alan lubed up six boxcar doors to make them easier to open. Loren Ross ran an RAL and joined Matt Parker and Charlie Spikes in a little switching. After the museum closed for the day, the crew ran a special freight train for the Washoe County Sheriffs Department C.E.R.T (Citizen Emergency Response Team). This is a new Federal program designed to train civilians to help in disaster and Homeland Security issues.

May 24

John lead a tour for a high school class and ran errands while Linda K. ran the gift shop.

May 25

Ken Iverson ran RAL's while Alan Hirasawa fabricated a new portable pump fuel vehicles.



May 27 dawns cold and snowy as Ops Season is about to begin.

- photo by Kerry Cochran

May 26

Andy Anderson returned to run some RAL's while Kerry Cochran, Jack Palmer, Lew Barnard and Paul and Ken Finnegan prepared for the weekend.

May 27-29

Memorial Day Weekend! The start of a new operating season, what we've been preparing for all spring, great anticipation of huge crowds and a prosperous year.and two inches of new snow greeted the staff and crew Saturday morning! As the morning warmed up, the snow turned into a light mist and visitors began showing up. The crew was soon joined by Student Brakeman.er, Brake... people, person's.... Sally Thomas, Rick Gruninger, Cody Wilson and veteran Craig Simmons. Alan and Ken Finnegan continued working on the new pump while John started cleaning out another boxcar. Linda, Ashley and Brittany worked in the gift shop and prepared lunch for the crews. Norman continued work on the roof of the UP RPO car and helped John with garbage and recycling. Don Keller swept sidewalks and did general cleanup in between caboose rides.



Some of the crew on Opening Weekend: Kenneth Finnegan, Terry Decottignies, Jack Palmer, Cody Williams, Lew Barnard, Craig Simmons and Alan Hirisawa. Several crew members not shown.

- photo by Kerry Cochran

Charlie Spikes and "Terrible Terry D." joined the team on Sunday. Jack Green delivered some automotive batteries. Alan, Ken and Chris Boza repaired the reverser on the FM 1857, which was getting "sticky" and not releasing. John and Alan transferred fuel and continued working on boxcars. Paul Finnegan greased switches and the balloon track. While operations went smoothly, the number of visitors was noticeably off from last year, no doubt due to the weather and high gas prices.

May 30

John did general cleanup while Jay Sidney worked on grounds maintenance and worked on straightening out a boxcar. Norm ran RAL's.

May 31

Norman, John, Charlie, and Ken Iverson helped move and load the M60A1 Army tank onto a trailer for movement to it's new home at a museum at Camp Pendleton California. Under the direction of USMC Master Gunnery Sgt. James King, and help from Eric Spikes (a U.S. Army Armor mechanic), the batteries were changed and the tank almost ran under it's own power onto the trailer. But the diesel fuel had gone bad and our 20-ton truck crane, the tractor off the trailer and a city front-end loader were required to shove the 54-ton beast onto the trailer. The truck crane gave up it's power steering pump and both of the lifting rings on the back of the chassis were crushed but we couldn't have done it without her. Even the truckers and Marines were impressed with its power. Craig Simmons dropped by the museum that evening to report that he saw the tank heading through Reno on Interstate 395.



Paul Finnegan instructs new student brakemen.

- photo by Kerry Cochran

June 1

Norm ran RAL's and lubed the doors on the former Amtrak F3B Power car.

June 2

Jay Sarno started work on a new entry sign to the museum while Don Bordan ran RAL's.

June 3

Jay installed the new sign and it looks great! Hank Stiles, Ed Powell, Scott Franklin and his son, Dwight Wolfinger, Doug Morgan, and Bob Lindley worked on the Whiting electric car jacks in preparation for a "big lift".

Board of Directors meeting followed by the annual membership meeting. Gail McClure prepared another sumptuous meal and nearly 80 members devoured it. Dave Epling reported election results. Norm, Cody Wilson, Eddie Chase and Charlie Spikes ran an after hour caboose train for the attendees. John Walker presented "Super Volunteer" baseball caps to Jay Sarno, James Mason, and Norman Holmes who were present at the meeting and mentioned the other volunteers who are always helping John with all of the little projects around the museum that have to be done to keep the place going (Jay Knudson, Duane Vanderveen, Paul Lanyi, Jay Sidney, Loren Ross, Charlie Spikes, Alan Hirasawa, Don Keller and Doug Morgan).

Each of the directors thanked the membership for their support. A Question and Answer session followed. No questions were asked and no answers given.

June 4-5

James Mason and John Walker continued restoration of the "Coffin Cart" while Hank's crew successfully lifted the former Amtrak F3 B-unit, removed the trucks and sat it back down on shop trucks. It was an impressive sight and our visitors were thrilled to see the work up close!

June 6

Duane Vanderveen and James Mason helped with general cleanup.

June 7-9

Jay Knudson burning tree trimmings and weeds in the picnic area. Slow week with Ken Iverson running RAL's. Duane and John continued work on the "Coffin Cart". Don Keller pulling weeds

and sweeping up the shop. Steve Habeck working on getting our passenger cars ready for the upcoming Dunsmuir trip. Norm working on the UP RPO car.

June 10-11

Ken and Paul Finnegan and Lew Barnard ran the caboose train. Good crowd on Saturday, slow on Sunday. Tom Potts and his family delivered and assembled three outdoor picnic tables on the dock.



Don Keller adds a little color and friendly greetings to all the goings-on.

- photo by Kerry Cochran

June 12-23

Warming up finally. Steve Habeck working on passenger cars and the WP 484 caboose. Andy Anderson, Jack Zygnier, Ken, Norm, and Charlie running RAL's. John and Duane working on various projects including chasing down a mysterious bug in the museums DSL system. We never found exactly where or what the problem was, but somehow Duane managed to scare it away and we finally got some more computers hooked up into the network.

John and Jay Sidney cutting weeds while Ashley Voight and Don Keller picked up trash and raked the grounds. Hank Stiles transporting things between Portola and San Francisco for us. Ed Powell, Bill Parker, Cody Wilson, Norman, Lew

Barnard and the Finnegan's are running passenger trains.

June 24-30

Preparations for Dunsmuir Railroad Days trip. Paul Lanyi did a lot of grounds keeping and along with WPRRHS officers Thom Anderson and Dave Pires, and James Mason, washed several locomotives and cars in preparation for the trip. Frank Brehm, Tom Carter, Tim Carter and Eric Stephens also pitched in on the scrubbing. James, Terry D. and his crew did a lot of tape and texturing on the volunteer lounge car. The WPRRHS guys also did a lot of work in the archives. Tom and Alicia Carter, Wendy Holtz and Eugene Vicknair completed interior cleaning of the Silver Lodge. Norman Holmes worked on the exterior of the car. Hank Stiles, Rod McClure and Doug Morgan loaded supplies for the trip. Frank Brehm and Rod McClure worked on the oil house. John and Gail stocked the baggage car. Steve Habeck fueled locomotives and serviced batteries. Dave McClain did locomotive maintenance while Phil

Schmierer did vehicle maintenance.

July 1-9

Paul and Ken Finnegan stayed the week and did a phenomenal amount of work on batteries, RAL's, locomotive maintenance, general cleanup, track maintenance, car repairs, operations and special projects. Working with Lew Barnard, a full inspection of the WP GP7 705 was completed and some electrical repairs made towards getting this engine running again.

Alan Hirasawa, Ken and Chris Boza worked for several days and the familiar whine of the UP GP30 849 was heard again for the first time this year. Dave Pires returned with his son and daughter to work in the archives and made considerable progress. It was also great to have long time member Mike Hawkins and his wife visit us from Arizona.

Look for stories on Dunsmuir and Portola Railroad Days in the next issue of the Train Sheet...



After several years being out of service, UP 849 pulled a revenue passenger train on Saturday July 8, 2006. A multi-year repair project to put her back in service was championed by Alan Hirasawa, with major support by Kenneth Finnegan, Brittany Knudson and Guenther Hossner. Four cylinders were pulled and rebuilt to reduce oil blow-by out the stack.

- photo by Kenneth Finnegan

FRRS Events Calendar - 2007

January

- 1-31 Nominations open for 2007 Elections
- 6 Board Meeting - 1 PM Portola
- 15 Martin Luther King Jr. Day

February.. Grounds Clean-up

- 3 Board Meeting - 1 PM
Lathrop, CA TBD
- 19 President's Day
- 28 Train Sheet Deadline

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

- 1 Election Withdrawal Deadline
- 3 Board Meeting - 1 PM Portola
- 10 Winterail Stockton
- 24-25 Track Work Weekend
- 31 Museum Open to Public
Board Meeting - 1 PM Portola

April.. Prepare for Operating Season Hours: 10 AM - 5 PM

- Mar 31-Apr 1 Locomotive Maintenance Clinic
Facilities Work Weekend
- 8 Easter - Museum Closed
- 13-14 WPRRHS Convention Livermore, CA
- 18 Election Ballots mailed to membership
- 21-29 Facilities Work Week
- 30 Train Sheet Deadline

May.. Prepare for Operating Season Hours: 10 AM - 5 PM

- 5 Board Meeting - 6 PM Portola
- 5-6 Crew Training/Rules Exam
RAL Engineers Meeting
- 25 Ballot Return Deadline - 5 PM
- 26 Operating Season Opens
- 28 Memorial Day

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

- 2 Board Meeting - 1 PM Portola
Members Dinner - 5:30 PM
Annual Membership Meeting - 7:30 PM
- 2-3 Locomotive Maintenance Clinic
- 9-10 Facilities Work Weekend
- 30 Train Sheet Deadline

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

- 4 Independence Day
- 6-8 Dunsmuir Railroad Days Dunsmuir
- 7 Board Meeting - 6 PM TBD
- 7-8 Locomotive Maintenance Clinic
Facilities Work Weekend

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

- 4 Board Meeting - 6 PM Portola
- 4-5 Locomotive Maintenance Clinic
Facilities Work Weekend
- prep for Portola Railroad Days
- 25-26 Portola Railroad Days
- 31 Train Sheet Deadline

September Hours: 10 AM - 5 PM

- 1-2 Locomotive Maintenance Clinic
- 3 Labor Day
- 8 Board Meeting - 6 PM Portola
- 23 Operating Season Ends
- 29 Railfan Photographer's Day
10 AM - 10 PM

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

- 6 Board Meeting - 6 PM Portola
- 6-7 Locomotive Maintenance Clinic
Facilities Work Weekend
- 14-21 Facilities Week
- 31 Train Sheet Deadline

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

- 3 Board Meeting - 1 PM
Lathrop/Stockton, CA
Museum Closes to Public
- 11 Veterans Day
- 22 Thanksgiving - Museum Closed
- 23-25 Work Weekend
- Santa Train decorations

December.. Santa Trains

- 1 Board Meeting - 1 PM Portola
Santa Train - 5 PM
- 8 Santa Train - 5 PM
- 9 Santa Train clean-up Work Party
- 25 Christmas
- 31 Train Sheet Deadline

April 2006 Board Meeting Motions and Actions Summary

Motions Considered

1. Consent Motions - Approved as amended.
 - . Minutes - Approval of the minutes of the regular meetings held Dec, 2005, Jan-Mar 2006. Removed by motion 06-04-01.
 - . Financial Reports - Current Profit and Loss and Balance Sheet.

2. Motions

Motion 06-04-03

RAL Expenses and Pricing

Director Cochran provided a written report to the Board regarding an increase in the RAL pricing schedule. New pricing: Plan "A" rental - \$100.00; Plan "B" rental - \$150.00; Plan "C" rental - \$225.00. These cost increases reflect the exponentially rising cost of fuel and insurance. Changes would take place immediately. Acceptance of report and authorization of immediate implementation of RAL pricing as outlined in the report. Motion by Director Parker, seconded by Director Habeck. All Directors present voted in favor - Approved.

Motion 06-04-04

Museum Opening Day

Approval of change of Museum opening day to April 1 effective 2007. Motion by Director Vicknair, seconded by Director Habeck. All Directors present voted in favor - Approved.

Motion 06-04-05

MRS-1 Sale

Agreement to sell USN 544 and USN 614, for no less than \$7,500 each, to Mr. John Buberniak with the understanding that the one or both unit are to be dismantled at WPRM, at buyer's expense, and with details regarding movement of USN 614 from Sacramento, CA to WPRM to be determined upon acceptance of the purchase by both parties. Motion by Director Vicknair, second by Director Cochran. All Directors present voted in favor - Approved.

Actions and Notices

- . President McClure advised the Board he had received a very nice letter from Jack Starr,

President, Pacific Locomotive Association, thanking the organization for all of our hard work and assistance with regard to the movement of Golden Gate Railroad Museum assets to their facility for storage.

- . A WP Centennial Committee was formed. Members of that committee include President McClure, Director Habeck, Director Vicknair, Director Parker, Director McClure, Director Monger, and WPRRHS Administrator Thom Anderson. Director Vicknair was appointed as the committee chair.
- . President McClure advised that Frank Brehm was interested in being reappointed to the seat he vacated late last Fall, to be effective as of the May 2006 meeting and only if there were no objections from the Board. The Board gave consensus direction and Mr. Brehm was welcomed back.
- . The GGRM move went well. He thanked Director McClure, Director Habeck, Director Vicknair, Director Holmes, Director Stiles, members Doug Morgan, Eric Stephens, Cliff Cox, and Paul "Yarddogh" Lanyi, new members Don Charkarian, Laddie Vitek, and Ed Dickens of the Union Pacific Steam Crew, and for all of their assistance. GGRM has already paid our expense invoice in the amount of \$17,240. The trip took much longer than originally expected due to a number of problems and issues, but in the end the trip was a resounding success.
- . President McClure advised that he and Director Cochran will begin work on policy and storage pricing for privately owned equipment on FRRS property.
- . WP 165 is scheduled for unloading in the coming weeks. Chris Allen, Manager, Steam Equipment is in charge of the project.

Closed Session

Meeting adjourned to closed session at 6:27 PM and reconvened to open session at 6:39 PM/

President McClure reported out on the closed session as follows: The Board received a report with regard to a personnel issue. No reportable action was taken.

May 2006 Board Meeting Motions and Actions Summary

Motions Considered

1. Consent Motions - Approved.

- . Minutes - Approval of the minutes of the regular meetings held Dec, 2005, Jan-April 2006.
- . Financial Reports - Treasurer Dan Brady provided reports for 2006 through the end of April. They show the Society to be in a better financial position than at this time last year. Cash flow remains a concern. Recommendations that the Board continue with restricted spending and a higher level of fundraising. Mr. Brady presented the Board with the final copy of the 2006 Budget for ratification. Lastly, he provided a quick review of the organization's investment accounts.

2. Motions

Motion 06-05-02

Ratification of FRRS 2006 Budget

Motion by Director McClure, second by Director Vicknair. All Directors present voted in favor, except Directors Habeck and Parker, who abstained due to an inability to review physical documentation prior to the vote - Approved.

Motion 06-05-03

SP SD9 4450

Approval of budgetary expenditure for repairs to facilitate movement of SP 4450 from GGRM/San Francisco, CA to FRRS/Portola, CA, in an amount not-to-exceed \$2,000 from line item 51000 - Mechanical, other, and pending approval by Union Pacific Railroad of proposed repairs acceptable for transportation by rail. Motion made by Director Vicknair, seconded by Director Brehm. All Directors present voted in favor, with the exception of Director McClure who abstained - Approved.

Motion 06-04-04

Museum Opening Day

Approval of change of Museum opening day to April 1 effective 2007. Motion by Director Vicknair, seconded by Director Habeck. All Directors present voted in favor - Approved.

Motion 06-04-05

MRS-1 Sale

Agreement to sell USN 544 and USN 614, for no less than \$7,500 each, to Mr. John Buberniak with the understanding that the one or both unit are to be dismantled at WPRM, at buyer's expense, and with details regarding movement

of USN 614 from Sacramento, CA to WPRM to be determined upon acceptance of the purchase by both parties. Motion by Director Vicknair, second by Director Cochran. All Directors present voted in favor - Approved.

Actions and Notices

- President McClure informed the Board of receipt of a letter from the NRHS and Henry Luna with Pacific Locomotive Association (PLA) thanking the FRRS for assistance with the passenger excursion to Portola, CA. The letter contained a check in the amount of \$1,000.
- Director Parker advised that the Washoe County Sheriff's Department (WCSD) would be conducting a training exercise at the Museum on May 23, 2006 as part of their Rail Protection Team training under Department of Homeland Security's CERT (Community Emergency Response Teams) directives. Washoe County, NV has been recognized by the federal government for development of their community based emergency response programs.
- Director Monger reported that in review of programs similar to our Run-a-Locomotive (RAL) platform advertised in railfan based publications, many of them offer free membership in conjunction. Director Vicknair will consider this as part of the work he is doing with respect to membership drives.
- Museum Manager John Walker stated that with better weather has come a small increase in visitorship. He is concerned about the availability of locomotives and crews, specifically with regard to the RAL program. He thanked the California Conservation Corp for assigning volunteers to assist with brush cutting around the property.
- Director Cochran advised 22 people participated in Annual Crew Training Weekend.
- Member David Epling advised that principles with the Central California Traction Co. have officially approved the trade between the CCT and FRRS (CCT 24 / SP 4107).
- The Board provided consensus direction to Mr. Epling to coordinate a locomotive horn "salute" and moment of silence during our Railfan Photographer's Day event in memory of Mr. Rob Carlson, an icon in the railfan community and a good friend to the FRRS, who passed away April 29, 2006.
- Railfan Photographer's Day - May 20, 2006
- Operating Season Opening Day - May 27, 2006
- Membership Meeting/BBQ - June 3, 2006

June 2006 Board Meeting Motions and Actions Summary

Motions Considered

1. Consent Motions - Approved as amended.

. Minutes - Approval of the minutes of the regular meeting held May 2006.

. Financial Reports - Profit/Loss and Balance Sheet through end May 2006. Removed by motion 06-06-01.

2. Motions

No motions presented

Actions and Notices

- David Epling presented a report on the feasibility and logistics of using the SN 1642 caboose for party/event rentals. He will continue research and report at a later meeting.
- Director Stiles advised that he no longer believes turning the wheels under the SD9 at GGRM is viable as the wheels were previously welded to repair flat spots. He now plans on taking the wheels out from under the F3B unit previously obtained from our trade with Bay Area Electric Railway Association and from the WP 707 which is due for new wheels anyway.
- Matt Shuman, President of Shasta Cascade Rail Preservation Society, generously donated \$2,500 for putting new wheels under WP 707 and would like to see the locomotive present at Dunsuir Railroad Days if possible.
- Director Parker reported that the Washoe County Sheriff's Department Rail Auxiliary Team completed their scheduled exercise at the Portola campus on May 23, 2006. They were very pleased with the services and facilities we were able to provide for them. They also gave us \$100 donation in appreciation. He provided detailed information regarding specifics covered during the exercise. There is a possibility they may request a fall training session as well.
- Director Vicknair advised that he has received confirmation of donation of an original CZ train name board and one of the original car name boards for placement on the Silver Hostel.
- Webmaster David Epling reported a change in ISP service provider which resulted in the website being down for approximately 48 hours.

The discussion board continues to be very popular. Positive comments continue to be made regarding the changes.

- Railfan Photographer's Day - Director Monger reported paid attendance of 55. He thanked Loren Ross, Matt Parker and all of the operating crews who provided switching and photo run-by trains that day.
- Member David Epling reported that the owner of WP 470 has pulled his home, and therefore his caboose, off the market.
- Member Jay Sarno advised that with the elections complete and the ballots counted, the work of the Bylaws Committee was complete and as Chairman, he was requesting dissolution of the Committee.

Closed Session

Meeting adjourned to closed session at 3:00 PM. Reconvened to open session 3:43 PM. Director Vicknair reported the following:

The Board heard a report regarding an ongoing Illinois case, FRRS vs. Kasten. The Board heard information on a property safety issue, with consensus direction given to rectify as soon as possible. Further, the Board heard information regarding a personnel issue of a non-critical nature with no reportable action taken.

Legal Counsel Alan Turner provided the final report out of closed session:

The Board heard an initial report regarding an alleged incident involving violence between two members on the property. The Society has a strict, zero-tolerance policy regarding harassment and workplace violence. The Board did act in this matter by taking consensus direction to the acting President to have reported to the Board, in written form, a full and thorough investigation of the allegations under the zero-tolerance policy. The acting President is reminded that this is of the utmost significance and that a written consensus direction to the investigator be forwarded immediately with the written results and recommendations resulting from the investigation be presented at the next regular meeting. This letter is to be copied to both legal counsel and the Board members. Again, the Board reiterates its position that there will be no tolerance of violence in what could be considered to be a workplace.

June 2006 Annual Meeting Meeting Summary

Attendance

Directors:

Frank Brehm - Steve Habeck - Norman Holmes
Gail McClure - Wayne Monger - Hank Stiles
Eugene Vicknair

Staff:

John Walker

Members and Guests:

Don Borden - Tracy Candele - Cody Wilson
Loren and Trish Dunlap - Fred Elenbaas
David and Vicki Epling - Dwight Wolfinger
Leonard Finley - Scott and Scotty Franklin
Mary Habeck - Barbara Holmes - Susan Hopkins
Michael Jameson - Russ and Cheri Johnson
Diana Jorgenson - Gloria and Kevin LaPlant
Bob Lindley - James Mason - Phil McKim
Bob McNamara - Lynda Monger - Bill Parker
Tom and Karen Potis - Ed Powell - Jay Sarno
Matthew Schuman - Chuck Smith
Marian Smith - Randal Walther

Board and Staff Remarks

· President McClure thanked all members who attended the dinner and stayed for the meeting. He then recapped some of the highlights of the last year including our assistance and partnership with the Golden Gate Railroad Museum and the Pacific Locomotive Association with GGRM's move in February, the addition of the Clover Plot, WP 165, SN wood caboose and Silver Lodge to the collection. Lastly, he told the membership to watch for more great things to come in the upcoming year.

· Museum Manager John Walker advised all that presentation of the Glad Hand Award, a recognition of hard working volunteers with organizational longevity, had been postponed and will likely be awarded/announced at Portola Railroad Days. He, however, wanted to present awards and recognition to individuals whose presence and willingness to pitch in was personally appreciated. These individuals include: Frank Beavers, Alan Hirasawa, Norm Holmes, Don Kellor, Jay Knudson, Paul Lanyi, James Mason, Doug Morgan, Jay Sarno, Jay Sidney, Charlie Spikes, and Loren Ross. Each of those recognized received an embroidered hat.

· David Epling, Election Committee Chair gave the results of this year's Board of Directors Election results. Mr. Epling reported that there ballots were mailed to 856 addresses with 401 of those envelopes returned - family and family life members received two ballots in each envelope (47.2% rate of return for domestic ballots and 23% return for international). Steve Habeck, Gail McClure and Eugene Vicknair were the candidates running for the three available seats. All are incumbents. The results were:

Steve Habeck - 406 votes
Gail McClure - 409 votes
Eugene Vicknair - 410 votes

Write-in candidates included:

Thom Anderson - 1 .. Rick Edwards - 1
Alan Hirasawa - 1 .. Steve Milward - 1
Mark Schultes - 1 .. Hank Stiles - 1
John Walker - 4

The results of ratification of the new FRRS Bylaws were 400 in favor and 19 against, therefore passing by an overwhelming majority.

· Director Hank Stiles indicated that he was seeing new faces volunteering their time but stressed the need for additional folks willing to work on a number of important projects around the facility.

· Director Norm Holmes personally thanked Rod McClure and Steve Habeck for their work once again as evidenced by the success of the GGRM move.

· Director Wayne Monger echoed his appreciation for all who attended the meeting. He also provided his thanks to those who have volunteered to assist him in building track. He reiterated the importance of volunteers to assist with projects and issued a personal thanks to Director Vicknair for his work on the Zephyr Project.

· Director Eugene Vicknair indicated that there is likely to be an acceleration of the Zephyr Project in the coming years and hoped that his enthusiasm was shared by the membership. He recognized a \$1,500 donation from Member Scott Franklin toward the project. He also announced that one of the original California Zephyr name boards and one of the Silver

Hostel name board were likely to be returned and placed on the car. Lastly, he announced the creation of the 2009 Centennial Committee planning celebration of the 100th anniversary of the completion of the WP, 25th Anniversary of the Museum and 60th anniversary of the start of the California Zephyr.

- Director Steve Habeck thanked the "A-Team" of members who handled the work involved with equipment switching and the running of trains while he and President McClure traveled with the UP Steam Crew. He was pleased to hear that the organizations annual Railfan Photographer's Day came off without a hitch.
- Director Frank Brehm added his voice to those who thanked the members in attendance. He commented on the positive changes to the FRRS website and encouraged all to pay a visit to the site. He advised that member use of the website this year became abundantly clear based on the number of complaints received when the site goes down, a comment which drew a laugh from the audience.
- Director Gail McClure spoke of the stories behind why each individual with a membership had become part of the FRRS and its goal of preserving the Western Pacific. She stressed to the members present the need to share their stories and "infect" others with their passion in the hopes that new members or volunteers would be the result. She also reminded all present that none of what had been achieved by the FRRS would have been possible without the support of its members, and that donations and participation in fundraising efforts were vital to that continued success.
- President McClure closed the Board and Staff Remarks period by voicing his support of the Centennial Celebration planning efforts. He asked that the group think of the Zephyr in the Canyon, and let their imaginations run wild from there. He also reminded the members that we will be participating in Dunsmuir Railroad Days this year and that as a result, we would have UP 6936 on property until September 2006.

Public Comments

- Matthew Schuman, President of the Shasta

Cascade Rail Preservation Society, indicated how pleased he was that the FRRS had again decided to participate in their Dunsmuir Railroad Days event. He also advised the membership of the importance of passing out our organization's brochures every available chance to increase knowledge of the organization and its purpose, as well as possibly gaining new membership. He then presented a beautifully framed poster from last year's event to the organization.

- President McClure once again stressed the importance of raising money for the organization by illustrating the costs involved to operate the museum or restore equipment and asked that the membership increase their level of donation to allow us to expand what we are able to accomplish.
- As one of the cost issues brought up by President McClure was the cost of idle time for locomotives, Member Dwight Wolfinger as if there was any way to cut down the idle time. President McClure responded that we had cut it down to the point that we felt was a balance between the cost for idling and the cost for wear and tear on the equipment for repeated shut down and start up due to the age of the locomotives.
- Member Jay Sarno asked how long a lease the FRRS has with the Union Pacific Railroad regarding the Portola property. President McClure advised that the current lease is a 99 year lease.

As there were no other questions or comments, the meeting was adjourned.

The next Annual Membership Meeting will be held on June 2, 2007. All members and their guests are invited to attend the Membership Dinner and the Annual Meeting that follows.

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.

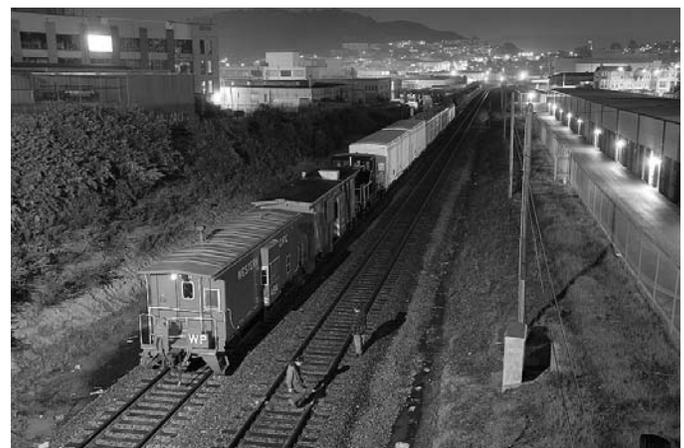
P.O. Box 608 - Portola, CA 96122-0608

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



One Last Look

Two more views of the GGRM Special on its return journey. At left, WP 707 leads the long parade of engines and cars through the old South Pacific Coast station of Agnew, just north of San Jose. A depot still stands guard here. At right, WP 484 and SN 1432 bring up the rear and the train prepares to depart San Francisco in the dead of night.



- two photos by Alex Ramos

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.



A spectacular view of WP 2001 ferrying GGRM equipment to Bayshore Yard with the Bay Bridge as a backdrop.

- photo by Ryan Martin

The Train Sheet

Feather River Rail Society

P.O. Box 608

Portola, CA 96122-0608

Change Service Requested