

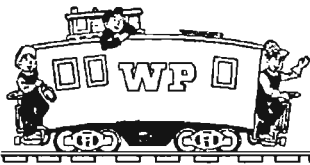
Dunsmuir Daylight

We have signed a contract with Amtrak to sponsor an excursion train between Sacramento and Dunsmuir on Saturday, June 21, 1997. The train will leave at 6:45 AM, stopping at Roseville 7:15 AM, Marysville 7:50 AM, Chico 8:50 AM, Redding 10:10 AM and arrive Dunsmuir about 12:50 PM. Passengers will detrain to enjoy Dunsmuir's Railroad Days parade, craft and food booths. The train will then leave for Black Butte to turn the consist and the Dunsmuir Chamber of Commerce will be selling tickets for this portion of the run.

The train will depart Dunsmuir at 3:45 PM for the return to Sacramento. Amtrak operates the Coast Starlight over this route at night and this is the only opportunity to see this trackage in daylight.

The train will contain a full length dome car. A limited number of seats are available for \$225. Passengers in this car may ride all the way to Black Butte and return if they wish.

This is our first stand alone excursion since before Pacific Limited was formed. We need to make it a success. Profits from this trip will be divided between FRRS and the American Cancer Society. A portion of the fare is tax deductible. An office has been set up in Chico with a phone number for reservations: (916) 892-9031.



Caboosing

...with Hap Manit

The Museum's Diary

David Dewey, Steve Habeck and Wayne Monger attended the CSRM Preservation Symposium in Sacramento and Jamestown March 21-23. David Dewey and Doug Morgan removed some of the remaining parts from Dale Sanders F7A unit in Oroville. The material was temporarily stored in a storage unit in Oroville until Norm Holmes hauled it to Portola on April 3. A contractor has started work on a new roof for caboose 614. Some damaged wood needed to be replaced before the work can be completed. Gordon Wollesen has been working on propane and water systems. Michael Poirier came up from Capitola for two days and offered to clean locomotive cab and caboose windows. He also worked on the brake adjusters on 512.

Lolli Bryan, Ken Roller, Hap Manit and Norm Holmes cleaned up shop floor in preparation of CSRM docents' visit. Lolli washed bedding and cleaned up the Troop Sleeper. She also cleaned the cabooses and made ready her favorite car - UP 105. Ken Roller removed old rotted ties from track six. Replacements were brought in by Steve Habeck from our flat car tie pile. Helping to make the track serviceable again were Steve Habeck, Jeff Palmer, and Tom Graham. Bruce Cooper hauled ballast. Ken Iverson cleaned and replaced burned out bulbs in engine compartments. Chris Skow cleaned the display room cabinets.

Clyde Lippincott continues to work on finishing the shower car - helping were Tom Graham, Ken Iverson, Melissa and Judy McGrath. Tom Graham, Jeff Palmer and Ken Iverson helped Tobie Smith scarf, grade and roll our entrance road and parking lot. Bruce Cooper hauled gravel.

Visitors

On April 26, 1997, 92 docents from the California State Railroad Museum in Sacramento visited our museum. Their two buses came up the Feather River Highway so that they could view the damage (now repaired) caused by the January floods. They stopped at Keddie to view the famous Wye bridges. Vickie Krois and Mary Habeck met the group there to explain the why of the Wye and when reboarding the buses, each of the docents was given a "goodie" bag with Plumas County and museum information.

At Portola, after everyone made a run for the rest rooms, one bus load was directed to the Beanery where lunch was ready, while the other group boarded the caboose train for a ride around the balloon track. When they returned they had lunch while the first group had their ride. After the rides and lunch, Ken Roller, Hap Manit and Skip Englert escorted the visitors around the museum.

Later most of the group again boarded the cabooses for a ride to the Milward Switch area for photo runbys. A WP freight train with WP 2001, WP 925C and WP 707 made the first run past the photographers. This was followed by SP 4004 and 2873 pulling four of our passenger cars. After the runbys, the caboose train returned the group back to the shop area where they had time to further look over our collection and visit the Gift Shop. The CSRM docents enjoyed their visit and got more than they expected. They will now be able to answer visitor questions about our museum.

This weekend was supposed to be a crew training date and it was. Those who came up for the training got more than they expected also. FRRS members helping make this event a success included Steve Habeck who did all the planning for the visit and Gordon Wollesen, Jim Gidley, Sr., Skip Englert, Dave McClain, Jack Palmer, Jeff Palmer, Eddie Chase, Ed Wagner, Marty Anderson, Melissa and Judy McGrath, Brian Challender, Kerry Cochran, Ken and Missy Iverson, Don Borden, Tom Graham, John Hittinger, Don Nelson, John and Judy Whittaker, Ken Roller, Sue Cooper, Linda Lippincott, Bruce and Sue Cooper, Mary Habeck, Vicki Krois, Norman and Barbara Holmes.

Why Volunteer?

There has been a lot of press lately regarding volunteers. Most of it relates to people volunteering their time and talents to social causes. A study by Independent Sector, a group that studies and represents nonprofit organizations, estimates that there are 93 million volunteers who contribute 20.3 billion hours of their time in 1995. While this number is impressive it includes baby sitting for a neighbor, baking cookies for a school fair, volunteers at theaters, museums and other cultural institutions. Only 8.4 percent work for "human services." (Where do they get these statistics?)

Not everyone has the skills or motivation to teach an inner city child to read or counsel a gang member. It is wonderful that there are people that can do this. However, most of us are more capable and interested in what some are calling "Recreational Volunteerism," geared toward museums, theaters and saving the whales. While volunteering to help our less fortunate and needy citizens is a noble calling, the so called recreational volunteer also fills a need, whether it be helping a theater group, an art museum or indeed a railroad museum. It all contributes something to our culture and well being.

While not always acknowledged, our volunteers are very important to the preservation of our industrial heritage - namely railroad equipment. Without them what we have preserved at the Portola Railroad Museum would be lost. If you are a volunteer for our organization or somewhere else, give yourself a pat on the back as you are someone who cares.

Norman Holmes