



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

ISSUE 109

September/October 2001

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

Truckee Railroad Days 2001

By Rod McClure

Following the success of our journey to Truckee last year and having worked throughout the year on equipment restoration our confidence was high for another successful journey. The difference this time would only be the route to Truckee. Previously, using our own power, we had been routed via the Reno Branch to Truckee. With that branch clogged with stored cars our route this year would take us down Feather River Canyon to Roseville and then over Donner Pass to Truckee. Through many hours of planning and phone calls, we were scheduled to depart Portola for the first leg of our trip on September 1. In preparation our equipment had been inspected and approved for movement according to the movement schedule previously submitted to Union Pacific. At 4:20 pm on August 31 a call was received from Union Pacific regarding our need to obtain a waiver for movement from the Federal Railroad



Traversing the Keddie Wye for the first time in many years our special movement looked great. - Dave Bergman

Administration for the equipment whose age was over 50 years old. While digesting this, a second call was received from Union Pacific stating we would also be required to have a fifty million dollar insurance rider to protect Union Pacific from liability for any fires that may be started by our equipment due to the extreme

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Santa Trains 2001

By Pat Brimmer

Well, the time is getting near for the Santa Train. This has always been a great time at the museum as we share the Holiday Spirit with our friends and neighbors in the City of Portola and the surrounding areas. I have been asked by Jim Murphy to coordinate the Santa Train Project this year. So, below, you will find everything that I can think of that needs to be done for the Santa Train weekends. The dates for the Santa Train this year are December 1 and December 8. We will plan on running the first train about 5:30pm pending approval from Kerry

Cochran, Superintendent of Operations. We will run until everyone has had a ride. Normally, we conclude operations about 8:30pm. This is always a fun time for museum volunteers and also for the community.

Now, what I really need are lots of volunteers that will take responsibility for each of the things listed below. If you would like to volunteer, please e-mail me at brimmer@wwdb.org, ASAP so that we can get started with the details. When you e-mail me, please indicate what area(s) you would like to help in and whether you want to take responsibility for that area(s) or just

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- The Train Sheet -

News from the Feather River Rail Society and the Portola Railroad Museum
Editor – Frank Brehm (916) 334-4470 or email at trainsheet@wplives.com
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Contribution Deadlines: Last Day of February, April, June, August, October and December.

- Portola Railroad Museum -

P.O. Box 608
Portola, CA 96122-0608
Museum: (530) 832-4131 Fax: (530) 832-1854 General Office: (530) 832-1657

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

Entrance to the museum is free, although a suggested donation of \$2.00 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.

- FRRS Board of Directors -

Andy Anderson	Vice President	(530) 832-4131	aa@firedept.net
Frank Brehm	Director	(916) 334-4470	frrsbod@wplives.com
Jan Breitwieser	Director	(530) 832-0107	
Pat Brimmer	Director	(801) 943-4435	brimmer@wwdb.org
Kerry Cochran	Director	(650) 952-7127	KC6KNT@compuserve.com
Norman Holmes	Director	(530) 832-4737	mywpr@compuserve.com
Jim Murphy	President	(530) 832-5202	jmurphy@psln.com
Hank Stiles	Director	(916) 363-8572	flatiron@mindspring.com
Eugene Vicknair	Secretary	(530) 832-4131	EVicknair@StudioRed.com

- FRRS Membership -

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00 Sustaining \$75.00 Life \$300.00 Family Life \$450.00
These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

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

Historical memberships receive only the Headlight, do not vote and are for one person only.

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

Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.

Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.

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

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

Send all applications, renewals and address changes to:

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

Web Pages of Interest

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

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

From the President

By Jim Murphy

Well, it's the end of another tourist season in Portola. It's that time of year when all the locals come back out and take an occasional drive to Graeagle without feeling like they're in the LA area.

At the Portola Railroad Museum it's time to start closing everything up for the winter and start planning for the New Year. Steve Habeck reported another successful Truckee Railroad Days event. This year's event was special with the return of the orange and silver to the Feather River Canyon route. A special thank you is in order to Steve Habeck and Rod McClure who worked endless hours at organizing the trip and working out all the logistics with the UP.

If a wildland fire and UP derailment weren't enough... they were in Oroville when the September 11th attacks occurred.

Thank you to Steve Habeck, Rod McClure, Greg Elems, Jerry Williams, Vic Neves, Frank Brehm, Eugene Vicknair, John Walker, Hank Stiles, Janis Stiles, Dave Bergman, Alan Hirasawa, and Doug Morgan who all worked in Truckee to make the event successful. Ken Iverson, Norm Holmes and Kenny Roller remained in Portola and had their hands full keeping the Museum open to the public.

Vic Neves staged an excellent Railfan Day program. While the event was held only four days after the September 11 attacks, there weren't many people traveling. Those who were present were elated with the program and I was impressed with Vic's ability to move a lot of equipment around and present some great photo opportunities.

On October 20th Tom Graham coordinated a "Prepare the Museum for Winter" workday. They got a lot accomplished and it was refreshing to see everyone working together and helping each other. Probably the most hilarious sight for everyone was seeing Sam Herschbien (our webmaster) covered in grease from head-to-toe. I'm positive Sam found some muscles that he didn't know he had the next morning. I bet it was a slow drive back to Washington for Sam.

Thank you to Tom Graham for coordinating the workday, Judy Mcgrath, Melissa Mcgrath, Art Young, Jeff Palmer, Stewart Dorsey, John Rese, Dave Kantoff, Sam Herschbien, Loran Ross, Alan Hirasawa, Rod McClure, Norman Holmes, Barbara Holmes, Andy Anderson,, Gayle Anderson, Jack Ziegler, Debbie Murphy, Jim Tigan, Leslie Tigan, and Ken Roller.

At the end of the day we all took pleasure in feasting on Jim Tigan's barbecuing and we allowed him to entertain us with his humor at no extra charge. We enjoyed steak dinner and chicken with potato and macaroni salads, garlic bread and plenty of soft drinks.

What's up between now and next spring? The Board of Directors are currently working on budgets and projects for the next fiscal year. We got a lot accomplished in the form of restorations this past year. I hope we can keep it up. I'd like to see at least one restoration each year with some additional

focus on improving facilities. In addition we need to re-construct the Magnolia Tower on the Museum facility and start work on the Old Western Pacific Hospital restoration.

Most of the winter will be spent on getting our filing systems in order and Kerry Cochran is working on many policies and procedures and preparing new manuals that will help guide us all with our responsibilities within the FRRS framework. We're looking into re-keying the entire facility, improving the telephone system and computer networking the entire facility.

It's time to start thinking about next year's Board of Director elections. Hank Stiles, Frank Brehm and Andy Anderson's terms all expire. Tom Graham is once again chairing the election committee and has submitted his election calendar and instructions on the process. They should be part of this newsletter, if not we'll post them on the wplives.org web site.

In conclusion, my term as the President of the FRRS Board of Directors is half over. To say that it hasn't been controversial or without incident is an understatement. I hope that our membership can understand that the majority of the Board of Directors have sought to achieve accountability, fairness and fiscal management in FRRS business transactions this past six months. When the membership has detected turmoil, controversy or disagreement among the Directors it was usually the result of differences in opinion on process formalities vs. the "way we always used to do it." Change is always hard for any organization, but it is even harder when you have an organization of volunteers who all chip in and perform "hands on" labor to make the organizational mission a reality.

I ask each of you that have become alarmed or concerned about the rumblings abounding in the FRRS to evaluate the changes that have been implemented and to inquire why they were implemented before you rush to judgment on any individuals. Especially judgment that is based on third hand information or the perception of an old friend who is reacting to change, but who may not fully understand the reasons why it was necessary to start operating like a professional business.

I am confident that if the membership takes the time to visit the Museum, or use some of the other member services, you will begin to notice some of the organizational changes and some of the business management changes that have been put in place by your Board of Directors. If you don't agree with certain issues, let me know. I'm available at Portola City Hall during business hours (530-832-4216) or at home (530-832-5202.)

As spring approaches you will be hearing about several special work weekends. I encourage anyone interested in helping out to plan on participating. We're trying very hard to make them some work, a lot of fun, some railroading stories with slide presentations and a lot of camaraderie.

I wish our entire membership an enjoyable, relaxing and rewarding holiday season. Merry Christmas and Happy New year!

2002 WPRRHS Convention

By Tom Lawler

The 2002 Western Pacific Railroad Historical Society convention will be held on April 12 and 13, 2002 at the Best Western Bonanza Inn in Yuba City, CA. The convention will begin at 1:00 PM on April 12. This convention will follow the same pattern as the last five conventions with presentations focusing on the Western Pacific and subsidiary roads. At this time the estimated cost to attend both days will be \$25.00. The optional banquet to be held April 13th is also estimated to be an additional \$25.00.

A block of rooms has already been reserved at the convention site and reservations can be made by contacting the hotel directly at 530-674-8824. Room rates start at \$58.00 double occupancy. Please mention the convention when contacting the hotel.

Please monitor the WP & SN Yahoo discussions groups for more specific details on the convention. Sign-up information will be posted to these groups and the WPRRHS web site around the beginning of 2002.

For further information please contact Tom Lawler at 530-749-1157 or at tlawler@infostations.com.

Special Run 'N' Scale Box Cars

Fellow FRRS member Vic Chudoba and his wife have commissioned InterMountain Railways to produce an N-scale WP 40ft Merchandise Dispatch car. The car is green with a yellow stripe across the bottom, and is completely assembled. It is available in four different road numbers and only 100 of each were produced.

These cars may be purchased as a four car set or individually. Currently they are available from Challenger N-Scale Hobbies in Oklahoma (<http://challenger-n-scale.com>) go to "Arrivals", then "LBC/IMRC", and Brooklyn Locomotive Works in New Jersey (<http://blwnscale.com>) go to "Freight Cars", then "LBC". Check out their web sites for pricing and photos. I believe this is the first time this car has been made available in N-Scale and it should make a nice addition to any WP layout.

Although there had been a previous arrangement with LBC, they chose to drop the Special Run line. After existing inventory is exhausted, all future cars will be listed under Vic's own company name of IPIC.

2002 Calender of Events

January

5 Board Meeting 1 p.m.

February

2 Board Meeting 1 p.m. Sacramento

March

2 Museum Open to Public, Board Meeting 1 p.m.
9 Winterail

April

6 Locomotive Maintenance Clinic, Board Meeting 1 p.m.
12, 13 WPRRHS Convention, Marysville
27, 28 Crew Training, Rules Exam

May

4 Locomotive Maintenance Clinic, Board Meeting 1 p.m.
25 Operating Season Begins

June

1 Locomotive Maintenance Clinic, Board Meeting 1 p.m., Bar-B-Que 5:30 p.m., Annual Membership Meeting 7:30 p.m.

July

13 Locomotive Maintenance Clinic, Board Meeting 6 p.m.

August

3 Locomotive Maintenance Clinic, Board Meeting 6 p.m.

September

2 Operating Season Ends
7 Locomotive Maintenance Clinic, Board Meeting 1 p.m.
21 Railfan Photographer Day

October

5 Locomotive Maintenance Clinic, Board Meeting 1 p.m.

November

2 Museum Closes to Public, Board Meeting 1 p.m. Sacramento

December

7 Board Meeting 1 p.m., Santa Train 5 p.m.
14 Santa Train 5 p.m.

BACK AGAIN!

By Norman Holmes

Two historic cars have returned to Portola. Western Pacific caboose number 779 and Clover Valley Lumber Co. outfit car number 2 arrived back in Portola on October 29. These cars were donated to the Feather River Short Line Railroad in 1958.

The Feather River Short Line Railroad is a non-profit corporation organized to preserve logging equipment from this area. In addition to the two cars mentioned above they also received Baldwin steam locomotive No. 8, a 2-6-2 logging engine built in 1907 and several log flats. All this equipment was moved to Quincy and stored on the Quincy Railroad. No. 8 was operated over the Quincy Railroad several times until retired and placed on display at the Plumas County Fairgrounds along with the caboose and outfit car.

When our museum was getting started we invited the FRSL



Shown at Sloat prior to movement to Portola, CVL 2 is now part of our collection. - Norm Holmes

to move its equipment to Portola and restore the No. 8 to operation. After three years of restoration work No. 8 was certified and placed in operation. After several years of occasional operations a disagreement regarding operating rules in 1990 caused the FRSL to move No. 8 to Virginia City, Nevada for operation on the restored Virginia & Truckee Railroad. The caboose and outfit car were moved back to Quincy for storage.

Because of a need to use the storage space for other purposes, the caboose and outfit car were given to the Sloat Mill Company and moved to a siding track at Sloat in 2000. WP caboose number 463, acquired by FRSL from Plumas County, was also moved



Completing our "style" collection of WP cabooses ex #779 was stored at Sloat when this photo was taken.

- Norm Holmes

to Sloat. The 463 was moved from the siding to the picnic area at Sloat and used as a buffet car for their chuck wagon BBQ dinners.

In the summer of this year, while having a BBQ dinner at Sloat, the owner was approached about acquiring the wooden WP caboose and received a favorable response. Through the

efforts of Andy Anderson the caboose and later the outfit car were donated to our organization. The only stipulation was that we obtain a storage unit to replace storage space that the outfit car was going to be used for.

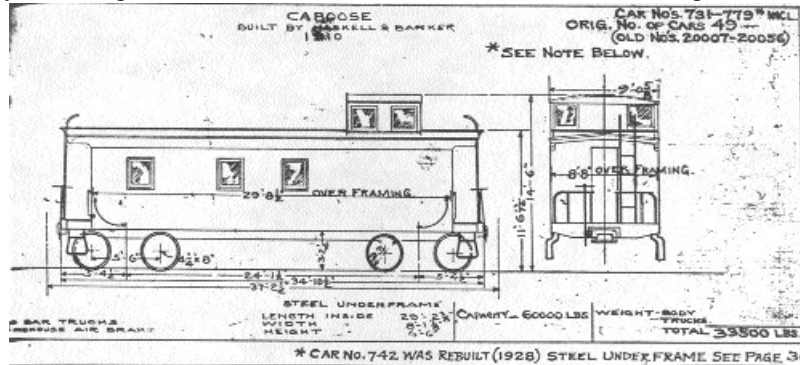
Arrangements were made with Rushway Trucking, a company familiar with the problems in moving railroad equipment, to bring the two cars the 20 miles to Portola. On October 29, Norm Holmes and Alan Hirasawa were at Sloat bright and early to assist in loading. The outfit car was first, arriving Portola at 11:30 AM, the caboose arrived at 3:30 PM. Because of its deteriorated end sill the caboose was placed on a short section of isolated track built by Ken Roller. The outfit car was pulled off the trailer and is on live trackage.

WP 779 was built by Haskell & Barker in 1910 and was similar to number of cabooses used by the WP until replacements first started being constructed in 1938. WP 779 was sold to the Clover Valley Lbr. Co and numbered CVL 99. It was used in log trains between Loyalton and Clover Valley until that railroad was shut down, then it was donated to FRSL in 1958.

CVL 2 has a very interesting history. It was built in April, 1919 as an artillery fire control car for use with one of the big railway guns built during WWI. The car probably had wood siding when built (Texas State Railroad Museum has similar cars with wood siding). The car was later rebuilt with steel sheathing and has trucks built in 1936. In U.S. Army service it carried the number ODKX 2. It was probably declared surplus and purchased by a railroad equipment dealer and sold to Clover Valley Lbr. Co. The car was used in log trains hauling loggers and supplies to the

logging camps in Clover Valley. It may also have been used as a bunk car in remote areas. In that service it was known as a "cootie car."

The caboose will need extensive restoration, but it is an important addition to our collection. We now have one each of every style of WP cabooses.



Statement of Financial Position

As of December 31, 2000

ASSETS	
Cash and cash equivalents	\$ 237,342
Inventory at cost	61,788
Prepaid Expenses	20,000
Historical collection	1,960,174
Long-term investments	103,090
Property and equipment, net	134,301
TOTAL ASSETS	\$ 2,516,695
LIABILITIES	
Accounts payable	\$ 944
Gift certificates payable	7,520
TOTAL LIABILITIES	8,464
NET ASSETS	
Unrestricted	2,259,904
Temporarily restricted	99,882
Permanently restricted	148,445
TOTAL NET ASSETS	2,508,231
TOTAL LIABILITIES AND NET ASSETS	\$ 2,516,695

Statement of Activities

	Unrestricted	Temporarily Restricted	Permanently Restricted	Total
TOTAL REVENUE, GAINS AND OTHER SUPPORT				
Contributions	\$ 108,125	\$ 80,407	\$ 1,350	189,882
Membership dues	20,782	-	-	20,782
Gift shop sales	55,106	-	-	55,106
Train operations	64,573	-	-	64,573
Investment return	6,915	3,840	9,143	19,898
Other	12,016	-	-	12,016
Net assets released from restrictions				
Expiration of time restriction-				
Plumas county	61,885	(61,885)	-	-
TOTAL REVENUES, GAINS, AND OTHER SUPPORT	329,402	22,362	10,493	362,257
EXPENSES				
Program Services	109,110	-	-	109,110
Supporting Services				
Management and general	68,534	-	-	68,534
Fund-raising	48,375	-	-	48,375
TOTAL EXPENSES	226,019	-	-	226,019
CHANGE IN NET ASSETS	103,383	22,362	10,493	136,238
NET ASSETS AT BEGINNING	2,156,521	77,520	137,952	2,371,993
NET ASSETS AT END OF YEAR	\$ 2,259,904	\$ 99,882	\$ 148,445	\$ 2,508,231

Statement of Functional Expenses

	Program Services	Supporting Services Management & General	Fund-raising	Total
Compensation	6,606	1,395	6,120	14,121
Membership	250	-	-	250
Operations	12,096	-	-	12,096
Gift Shop	-	-	42,255	42,255
R.A.L	10,361	-	-	10,361
Excursion train	289	-	-	289
Events	734	-	-	734
Convention	2,905	-	-	2,905
Program services—newsletter	4,678	-	-	4,678
Restoration	3,447	-	-	3,447
Beanery	-	1,254	-	1,254
Library	2,092	-	-	2,092
Publications	1,222	-	-	1,222
Building Repairs	41,885	-	-	41,885
Other	4,900	6,532	-	11,432
Advertising	-	8,409	-	8,409
Auto	-	476	-	476
Bank Charges	-	1 A0	-	1,480
Building	-	8,711	-	8,711
Depreciation	17,645	-	-	17,645
Insurance	-	10,379	-	10,379
Legal	-	7,753	-	7,753
Professional Services	-	6,599	-	6,599
Utilities	-	10,301	-	10,301
Office	-	5,245	-	5,245
TOTAL	\$ 109,110	\$ 68,534	\$ 48,375	\$ 226,019

Santa Trains 2001

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help out in that area.

This is the first time that I have coordinated this project and I'm sure that I may have missed some areas that need to be covered. If you see something that I have missed, please e-mail me immediately so that I can add it to the list and start searching for volunteers to cover it.

Operations Crew – Engineer, Fireman, Brakeman, Conductor, 5 car attendants, 2 or more crossing guards, supervisor/dispatcher. **CURRENTLY, THIS AREA IS REALLY IN NEED OF VOLUNTEERS.** Without an operating crew, the Santa Train doesn't run. They will also be responsible for any switching that must be done prior to and after the Santa Train runs. At this time, the following people have signed up for the operating crew:

December 1 – Kerry Cochran, Pat Brimmer, Don Borden, Loren Ross, Ed Wagner

December 8 – Pat Brimmer, Loren Ross

Charge Radio Batteries – Responsible for making sure that all radios have fully charged batteries on each Santa Train night.

Refreshments – Responsible for making sure that all of our guests and volunteers have a full, warm tummy during the evening. Cookies, Hot chocolate, hot spiced cider, coffee. The hot chocolate and spiced cider come in individual packets. We just add hot water. We need to check on the supply of sugar packets and powered cream packets. We will use a lot of these.

Christmas Tree and Decorations – Responsible for purchasing a nice tree (6 foot minimum) and whatever decorations we need, lights included. They will be responsible for setting up the tree, decorating the tree, and then taking it down and disposing of the tree and putting away the decorations.

Santa – Jim Murphy – Santa gives out candy canes to all of the kids. These are about 6 inches long. I think we may have some in the supply room to see what size we need. Santa is responsible for purchasing the candy canes. Check with Norm to find out about how many we need.

Decorating/Undecorating the train – Responsible for getting the lights on and off the train. It is the largest effort for the Santa Train. We need to line up generators to run the lights on the train. We need to have one big light on the rear car to act as a headlight during the backing movement. If there was an easy way to do it, it would be nice to have this light double as a red marker lamp on the forward movement.

Engine Preparation/Winterization – Responsible for making sure we have a locomotive ready to go each weekend. It has been suggested that we would use the WP 608 (Kerry Cochran will make the final decision on this). They will make sure that the locomotive is drained, etc. for final winterization. Decorating the locomotive will happen on the first weekend of the Santa Train unless someone can do it earlier.

Initial Checkout of train lights – We need to get all of the lights out and check each string. We also need to determine if we have enough lights for all of the cabooses and the locomotive.

We need to find the Christmas heralds that go on the sides of the locomotive and make sure that all of the lights are working.

Caboose heaters – We need to have heaters in each caboose. These need to be checked out ahead of time to make sure they are working and they are safe during train operations. We don't want any of our customers burned accidentally.

Gift Shop – They will be responsible for running the gift shop each evening of the Santa Train. The shop should be open and ready for business by 5:00 pm. They are responsible to make sure that there is plenty of money in the register to begin each evening. When the evening is over, they will count the register and make a note of the amount that they began with and finished with. They will then turn this money and information over to the President who will handle the deposit. If possible, it would be nice to keep a tally on how much of each item we sell, what people wanted that we didn't have and what we sold out of. This will help us in our planning and ordering for next year. **NOTE:** A scanning register sure would be nice to help gather this information. Maybe we can consider upgrading our register next spring.

Decorate Beanery – Responsible for decorating the beanery. We will probably need to buy some decorations, etc. depending upon available funds.

Heaters for the Beanery – Responsible for making sure that the beanery is a warm gathering place for our customers. If they feel that other heaters are needed in the building for comfort, please contact the President with your ideas.

Christmas Music inside the main building – Responsible for setting up a sound system and playing Christmas music each evening. I don't think we have done this before and we may or may not be able to do it this season (time is short).

Refreshments for volunteers: – Maybe the President's discretionary fund would have enough money to buy pizza for all of the volunteers and have it delivered to the beanery right after we finish with the last train of the evening (delivery about 9:00 pm ?).

Snow removal (if necessary) – They will be responsible for clearing away snow and spreading snow melt if needed.

Photographer – They will be responsible for taking pictures of the evenings happenings.

Publicity – They will be responsible for getting the word out via newspaper, etc. to the City of Portola and the surrounding community.

So, there it is. Quite a long list of things to do but with a lot of volunteers, it will all get done and we will all have a fun time on Santa Train evenings. As you know, I live in Salt Lake City and will not be able to just come to Portola and do a lot of these things whenever I want to. So, I have agreed to coordinate the project in hopes that everyone will join in and volunteer their time in whatever area(s) they desire. I'm looking forward to hearing from all of you and also seeing all of you on the Santa Train.

IF EVERYONE DOES A LITTLE, THEN NO ONE HAS TO DO A LOT.

Annual Election Process, 2002

DIRECTORS

There are three (3) Director positions to be elected for three (3) year terms, Andy Anderson, Frank Brehm, and Hank Stiles. There is also a one (1) year term.

If you or some member you believe would be a good candidate for one of the Directors positions please feel free to contact one of the members of the Nominating Committee (listed below) with your recommendation and insure the requirements of item #3 on the election calendar are met.

All candidates for Director may prepare a one sheet campaign statement. This statement shall be produced by the candidate on an 8 1/2 x 11 inch sheet of white paper not to exceed "20 lb. weight".

The statement shall set forth the candidates views on relevant Society matters. It should not contain photographs, art work or slanderous comments about Society matters and must conclude with the following disclaimer:

"NOT PREPARED OR REPRODUCED AT THE SOCIETIES EXPENSE AND DOES NOT NECESSARILY REPRESENT SOCIETIES POLICY AND POSITIONS".

Failure to conform may cause the material to be returned for rewrite if time permits or omitted from the consolidated mailing.

The Committee will reproduce the statements with the candidates sharing the cost of approximately \$.04 per copy.

Feather River Rail Society Nominating and Election Committee
6200 Gates Road Santa Rosa, CA 95404-9676

Tom Graham: (707) 539-538-3722 tomghm@ap.net
Ken Iverson: (530) 832-0770 shade2@plsn.com
Don Borden: (530) 357-4563 dborden@jett.net
Gary Hall: (707) 538-0737 Gary@macnetworks.com
Judy Mcgrath: (707) 539-0655 judy6200a@yahoo.com

BYLAWS

A petition to change the Bylaws of the Society must be signed by one member in good standing and the requirements of item #4 of the election calendar met.

Proponents of amendments from any source may prepare a one sheet statement. The statement will be signed by one author. Other supporting names maybe included as part of the statement and must conclude with the following disclaimer:

"NOT PREPARED OR REPRODUCED AT THE SOCIETIES EXPENSE AND DOES NOT NECESSARILY REPRESENT SOCIETIES POLICY AND POSITIONS".

Statements will be produced on a single 8 1/2 x 11 inch sheet of white paper not to exceed "20 lb weight".

Failure to conform may cause the material to be returned for rewrite if time permits or omitted from the consolidated mailing.

The Committee will reproduce the statements with the authors sharing the cost of approximately \$.04 per copy.

Feather River Rail Society By-Laws Committee
P.O. Box 911
San Bruno, CA 94066-0911

Kerry Cochran (650) 952-7127 KC6KNT@CompuServe.Com

All campaign statements and bylaw arguments and rebuttals will be combined with the ballot and election instructions into one consolidated mailing with costs paid by the Society.

Members are permitted to distribute their own election material at their own expense.

There is no grace period for the due dates.

1 - Nov. 3, 2001 - Nominating and Election Process confirmed by the Board

2 - Nov/Dec. 2001 - Nominating Committee notice appears in the Sept/Oct issue of The Train Sheet.

3 - Jan. 30, 2002 - Petitions of Nomination and all candidates' statements must be received at the Election Committee's address.

4 - Jan. 30, 2002 - All proposed Bylaw changes and Bylaw proposals and arguments must be received at the Bylaw Committee's address.

5 - Feb. 25 ,2002 - All proposals for amending or repealing the Bylaws with arguments and a list of Director candidates are now available to the membership from the Election Committee with a self-addressed stamped envelope.

6 - Mar. 1, 2002 - Any candidates statements requested to be revised must be received at the Committee's address.

7 - April 20, 2002 - A consolidated mailing of the ballot, any statements, and arguments is made.

8 - May 24, 2002 - Ballots must be received by 5:00 P.M. at 604 Ridgewood Dr., Portola CA 96122-9110

9 - May 31, 2002 - The Election Committee meets to conduct vote counting.

The above dates and procedures have been approved by the Board of Directors and are considered to be official notice to the membership in accordance with the current by-laws.

Truckee Railroad Days 2001

continued from page 1

fire conditions at the time. This of course brought to a halt any departure plans we had and caused many other peoples plans to change as well. This sudden change of events also disappointed the large number of railfans who had gathered along the route to document the movement. After many phone calls, the fifty-year equipment age problem was solved with the FRA but the insurance issue remained a

hurdle that needed quick resolution if the movement was to proceed. Contact was made with a UP Vice President, who was in out of town at the time, and he was apprised of our problems. We were assured that he would be back in his office on Monday September 3 and together we could work through this. The Board of Directors had previously approved an expenditure of up to \$5,000 for insurance coverage and if additional funding had been necessary a special meeting would have had to be called. Thankfully this was not necessary as the Vice President came through for us and supplied a UP locomotive to power the train. Liability issues were therefore taken care of for our movement of equipment.

Early Tuesday morning, we assembled the train in Portola Yard and began the trek westbound. Stopping briefly at Kiddie for photographs and a quick inspection of the equipment we then continued non-stop to Oroville where another inspection of the train was performed. Departing Oroville we soon achieved the speed limit imposed by UP on the fairly flat run to Sacramento and arrived in Roseville about 9 pm. We spotted the entire train next to the main office building under the watchful eye of the UP special agents and in clear view of one of the surveillance cameras. At this point, Steve and I worked with the Terminal Managers to go get GP20 2001 (which had been cared for by the boys on the service track) out of the



Descending towards Oroville our train has just negotiated the horseshoe curve between James and Elsey.
- Dave Bergman

Roundhouse and placed in our train. This was done with no problems and we were able to put the train to bed and then ourselves around midnight. After getting rested we all met in the morning for breakfast and planning for the days movement to Truckee. Arriving back at the yard office we were informed our train would follow Amtrak #6, which had Vice President Verhaal on board the Union Pacific private cars at the rear of the train for the trip over Donner Pass with a group of foreign business people. While they went by our train, the group was out on the back platform pointing out our train and taking

pictures of our equipment. Unfortunately we ended up following a heavy drag freight out of Roseville. Traffic was heavy and we soon caught up the train ahead of us, which was having power problems (distributed power). This signaled to us that we were in for a long day. At one point between Newcastle and Auburn, there was a brief discussion between the train ahead and dispatcher regarding our tying on the rear end and helping them up the hill. This was vetoed quickly by all concerned, although it would have been real interesting to see a UP SD60 and 3 1950s era Western Pacific diesels as helpers on Donner Pass....

For what seemed an eternity we hit yellow signal after yellow signal following the freight ahead until we finally arrived in Colfax where we stopped for both lunch and another inspection of the equipment. Leaving Colfax about 3 pm anticipating an uninterrupted journey to Truckee we ascended to Switch 9 (Downtown Emigrant Gap) where our hopes were dashed when we received the unpleasant news we would be stuck for at least an hour for the westbound fleet. I headed for the small office to use the phone to call Omaha regarding our fate and future plans at Truckee. During this time, Conductor Habeck arrived from the Caboose looking for a "restroom". Unfortunately the only one available was in the very office I was using at the time. I was still on the phone to Omaha when he occupied the restroom area, but was quickly forced to leave the building and area for health reasons. We now believe that Conductor Habeck may have caused the early demise of ALL foliage growing near the septic system. We finally received clearance to leave and departed Switch 9 at about 6 pm and headed over the hill non-stop to Truckee.



With a smile that would take a surgeon to remove, Steve Habeck, riding in the traditional Conductors spot, had a warm greeting for all along the way.
- Dave Bergman

Our arrival in Truckee was met with broad smiles, waves

Truckee Railroad Days 2001



Saturday morning found “early birds” touring our equipment and letting us know how good it looked.

and the sight of people coming out of restaurants and stores to view our colorful consist first hand. We placed the train on one leg of the balloon track, tied it down, and bid farewell to Frank Brehm, who volunteered to stay in Truckee with the train and watch over things until Friday. Those members who had followed the train from Roseville then began the task of removing builders’ plates, horns and other “easily misplaced items” from the equipment. We were then “asked” to take our UP engine to Sparks as it was needed there. After sliding in right on our 12-hour limit, we headed home. Thursday found a flurry of activity as the cars for display were cleaned and tidied up for the weekend event. Friday found us switching the equipment into proper display position while volunteers continued cleaning and setting up the gift shop and display area. This took about four hours to do with about 50 plus people watching and photographing our movements. We also took possession of the UP 6936, which had arrived Thursday evening, at this time and were forced to “borrow” the services of a fire truck to wash the unit, as it was covered with road grime and animal remains from its journey to Truckee. We finally tied things up around 8 pm and went home to rest and prepare for the rest of the weekend.

We returned Saturday morning to find a huge amount of people already viewing our equipment so we opened the gift shop and equipment for public tours. There were in excess of 3000 people through and around our equipment that day alone. We took turns manning the cab of the 6936 as it was running and set up with steps for the public to easily get on and off. For most of the day, the entire length of the engines running boards were full of people lined up to see the engine up close with the 2001 and 707 enjoying the same amount of attention. The event ended at 5 pm but the crowd of visitors did not clear out until about 6 pm. After securing things for the night, all the members involved got together for a quick pizza and either went home or to the Hotel for the night.

Sunday started with another full house and contin-

ued that way for most of the day. At 4 pm, Steve and I along with the rest of the volunteers began the task of packing up for the movement home. We switched the equipment back into the form of a train while the stairs and other equipment brought along was reloaded onto the train. Just before departure, we were “asked” by the dispatcher to take the Truckee Helper Engines with us to Roseville. We added those to the motive power consist and proceeded with our air test and final inspection. We knocked down the signal at West Truckee at about 6:30 pm and with the UP 6936 and 1 of the two SD-40 helpers in Run 8, blasted up the hill towards Norden at track speed. While climbing the hill, I listened to the Dispatcher talking to someone about a derailment ahead of us. With a sinking feeling, I contacted Steve in the caboose only to learn he had heard the same thing. We were stopped at Switch 9 again and remained there for about two and a half hours while things were sorted out ahead of us. We departed at about 10:30 and headed down the hill. We were

allowed to “walk” past the derailment and continue non-stop for Roseville arriving and securing the train with our watches showing 5 am. After some much needed sleep, we departed Roseville for Portola at 1 pm on Monday September 10. We ran non-stop to Oroville but before arrival, I was instructed to call the Dispatcher on the phone ASAP. At this time we were notified that another derailment had occurred ahead of us in the Feather River Canyon at Belden and they were unsure of when the track would be opened so they were going to take us up to James and call a relief crew. At this point, I talked with Steve and decided the best thing for the equipment was to park at Oroville for the night and try again in the morning. Once Omaha realized that we were a “free” crew, they agreed to our request and once again we tied the equipment down for the night. Steve and I, along with Vic Neves and John Walker, made a couple of trips down to the yard that night to make sure our train was safe and the “free riders” had not made



Visitation of the equipment thinned somewhat during lunch but quickly picked up shortly after on both days.

- Dave Bergman

Truckee Railroad Days 2001

homes in our equipment. No problems were encountered.

I was awakened on the morning of the 11th by the insistent ringing of the phone at about 6:45 am with the message from my wife instructing me to turn on the TV. Of course, the events in New York City were live and in color. This made for a day we would never forget no matter what happened on our trip up the Canyon. I checked with Omaha and was assured we would be allowed to depart, but there was a lot of traffic to deal with and that in light of the unfolding events, all facets of operations were being inspected quite closely and that in itself would affect our trip home. We departed Oroville at about 1 pm for our journey through the canyon. During the trip we met quite a few trains, arriving in Portola at about 9 pm. We put the train away inside Museum grounds and said farewell to the 6936 which was returned to the UP.

During the trip to Truckee, there were at least twenty railfan vehicles chasing us through the Canyon with many others out to see us and wave. We had about ten vehicles follow us to Truckee the next day with MANY local residents out taking pictures and waving as we passed. Returning home I was surprised at the large number of postings on the Internet to the different railfan boards keeping track of our movements and that quite a few pictures had been posted of our equipment along the way. With the UP supplying the engine, and covering any liability, our crew for movement was myself, Steve Habeck, Jerry Williams and Lindy Klock (all UP employees donating their time). This was a rule imposed by the Vice President and that was that. The actual event in Truckee was larger than I expected and provided great exposure for the FRRS. I personally signed up five new members and as reported elsewhere, we did over \$2000 worth of business in the gift shop and raffle tickets. We completely sold out of RAL raffle tickets, which equates to \$750 worth of income for three rentals. Many of the people I talked with all said mostly the same thing. Either they did not know anything about Portola or us, or had been to Portola some time ago and were now going to make sure they visited us next year. We gave away many "free ride" tickets for next years operating season and I will be curious to see how many surface next year. The baggage car got rave reviews by all I talked to in its capacity as a mobile gift shop/display area and looked fantastic with our also newly painted lounge car. The train itself could only have looked better without the UP engine on the point; solid WP power verses the days of pool power. With this trip we learned some real important lessons regarding what is needed for us to go "outside" the gate next time. As far as financially, cost to the FRRS for this trip was close to zero if anything at all. We used a tiny amount of fuel in the 707 and other than that, no other FRRS monies were spent.

The derailments and the Terrorist Acts on our great country overshadowed the trip home. Due to those events, we did not have the Railfans chasing us as on the way over, but we did have a few. Also, due to schedule conflicts, Steve and I were the crew on the way home with the help of my Wife and Vic Neves driving the chase vehicles. There were still large amounts of postings and pictures on the Internet of our movement and not a one was negative. Many members and non members commented to us that

they would like to see us participate in more events like this and how nice our equipment looked. I am proud to say that we did not have ANY equipment failures throughout the trip. FRRS equipment performed flawlessly and this is due to the fine work of MANY FRRS volunteers and employees. I have talked with the people at the UP who helped make this happen and they were very impressed with our professionalism and our equipment. They have stated that they would like to see us do this again and would support us fully. This alone, stands out for the FRRS as in today's world of Railroading, Museum equipment moves are rarely allowed because of failures. We have begun building a good reputation with the UP and I for one, would like to see it foster into a great relationship that will go far in helping the FRRS in the future. Investigation into the FRA 50 year rule that was a problem for us has begun and a report of findings issued when I am finished. An inquiry has been started concerning the fire issues and what it will take to resolve them for the future.

There have been comments from some FRRS members that this trip was nothing but fun and a big party for those involved. I can say that nothing can be farther from the truth! I can only speak for Steve and myself, but the hours we alone put into the movement of the equipment were huge. I cannot begin to count the hours spent by many other members that were also involved. A very big Thank You to all who assisted in the preparation, movement, display, return, and cleanup of our equipment.

Next year will be even better!

Zephyr Project Update

By Eugene Vicknair

Late Breaking News

Just as the deadline for this issue of the Train Sheet rolled around, I received a call from the company doing the replica dome interior pieces for the Silver Hostel. They were requesting an inspection to see how they were doing on matching the parts I had given them.

The Hostel's dome had several interior trim and wall pieces removed, odd shaped items that would be difficult to replace. Luckily, Eclipse Metal Fabrication in Redwood City, CA offered to reproduce the parts even though it was a run of, in some cases, only one part. They also offered to produce some extras for future replacement, all for a very low bid considering the complexity of the jobs.

I am pleased to report that I inspected the parts are they are looking really good. Two very complicated ones are being reworked by Eclipse at no cost as they were not up to spec. While the parts will need fitting and some modification when we go to install them (it is very difficult to do this kind of custom work when the car is about 300 miles away), they should blend right in with the original pieces.

When they are finally delivered in late November, the Silver Hostel will have all needed parts for the interior dome walls, including the ceiling lights. About the only things missing for the dome now are the stairwell railing and the windows.

Minutes of Past Meetings

September 1, 2001

President Jim Murphy called the meeting to order at 6:00 p.m.

The following directors were present:

Andy Anderson, Jim Murphy, Norm Holmes, Kerry Cochran, Eugene Vicknair, Hank Stiles, Jan Brietwieser.

Directors Frank Brehm and Pat Brimmer participated telephonically.

Visitors Present:

Rod McClure, Tom Graham, Judy McGrath, Dave Bergman, Jack Palmer, Steve Habeck, Gayle Anderson, Jeanne Collins, Sam Herschbein, JW Williams.

President Murphy requested the Board consider adding the Truckee trip to the agenda to allow for discussion of recent issues.

Motion No. 01-09-01

Made by Director Anderson, seconded by Director Vicknair to add the Truckee trip to the agenda as an item under old business. All directors present voted in favor.

CONSENT AGENDA:

- a. August 4, 2001 Minutes
- b. Finance Reports
 - 1. Transaction Report – August 2001
 - 2. Profit & Loss Report

Minor changes to the minutes were accepted.

Motion #01-09-02

Made by Pat Brimmer, seconded by Hank Stiles to approve the consent agenda reports, with minor changes noted to the August 4, 2001 minutes. All directors present voted in favor.

OLD BUSINESS:

TRUCKEE TRIP: Steve Habeck reported on issues that arose late in the day on Friday that led to the postponement of the trip. The two issues that led to the postponement were an question about Rule 88 and the need for an FRA exception letter and the necessity of a 50 million dollar insurance policy. Rod McClure explained that he had discussed the Rule 88 question with and FRA inspector and they were sure that Rule 88 did not apply to the trip. Mr. Murphy noted that he felt the FRRS had to get the insurance policy so the train could go since the public and Truckee were expecting the trip to take place. It was noted that

the contract with Truckee required Truckee to provide the insurance necessary and that if a UP hook was used for transport the insurance would not be necessary.

Motion No. 01-09-03

Made by Director Vicknair, seconded by Director Cochran to direct President Murphy to try to work out one of these four options using this priority order, first see if Truckee will pay for the full insurance policy, second make arrangements for a UP hook to eliminate the need for an insurance policy, third to arrange for Truckee to pay for a portion of the insurance policy and last for FRRS to pay for the policy, giving the President approval for and amount not to exceed \$5,000 for the policy and set a special meeting of the Board on Tuesday, September 4, 2001 at 6 p.m. All members present voted in favor.

WEB SITE: Director Brimmer introduced Sam Herschbein to discuss the society’s web page. Mr. Herschbein explained how he felt the web site of the FRRS, his own web site and Frank Brehm’s web site could all work together and requested the Board consider authorizing him to work on the project. He presented a sample web page to the board for review. After further discussion President Murphy appointed Sam Herschbein as the society’s webmaster and directed him to work with Frank Brehm and Eugene Vicknair to develop the site.

WP CABOOSE & CVL ARMY CAR: Director Anderson reported the caboose was available for \$500 but the owner was still thinking of turning the Army car into a diner, if he could not accomplish that he would be willing to give it to the FRRS.

Motion No. 01-09-04

Made by Director Vicknair, seconded by Director Stiles to authorized the acquisition of the caboose for \$500. All members present voted in favor.

NEW BUSINESS:

2001/2002 CALENDAR OF EVENTS: President Murphy presented the Board with a calendar for the upcoming year and requested the Board members to add to the calendar any events they felt should be on the official calendar of the FRRS and get them back to him for the next meeting.

BEANERY OPERATION: President Murphy presented the board a letter from a local businesswoman who expressed interest in operating the Beanery for the next season. He asked the board if they would like him to discuss the idea further. After a brief discussion it was the consensus of the board that the operation of the Beanery should be advertised and that other issues need to be cleared up, including questions regarding the organization or anyone else making a profit from the Beanery.

Minutes of Past Meetings

FACILITATOR: Mr. Murphy suggested the Board consider a facilitator to work with them on Board member relations and problem solving. It was the consensus of the Board to have Mr. Murphy try to find someone who could be available on a regular meeting day.

GOOD OF THE ORDER:

Gary Hall suggested that the Board might want to consider having legal assistance at meetings and that he could provide a proposal to them at the next meeting.

Rod McClure indicted that he was working with a Reno military unit that may be interested in the tanks.

Sam Herschbein noted that he had not been up to the museum for a while and had noticed improvements that had been made since the last time he had visited.

EXECUTIVE SESSION:

The meeting was recessed to executive session at 7:36 p.m.
The meeting was reconvened to open session at 7:59 p.m.

There was no action reported.

ADJOURN:

Meeting adjourned at 8:00 p.m.

October 6, 2001

President Jim Murphy called the meeting to order at 1:00 p.m.

The following directors were present:

Andy Anderson, Jim Murphy, Norm Holmes, Frank Brehm, Eugene Vicknair, Hank Stiles, Jan Brietwieser, Pat Brimmer, Director Kerry Cochran telephonically.

Visitors Present:

Janis Peterson, Wayne Monger, Vick Neves, Gary Hall, Judy McGrath, Missy Iverson, Debbie Murphy, Eric Stephens, Steve Stephens, Jim Ley, Philip Schmierer, Ed Wagner, Steve Habeck, Rod McClure, Gail McClure, Tom Graham, Dave Bergman, Dave Anderson, Jay Sarno, Julie Anderson, Grey Elens, Matt Parker, Stephanie Parker.

Society member Gail McClure requested time to raise a Question of Privilege pursuant to Robert's Rules of Order.

Ms. McClure noted that in e-mail correspondence President Murphy had resigned from his seat. She explained that the Board of Directors did not have to accept the resignation but

needs to enforce the resignation by filling the vacancy.

Motion 01-10-06

Made by Gail McClure on behalf of the members of the Society, seconded by Director Vicknair to ask the Board of Directors to enforce the resignation of President Murphy and appoint a replacement.

Discussion:

Director Cochran reminded the Board of the recent vote of confidence for Mr. Murphy and also noted that the e-mail did not state that Mr. Murphy was resigning, in fact the words, resignation or resign were not even in the e-mail.

Ms. McClure quoted part of the e-mail and noted that she felt it was clear that Mr. Murphy had resigned from his seat on the Board; she also noted that she had received a legal opinion that the resignation was enforceable.

Society member Dave Anderson noted that it sounded like a resignation to him.

Ms. McClure explained that the by-laws of the Society indicated that a director could resign without specifying a date, the lack of a date does not make the resignation void, the resignation takes effect immediately.

Society member Tom Graham explained that other Directors had provided written resignations in the past but then had second thoughts and changed their minds and were not forced out of their seats. He also noted that Steve Habeck had written a resignation and put it up on the bulletin board at the museum, but he was still around. He also stated that he hoped everyone could put the past behind them, start fresh and stop using e-mail.

Director Vicknair noted that he felt the e-mail from Mr. Murphy showed a clear intent to act as his resignation.

Director Breitwieser asked President Murphy what the intent of the e-mail was.

President Murphy stated that if he had resigned the e-mail would have been a clear letter of resignation and state such. He noted that the e-mail had happened when he felt people had been hiding actions that were illegal and that he did not intend to walk away, but did ask if someone wanted to take over his duties.

Ms. McClure agreed that the e-mail route was not the best way to do business, but that the issue was only that the e-mail does constitute a legal document and that the members are acting to request the Board take action to fill the vacancy.

Society member Eric Stephens noted that other resignations were made and enforced and that as a life member the Board works for him.

Society member Stephanie Parker noted that past actions and behaviors of other members is not the issue.

Director Cochran noted that the code of ethics states that the Board holds the ultimate fiduciary responsibility for the Society.

Minutes of Past Meetings

Director Stiles noted that he didn't see that anything else matters, he feels the e-mail was a clear letter of resignation and the Board should fill the vacancy.

Director Vicknair noted that he felt the by-laws were established to keep the organization stable and that there had been other time when Director Murphy got upset and tried to resign or walk away.

Director Cochran called for the question.

Under roll call vote Directors Holmes, Vicknair, Stiles and Brehm voted in favor. Directors Brimmer, Breitwieser, Cochran and Vice-President Anderson voted against. President Murphy abstained. The motion failed.

CONSENT AGENDA:

- August 18, 2001 and September 1, 2001 minutes
- Finance Reports
 - a. Transaction Report – September 2001
 - b. Profit & Loss Report

Motion #01-10-02

Made by Andy Anderson, seconded by Jan Brietwieser to approve the consent agenda as presented. All directors present voted in favor.

OLD BUSINESS:

BYLAWS: Director Cochran explained that the Committee was not prepared to make a presentation at this time and asked for the item to be discussed at a later meeting.

MAGNOLIA TOWER: President Murphy explained various problems encountered with the moving of the Magnolia Tower to Portola. Director Brehm updated the Board on issues relating to asbestos on the building and the problems associated with the removal or containment of it. The Board discussed the pros and cons of continuing with the project to move the tower to Portola and the possibility of constructing a replica of the tower instead. It was noted that the tower has historical significance for the museum.

Motion #01-10-03

Made by Director Cochran, seconded by Director Brimmer to acquire the tower and transport it to Portola.

Discussion

Dave Bergman noted that if Amtrack was ready to move the tower themselves there has to be a report about the asbestos available.

Director Holmes questions if the museum could afford

the costs associated with the move, aren't there other projects that need to be finished.

Wayne Monger reminded the Board of the tank at Loyalton that they didn't get and the regrets they now had.

Director Stiles indicated he felt there was no better use for the society's money then to acquire things that fit the mission statement.

Director Brietwieser noted that although history is important so are the society's funds, she asked if there wouldn't be an opportunity for fund raising for the tower.

Director Vicknair noted that a structure would be a great candidate for grant funds.

Director Stiles offered to contribute \$100.

Director Brimmer noted that there seemed to be two parts to the issue, first to save and move the tower and second to restore it.

Director Cochran noted that he would amend his motion.

Motion #01-10-03 (amended)

Made by Director Cochran, seconded by Director Brimmer to acquire the tower and transport it to Portola utilizing no more than \$15,000 from this years budget to preseve and transport it and fund restoration in future budgets. Directors Brehm, Brimmer, Vicknair, Stiles, Cochran, Breitwieser, Vice-President Anderson and President Murphy voted in favor. Director Holmes voted against.

Vic Neves was then appointed project manager for the project and directed to report to Gary Hall.

RENO EXCURSION: Steve Habeck noted that he had nothing new to report.

TRUCKEE RAILROAD DAYS: The board received a report on the raffle and gift shop sales from the event. Susan Scarlett will work with Steve to draft a final financial report on the event. It was determined that the Board would need to see a contract for next years event by June 1, 2002 and that Steve Habeck would attend the post event meeting in Truckee. The Board thanked Steve Habeck for his work on the project.

2001/2002 CALENDAR: It was the consensus of the Board to get all calendar items in and review the final draft at the next meeting.

2000 FINANCIAL STATEMENT: President Murphy presented the Board with the final 2000 Financial Statement prepared by Dan Brady.

EXECUTIVE DIRECTOR: The Board reviewed the draft job description for an executive director position. The job description would be finalized and presented at the next meeting.

Minutes of Past Meetings

NEW BUSINESS:

EQUIPMENT MARKING: Steve Habeck presented the suggestion that the Society should pay a \$400 application fee to officially use the mark FRRX on museum owned equipment. The Board discussed the need for marking and the difference between FRRX and FRWX markings.

Motion #01-10-04

Made by Director Cochran, seconded by Director Vicknair to pay the fee with funds from the operating department and approve the FRRX marking. All directors present voted in favor. Steve Habeck and Eugene Vicknair will work on the application.

FRRS DONATION: President Murphy reviewed a complaint from Jack Hathaway regarding the disposition of equipment that he had donated to the museum. It was determined that Eugene Vicknair would contact Mr. Hathaway to straighten out the misunderstanding.

2002 BUDGET: Dan Brandy will be at the next meeting to discuss next year's budget. Budget requests need to be sent to Jim Murphy or Gary Hall.

LEGAL COUNSEL: Gary Hall presented a proposal from an attorney for legal counsel for the organization. He suggested the Board consider authorizing this expenditure.

Motion #01-10-05

Made by Director Brimmer, seconded by Director Stiles to accept the proposal from Alan Turner as presented. All members present voted in favor.

ADMINISTRATION:

FRRS MAIL PROCESS: President Murphy addressed a problem that had arisen when mail addressed to a specific Director was opened by staff. He explained that his direction to staff was to open all mail and then direct the mail to the appropriate department. Most mail comes with a name associated with the address but the majority then needs to go to the proper department, not to the individual. Director Stiles noted that he remembered an earlier mail policy that stated any mail addressed to an individual should not be opened, but forwarded to the individual.

Motion #01-10-06

Made by Director Brimmer, seconded by Director Brietwieser to direct Kerry Cochran to develop a mail handling policy as discussed, Director Stiles will get Kerry a copy of the old policy and the Board will review the old policy and a new draft policy at the next meeting. All members present voted in favor.

ACCOUNTS PAYABLE: President Murphy noted that the system for coding and getting bills paid was not working well and the society was paying for a lot of Susan's time due to the lack of organization in the system. He indicated that a procedure would be put together by Gary Hall and presented at the next meeting.

FRW 1857: Director Stiles updated the Board on the status of the equipment.

PERSONNEL: President Murphy explained that there was a request to continue the employment of Alan Hirasawa for a 60 day period.

Motion #01-10-07

Made by Director Holmes, seconded by Director Vicknair to hire Mr. Hirasawa for a period of 60 days starting on October 8, 2001. All members present voted in favor.

GOOD OF THE ORDER:

President Murphy reported on the following:

- The need to review the renewal of FCC License.
- Resignation of Ken Iverson as Facility Manager.
- Society booth at Winterail.
- Election of TRAIN officers.

Director Holmes reported that the Army Car would be available from Sloat along with the Caboose.

Motion #01-10-08

Made by Director Brimmer, seconded by Director Anderson to use an extra \$500 and get the army car with the caboose. All members present voted in favor. The Board discussed getting a passenger train for next year's Portola Railroad Days event. Mr. Murphy noted that there was some talk of changing the date next year and he would try to get a firm date so the museum could plan their time.

Rod McClure was appointed as Road Master and indicated that he would need guidelines and a small budget.

Jay Sarno noted that sometimes the Web Site wasn't update and asked about having the Train Sheet added to the web page.

ADJOURN:

Meeting adjourned at 4:24 p.m.

Respectively Submitted
Leslie Tigan

PRESERVING "THE FEATHER RIVER ROUTE"

Upcoming Events

WP Lives, in Portola!

Mission Statement

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and interchange railroads within the territories it served.

Mission Goals

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

December

- 1 Board of Directors Meeting 1 PM
Santa Trains 5:30 PM
Portola, CA
- 8 Santa Trains 5:30 PM
Portola, CA

January 2002

- 5 Board of Directors Meeting 1 PM
Portola, CA

February 2002

- 2 Board of Directors Meeting 1 PM
Sacramento, CA

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