



# The Train Sheet

Issue 98

November/December 1999

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

### Vista Dome-Buffer-Dormitory Car "Silver Hostel"

On Nov 19, 1999, the Feather River Rail Society welcomed home its newest family member as the WP California Zephyr Dome-Lounge car "Silver Hostel" arrived at the Portola Railroad Museum. The "Hostel" joins our CZ locomotive 805A in representing the proudest chapter in the history of the Western Pacific.

Built by the Budd Company under lot number 9657-021, the "Silver Hostel", WP 832, rolled out of the Red Lion Plant in November, 1948. The car is one of six Vista Dome-Lounge-

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Awaiting movement onto the property, WP 832, the Silver Hostel arrived at Portola on November 18, 1999. - Norman Holmes

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### WP Heavyweight Coach 320 Donated to PRM

A long time desire for a WP coach was fulfilled on November 30, when WPMW 37-8 was brought into our museum grounds. When we started our museum in 1983, all of WP's heavyweight cars, except for 37-8 were retired and off the property. From a private owner we were able to purchase a former baggage car, converted to a MW kitchen/diner, but it had been extensively modified. This was the only coach that we had any chance of getting.

This car had an interesting history on the WP. Pullman built it in November 1923, as an 80-passenger coach, No. 320, the last in the series. In May 1950, the car became Instruction

car No. 110. In that service the seats were removed and folding chairs substituted. It would be sent to various terminals on the railroad and used as a classroom for rulebook and safety rules review.

When the car was no longer needed for that purpose in 1972 it was assigned to the Oroville derrick outfit and made into a kitchen/dining car. It was given the number 37-8 and first painted gray, then dark blue. It is now silver, UP's MW color scheme. (Should we name it Silver Coach to match our Silver Hostel?)

Our plans are to eventually restore the

*(Continued on page 4)*

**- The Train Sheet -**

News from the Feather River Rail Society and the Portola Railroad Museum  
 Editor – Frank Brehm (916) 334-4470  
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 Contribution Deadlines: Last Friday 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 normal operating season for the museum is the first Saturday in March through the first Monday of November. The grounds are open from 10:00 a.m. until 7:00 p.m. daily. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. During the non-operating period the museum is closed except for special events in which arrangements have been made in advance. If you wish to visit during the non-operating 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.

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**- 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**

PRM	www.oz.net/~samh/frrs	SN Page	www.people.virginia.edu/~ggg9y
WPRRHS	www.wprrhs.org	Tidewater Southern	www5.pair.com/rattene/WP/TideIndex.htm
CZ Virtual Museum	calzephyr.railfan.net	Tidewater Southern	members.aol.com/TSRY/pages5/Tsmainpage.htm
Western Pacific and FRRS	www.wplives.com	WP Virtual Museum	wpmuseum.railfan.net

## WPRRHS, A Look Back, A Look Forward

Our plans for a convention at the Feather River Inn in Blairsden have changed. We will now meet at the fairgrounds in Quincy. The date will change to May 19-20. The fairground has two buildings located across from each other. One will have models and displays and a lounge area while programs and clinics will be given in the other building. The cost will probably be \$24.95 to \$49.95 per person. Tentative plans include a tour of the Quincy Museum, a locomotive engineers discussion panel, programs on the Keddie Wye, Arthur W. Keddie, the Quincy Railroad, the Indian Valley along with other slide shows and modeling clinic's. More details will be mailed to you real soon.

The new archive car at the museum has turned out wonderful! We finally have a nice, clean place to work. This car has been painted inside, has a new floor, lots of lighting, electrical outlets, filing cabinets, and lots of overhead racks. WPRRHS member Garth Groff from the University of Virginia has helped develop a filing system for the archives, which should be finalized very soon.

Donations have also continued to arrive. 190 Al Phelps WP steam prints. Hap Manitt's conductors' uniform and pictures from his collection. The Thomas Phillips diaries from 1908 to 1951 chronicling his work as a construction engineer on the WP. The "Weso Papers" which include train registers for every WP and SP train, which went by this station in 1923! Switch stand lamps, books and magazines were also added to the collection this last year.

I wish to extend my compliments to FRRS President Andy Anderson and Facilities Manager Doug Morgan for their help with the archive car project. I also want to thank the Board of Directors for their support of this project and to Norman Holmes for picking up the 26 file cabinets donated by Don Davella of San Francisco.

Several members really distinguished themselves this last year. Thanks to Jim Dias, Thom Anderson, Steve and Norma Hayes and all the presenters and staff for the great convention in Fremont. Mike Mucklin continues to make us look good in print and keeps the web page up (which, by the way, has been recognized this year as an excellent resource site for grade school students studying American railroad history). Bart Rohles has begun sorting through the UTU union records we received last year and with his friend Ralph Foster helped paint the archive car. Tom Lawler made a nice donation to the archive car for which we thank him. Also we want to thank everyone for his or her support and assistance last year. We couldn't do it without you!

I also want to mention the passing of Josh Ashtalosh who helped me overhaul the SN 1632 caboose a few years ago. I'll miss his sense of humor and companionship.

I consider it an honor to have served as

WPRRHS Administrator since the "historical wing" of the FRRS was founded back in 1996. We have made some great progress in developing the Arthur W. Keddie Railroad Library, publishing The Headlight, hosting conventions, helping to get some new models produced and caring for the archives at the museum. I'd also like to think that we have put some fun back into the FRRS and PRM.

The WPRRHS has grown in both members and the scope of its operations. Likewise, as a group like ours continues to grow, there is the danger of going stale from the lack of new ideas and new people getting involved. This is a group effort and everyone's ideas and involvement are welcome (and needed). It is also easy to lose touch with the desires of the membership when the same people continue to make most of the decisions. With this in mind, I'd like to take a little time off next year so that I can concentrate on the archives and our magazine, both of which require a lot of time and effort. Therefore, I will resign as WPRRHS Administrator effective May 20, 2000. I do not intend to quit the WPRRHS, I will simply concentrate on certain areas and let someone else lead for awhile. The new administrator should have it easier since most procedures are in place. I'll still be there to lend a helping hand when needed. And with me filling the void in the Librarian and Curator positions, the new Administrator will only have to worry about future conventions and trying to promote the WPRRHS in general. If your interested in serving as Administrator, contact me and I'll fill you in on the particulars.

There are many things that the WPRRHS could use.

1. Archival Safe page protectors. We go through two or three hundred of these things every month. They are available at Staples and other office supply stores for about \$10.00 for a box of 100.
2. Acid Free storage boxes of all sizes and shapes, "Banker Box" size is the most commonly used size. Even a donation will help us purchase these materials.
3. A volunteer to coordinate and run the 2001 and 2002 conventions.
4. A large format flatbed scanner. With this, we could scan important documents and pictures and view them without handling the originals. These items could also then be transmitted electronically via e-mail.
5. After scanning these documents, it would be great to store them on CD's. So we need a CD burner and some supplies as well.
6. We are always looking for more donations of pictures and papers to our collection.

In closing, we want to wish everyone a prosperous New Year! Now get back to work on those models so you can bring them to the convention in May!

- John Walker, WPRRHS Administrator  
run8john@thegrid.net

## Harry *HAP* Mani 1916-1999

We lost a great man and a loyal member of our Society when on October 31, 1999, Harry "Hap" Mani passed away at the age of 83.

Hap was born in Loyaltown June 10, 1916, and moved to Portola at a young age graduating from Portola High School in 1933. He was a lifetime member and former commander of the Portola America Legion Post. He went to work for the Western Pacific Railroad in 1937 and retired in 1976. He was a "mud hop" (yard clerk) and crew caller when he retired. He had lots of stories to tell about his experiences. He was featured as the second in a series of member portraits in issue No. 94 of the Train Sheet.

Hap joined the Feather River Rail Society in 1983, soon after the organization was formed. A very ardent supporter he was always available to help with the gift shop sales, would conduct tours for seniors and school children and every spring, a few days before Railroad Days, would get a hose and squeegee to help wash down the diesel shop building. He was an inspiration to all of us.

Hap was a collector. Anything that he or we might want to use in the future or just want to save for whatever, Hap saved. He got a lot of ribbing about this, but when someone wanted some hard to find part or

tool, Hap could usually find it. Once when we were re-cabbling our 200-ton derrick, we needed the end of the cable leaded in. Hap said "I think I have what you need". Soon he returned with a supply of "socket lead."

For a number of years the Train Sheet carried a column titled "Caboosing with Hap Mani." Hap, I suppose because of his work as a clerk, kept a daily journal about everything that went on at the museum. We gleaned items from the journal to report minor activities at the museum.

Hap developed cancer a few years ago and passed away peacefully at home. His wife of 53 years Evelyn "Sug", sons Larry and Mike as well as sister Thelma Epper and four grandchildren survive him. He was preceded in death by one brother. No services were held at Hap's request and his ashes were spread over the mountains he loved.

Hap had a wealth of memories about the history of the area, the railroad and the people who worked here. Unfortunately we were not able to record these recollections.

The family requests any donations in his memory be made to the Portola Railroad Museum c/o Fehrman Mortuary and Crematory, P.O. Box 53, Quincy, CA 95971.

### WP Heavyweight coach 320 Donated to PRM

*(Continued from page 1)*

car as much as possible like it was as a WP coach. Coming along with the coach was a former TS box car also used in the Portola Derrick outfit.

The entire Oroville derrick outfit was moved to Portola in 1990, when the Oroville car facility was closed. We now have most of the Oroville derrick outfit: 200 ton derrick No. 37, boom car 37-1, flat car 37-2, Supply car 37-6, Pullman sleeper 37-7, cable storage car 37-10 and cabooses 37-10.

Of the 20 WP heavyweight coaches owned by WP, 6 exist: 302 donated to City of Oakland, now on loan to Western Railway Museum at Rio Vista Jct. In service. 309 sold and now an office in Oroville. 314, 316 sold and now retail stores at a station complex in Calistoga. 315 sold to Norman Holmes in 1975 and donated to Pacific Locomotive Society, in service on Niles Canyon Railway. 320 donated to the Feather River Rail Society, Portola.

- Norman Holmes



November 30, 1999 found our newest acquisition on the property. Donated by the Union Pacific, this car helps round out our collection of ex WP heavyweight equipment.

- Norman Holmes

## Santa Trains A Big Hit

The Portola Railroad Museum's 1999 Santa Trains proved to be quite popular again this year. The City of Portola and the Eastern Plumas Chamber of Commerce as a natural follow-up to the City's tree-lighting ceremony, December 4th, advertised the first weekend's train. As a result, we enjoyed large crowds of visitors who came to the Museum. Estimates have placed the number of visitors at 350 people. In fact, the train ran nearly two hours without a break for the crew due to the crowd size. Many people took advantage of our hospitality, cookies, and hot drinks in the Beanery keeping the crew in there hopping.

Although we feared a low turnout on the second weekend, December 11, since we had no corresponding activities in town, we were pleasantly surprised. What can only be described as an excellent turnout again enjoyed our hospitality and train rides, whose ambiance was enhanced by a small mid-week snowfall, just enough to make things white and glistening in the train's lights.



Santa and Mrs. Claus heard many "gift requests" from visitors as they enjoyed hot chocolate and cookies from the Beanery

- Norman Holmes

Preparations for this year's trains began in October, when Steve Habeck continued the process started last year of drilling and setting hex-head screws on the cabooses to hold the strings of lights, replacing the cumbersome, time-consuming, and unsightly use of duct-taping the lights in place. The actual stringing of lights started the week before Thanksgiving, and all five cabooses were ready by Thursday, December 2nd. Steve Habeck's family, who gave up a Saturday to assist, untangled lights, tested, repaired, and staged over 30 strings of lights. Meg Evans made rapid progress possible in the last 3 days of light stringing.

The locomotive used for the train, our Fairbanks-Morse switcher 1857, had its lights installed on the 4<sup>th</sup>. The very capable crew of volunteers that were there saw to this as well as countless other tasks (cleaning the shop, lighting caboose stoves, preparing the water system in the Beanery, etc.) that needed taking care of as

*(Continued on page 10)*



Santa's helpers in the Beanery included l. to r. Mary Habeck, Missy Iverson, Loli Bryan, and Edna Ede.

- Norman Holmes

## Railfair Expenditures

Our participation in Railfair '99 in Sacramento was costly, but the value of exposure to the public showing our museum cannot be calculated. We spent \$15,100 for brochures, program advertising, booth set up materials and volunteer supplies.

Restoration and repair expenses to bring our GP20, 2001 up to FRA standards cost \$9,134. Only \$1,030 was made up by member donations. Many, many hours of volunteer labor was donated.

Gift Shop sales netted the museum \$2,500.

## Vista Dome-Buffer-Dormitory Car "Silver Hostel"

*(Continued from page 1)*

Dormitory cars built as part of the original CZ car order.

The dome is its most noticeable exterior feature. An icon of the CZ, this 24 seat "penthouse" would be one of five on a CZ consist, trailing immediately behind three dome coaches. The car resided near the middle of the train, leading the diner, sleepers, and the fifth dome, belonging to the rear observation car. Sitting in the upper deck of the "Hostel" travelers were given 360 degree panoramas of the dramatic scenery the train traversed.

The buffet lounge occupies one end of the car, with the kitchen located under part of the dome. Here, passengers ordered snacks, drinks, and light lunch items. In the early 1960's, all six cars were remodeled as "The Cable Car Lounge", designed around a San Francisco theme. This variant would become nationally famous as the subject of many well-remembered ad campaigns.

The dormitory section provided quarters for members of the CZ crew, including bedrooms for the Zephyrette hostesses. All crew members shared a full bathroom located under the dome.

The "Silver Hostel" was the lounge-dorm car on the very first westbound CZ and served until the end of CZ service before being sold off. After passing through many owners, the "Hostel" was purchased by the FRRS May 12, 1999, for restoration and display. This month, the Society launched an ambitious fundraising program for restoration of the car and the 805A called the Zephyr Project.

The "Hostel" has come to us missing many of its interior components, but retains its basic configuration, one of only two existing CZ dome-lounge-dorms which can claim this. Several important items have already been acquired for the car, including the distinctive dome area speaker grille, some of the lounge seats, and seats for the dome area. Overall, the condition of the carbody is excellent and much of the original mechanical equipment remains and is serviceable. The first major restoration item, expected to occur this summer if funds are available, is the installation of glass throughout the car. Particularly difficult will be the special curved glass in the dome, through which thousands of travelers have viewed the splendor of the Feather River Canyon. Once re-glassed, the exterior of the car will be returned to its original condition, including the reapplication of missing side skirts, reattachment of the California Zephyr name boards, and repair of the end diaphragms.

This acquisition and the proposed restoration stands as one of the largest undertakings the FRRS has ever attempted. However, the potential of the "Silver Hostel" is tremendous. With time, diligence, and the efforts of our members and volunteers, we can restore the "Silver Hostel" to take its place as one of the "crown jew-

els" of our collection, ranking besides such favorite and historic items as the 805A and the WP GP20 2001.

Due to the importance of this artifact, and the 805A, the FRRS is also reaching out to corporate sponsors and other historical societies to help return these CZ items to life. Already members of the Gold Coast Railroad Museum, Monad Railway Equipment, and Illinois Transit Assembly Corporation have been helpful in supplying us with fixtures and information to aid our efforts.

To help save this historic car will take time and dedication. If you would like to help financially, please send donations to: Feather River Rail Society, "Zephyr Project", P. O. Box 608, Portola, CA 96122-0608. If you would like to volunteer your services for the effort, please contact Eugene Vicknair by mail c/o the museum, or by e-mail at [TSRY@aol.com](mailto:TSRY@aol.com). In addition, any information on the car, photos or diagrams, or memories to share would be appreciated. When completed, it is planned that part of the dormitory section will house a graphic and audio presentation on the history of and life aboard the CZ.

Finally, several images of the "Hostel" taken during the initial car inspection can be seen at Alan Radecki and John Wilson's excellent California Zephyr website at <http://calzephyr.railfan.net>. Look in the "Ghosts" section under "Dome-Buffer".

- Eugene John Vicknair and Frank Brehm

## Notes from the Chairman

GREETINGS TO OUR MEMBERSHIP AND BEST WISHES FOR A GREAT AND PLEASING YEAR 2000.

Our museum has been a very busy place this past year. Our summertime visitor corps was very heavy and the Rent-A-Locomotive program was very busy.

We were fortunate in acquiring several pieces of rolling stock. The arrival of the California Zephyr Silver Hostel was especially exciting and we all look forward to its restoration.

The loss of one of our inspirational members "Hap" Manit leaves a void but the memorabilia he left will be a pleasant reminder of what he meant to the museum.

The near completion of the Library Car under the guidance of John Walker is a tremendous step forward in providing a safe haven for the historical possessions that have accumulated over the years through the generosity of many.

As the year progresses we hope that more of our members will become involved in our operating and mechanical departments. These activities are fun and rewarding and very beneficial to our museum.

In closing, I would again wish everyone a Glorious New Year. Hopefully, we will see you at the museum early and often.

HAPPY RAILS,  
Andy Anderson

## FRRS Mission Statement and A&D Committee

In January 1998, the FRRS Board of Directors approved the creation of a new committee to evaluate the historical significance and relevance of future equipment acquisitions and to examine the current equipment in the museum for historical relevance. It was called the Acquisition-Deacquisition Committee (A&D). It was formed as an advisory committee with the authority to make recommendations to the Board of Directors.

The committee chair, Peter "Doc" Lyman, placed a notice in the Train Sheet asking for volunteers for the new committee. By Summer 1998, five additional members had been added: Frank Brehm, Pat Brimmer, Bill Shippen, Kent Stephens, and Eugene Vicknair.

The first goal of the committee was to bring structure to exactly what the FRRS and the Portola Railroad Museum was about. This is by no means unique to our museum and this committee. Across the entire historical preservation community, organizations have been examining the goals and direction to better focus their efforts and create a standard around which to rally.

While the FRRS has always had a focus upon the Western Pacific Railroad, the extent of other activities and the breadth of the WP focus was often a source of confusion. It was decided, at the suggestion of Doc Lyman and others, that the Society needed a clear, codified statement of mission upon which to base the committee's evaluations and the future refinement and growth of the collection.

After much discussion, it was decided that the fairest way to begin determining the form of this mission statement was a poll of those whose time, effort, and money had built the museum: the members. Thus, the A&D Committee began shaping a comprehensive survey to allow the members to give feedback on where they felt the museum should go in the future and where it should focus. This survey was mailed to all current members in early August, 1998.

The first returned surveys began arriving on August 31, 1998. In the survey, members were asked to rank what areas they felt the museum should focus on. These were broken down into 8 categories covering such issues as what railroad, what time period, types of equipment, and other areas of concern. Members were also invited to provide written comments and write in votes (Which over ¼ did. All write-in items were reviewed by the A&D Committee and the Board of Directors). Any member requesting a personal contact to discuss the process and their thoughts was asked to provide their name and contact information. Those members were personally contacted by members of the A&D Committee by phone and e-mail.

In the end, 326 surveys were received, representing over 1/3 of the active membership. This was a phenomenal and totally unexpected level of response and was greeted with much enthusiasm by the commit-

tee.

Following the analysis of the survey results, a report was put together for the Board of Directors. This was weighed along with the needs of other groups which have a impact on our museum, such as visitors and the local residents. In mid 1999, the Board drafted and adopted an official Mission Statement and Statement of Goals for the FRRS and the Portola Railroad Museum.

These statements, as well as the important tool of the survey that shaped them, have been guiding the museum's acquisition and deacquisitions since that time. Potential acquisitions are reviewed by the A&D Committee to determine if they meet the needs of the Mission and have historical relevance to the collection. The committee has also reviewed items to determine if they do not well serve the collection and the mission. Most notably, this led to the deacquisition of the VIA Rail FPA4s and their sale to the Grand Canyon Railway where they have now been restored and are in regular service.

The A&D Committee is seen as playing an increasingly important role in the future. Currently, they are engaged in evaluating the entire collection and making recommendations placing items in various levels of status. While this may lead to some pieces of equipment being determined as surplus to the collection, it will also allow us to focus more resources on current items and provide openings for future historic pieces. The current A&D Committee is headed by Tom Mueller and is comprised on members Pat Brimmer, Peter Lyman, Chris Simpson, Kent Stephens, and Kyle Wyatt.

This process allows the museum to focus its efforts and funds on a coherent direction and to tell a deeper, more complete story. No organization can be all things to all people, a sad but true fact. But by taking our collective goals and finding and spelling out a common goal, we can build a strong museum that will deliver its message clearly for generations to come.

(Note for members: If you have any comments on an acquisition or deacquisition, please direct these to the Board of Directors and not the A&D Committee. Their role is to impartially judge issues based on their historical merits and relevance to the Mission Statement. It is a tennent of the creation of the committee that they be allowed to do this freely and without outside influence. For this same reason, the committee is considered "restricted", meaning that no member of a governing body, such as the Board of Directors, may concurrently serve on the A&D Committee. This allows the committee to function freely and advise the Board on issues based upon individual merit and not financial, personal, or political pressures.)

- Eugene John Vicknair

## Parts Now Available For Our 44 Tonners

At speeds approaching 80 miles per hour we followed our "parts locomotive" from Salt Lake City to Portola. This model locomotive, a GE 44 ton center cab, was designed to operate no faster than 35 miles per hour. However, in this case it was riding on a truck-trailer.

Two years ago, while talking to Les Tippie, President of the Promontory Chapter of the NRHS, about our SN 146 and QRR 3, both 44 ton GE's, and the difficulty of getting parts for these model locomotives, he told me that they had one of these engines that they were going to dispose of. I inquired if we could have it as a parts source and he agreed to donate it to our museum. It is non-operational, and will be used as a parts source only for our two units.

A lot of discussion ensued between the mechanical people and the board of directors as to whether it would be best to part out the unit in SLC and ship the parts to Portola or to ship the entire unit and remove the parts in Portola. Because of the time involved in removing parts in SLC, it was finally decided to ship the entire unit to our museum for the stripping of parts and disposal of the hulk.

We found the best price for shipping was JW Construction in Reno. They had a heavy-duty trailer that would hold the 88,000 pound locomotive. This relatively small locomotive is nevertheless 10 feet wide, 33 feet long and a little over 13 feet high. Height was the only concern. Another 44 ton GE was shipped by truck from SLC to the east coast and within 30 miles of its destination went under a low bridge that the driver thought had sufficient clearance and crushed the top of the cab. No problems were encountered in our move west.

On October 23, we drove to Salt Lake City to finalize arrangements for loading. Salt Lake, Garfield and Western RR, where the unit was located, had run it through a switch and derailed one wheel set. They had arranged for a crane to re-rail the engine and since the crane was already on the property we elected to use a

crane to load it instead of trying to ramp it on as was the previous plan.

Because of the crane's capacity we needed two cranes to lift the unit off the rails and lower it onto the trailer. Rails were placed on the trailer to facilitate unloading at Portola. Actual loading was started about 11AM and completed at 2PM. The truck immediately started going west (without lunch) and made it as far as Battle Mountain as an oversize load cannot travel at night.



October 26, 1999 and the "Big Red Load" leaves Salt Lake City bound for Portola. - Norman Holmes

The locomotive arrived Portola at 1 PM on Oct 25, and was unloaded onto our trackage a short time later. We connected short rails from our lead track by the front gate to the rails on the trailer, shoved a flat car up against the locomotive and pulled it off the trailer.

Les Tippie and some of the NRHS members in SLC helped with the loading, we really appreciate their assistance. In Portola Doug Morgan, Ken Roller, Ken Iverson,

Skip Englert, Andy Anderson and Norm Holmes accomplished the unloading.

History of SLG&W D-2: Serial Number 15028, built in August, 1942 for New York Ontario & Western as No. 101. Sold to Hyman Michaels, then in December 1951 sold to SLG&W.

## Web Sites Honored

In August we received notification that our web sites, at <http://www.oz.net/~samh/frfs> and <http://www.wplives.com> had been selected as featured sites for StudyWeb as some of the best educational resources on the Web. Both sites will be available to view in the Transportation History & Development - Railroad section: <http://www.studyweb.com>.

We are fortunate to have Sam Hershbein and Frank Brehm who have set up our Web Sites. Other Web Sites of interest to our members are listed on the title page of the Train Sheet.



## Annual Election Process 2000

The annual election process for 2000 has begun. There are 3 Director positions to be elected for three year terms. 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 with your recommendation and the requirements in item 3 of the election calendar met. All candidates for Director may prepare a one sheet campaign statement. This statement will be produced by the candidate on a 8 1/2 x 11 inch sheet of white paper not to exceed "20 lb. weight" and may be printed on both sides.

The statement shall set forth the candidate's views on relevant Society matters; it should not contain photographs, art work or slanderous comments about Society matters and must conclude with a disclaimer that reads: "NOT PREPARED OR REPRODUCED AT THE SOCIETIES EXPENSE AND DOES NOT NECESSARILY REPRESENT SOCIETIES POLICY AND POSITIONS".

Failure to conform with the above may cause the material to be returned for rewrite or omitted from the consolidated mailing. The Committee will reproduce the statements with the candidates sharing the cost.

Committee address is;  
 FRRS Nominating and Election Committee  
 6200 Gates Road  
 Santa Rosa CA. 95404-9676

Committee members are;  
 Tom Graham: 707.539.3722 tomghm@ap.net  
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 Don Borden: 530.357.4563 dborden@jett.net  
 Gary Hall: 707.538.0737 gary@macnetworks.com  
 Pat Brimmer: 801.943.4435 brimmer@wwdb.org

### BYLAWS

A petition to change the Bylaws of the Society must be signed by one member in good standing and the requirements in 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 may be included as part of the statement and must conclude with a disclaimer that reads: "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" and may be printed on both sides. Failure to conform may cause the material to be returned for rewrite or omitted from the consolidated mailing. The

Committee will reproduce the statements with the authors sharing the cost.

Committee address is;  
 FRRS BYLAWS COMMITTEE  
 P.O.BOX 911  
 SAN BRUNO, CA .94066-0911

Committee Chair is;  
 Kerry Cochran KC6NT@compuserve.com

All campaign statements, 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. Dec. 11, 1999. Nominating and Election Process confirmed by the Board of Directors.
2. January 3, 2000. Nominating Committee mails notices.
3. January 31, 2000. Petitions of Nomination and all candidates' statements received at Election Committee's address.
4. January 31, 2000. All proposed Bylaw changes and Bylaw proposal statements to be received at the Bylaw Committee's address.
5. February 10, 2000. All proposals for amending or repealing bylaws, with arguments will be available to members who request same with a self-addressed stamped envelope.
6. March 1, 2000. Any revised statements must be received at the Election Committee's address.
7. March 18, 2000. All candidates names and statements presented to the Board of Directors. All bylaw changes, with arguments presented to the Board of Directors for approval/disapproval for inclusion on the ballot.
8. April 1, 2000. Consolidated mailing (ballots, statements, and arguments) will take place.
9. May 5, 2000. Ballots to be counted must be received by 5:00 P.M. at 604 Ridgewood Dr. Portola, CA 96122.
10. May 13, 2000. Election Committee meets to conduct vote count.

## Year 2000 Calendar

Available in the Gift Shop member price is \$7.95 each. Mail orders are welcome. Shipping is \$1.50 for up to four calendars and CA residents are reminded to include 7.25% sales tax. Send your order to;

FRRS Gift Shop  
 P.O. Box 608  
 Portola, CA 96122-0608

Or call 530-832-4131. Credit cards are accepted.

## Santa Trains A Big Hit

(Continued from page 5)

the afternoon wore on. Bruce and Sue Cooper decorated the Beanery and due to the group effort, everything was ready on time, and worked! We had heat in the Gift Shop, Beanery, Ops Office, the 1857, and in 4 of the 5 cabooses, by use of electricity, propane, fuel oil, and hot water (thanks, Ed Powell, for fixing the stove in the ATSF caboose).

The Santa Trains would not be possible without the volunteers. The December 4<sup>th</sup> crew included Santa train "veterans" Tom Graham, Judy and Melissa McGrath, Bob Carr, Ken Iverson, and Steve Habeck, joined by "first-timers" Jim Gidley, Sr. (FRRS Trainmaster), Ed Powell, and Pat Brimmer, who with wife Linda came in from Salt Lake City. Most of these people were at the Museum all day Saturday, the 4<sup>th</sup>, making sure all last minute tasks were attended to. As usual, Tom Graham's presence, in particular, was invaluable. The very busy crew in the Beanery was led by Edna Ede, assisted by Missy Iverson, Linda Brimmer, and Lolli Bryan, who had

to close the gift shop intermittently to assist the swamped crew in the Beanery. Ken Iverson assisted in the Gift Shop when possible amongst his many other tasks. The Christmas tree was set up in the Beanery through the efforts of Andy and Gayle Anderson, and looked great.

The December 11 Santa Train was operated by a crew consisting of Directors Vic Neves and Ed Wagner, Asst. Trainmaster Kerry Cochran, Don Borden, Vickie Krois, Ken Iverson (who seemed to be everywhere), along with Steve Habeck. Edna Ede and Missy Iverson were in the Beanery again, and Lolli Bryan again did double duty between the gift shop and the Beanery. Santa himself made an appearance this weekend (Mrs. Claus had to fill in the first weekend). Our thanks go to Dave Rudolf and Linda Knudsen who helped with the arrangements for the visit by Mr. and Mrs. Claus. Ken Roller operated the model railroad on both days, fascinating throngs of children of all ages. If

we have omitted anyone who helped out, please forgive us. Recognizing our volunteers, regardless of what tasks they perform, is essential.

Even Mother Nature and Uncle Pete contributed to the success of this year's trains. The weather for each night was clear, cold (but not too cold), no wind, and the UP yard was clear most of the evening on both nights, allowing the train to be seen from Highway 70.

Special recognition is due Ken Iverson, who allowed us to use his generator to power the lights on the engine, as well as being seemingly everywhere at once. He also made himself available many times during the

preparation phase to assist in moving equipment. Recognition is also due Mary Habeck who is used to Steve being a stranger in November and December while the train is set up. She also had the insight to provide pizzas for the crews on both weekends, since none of them had time to eat all day each Saturday the train operated. On top of that, after she brought the pizzas, she helped out in the Beanery! All of the lights were removed from the



The Habeck family's work "glowed" as the trains left the station on the trip around the balloon track.  
- Norman Holmes

train were between the 12<sup>th</sup> and 16<sup>th</sup> of December and placed in storage ready for next year.

Cookies for the evenings were donated by Edna Ede, Leslie Anderson, Missy Iverson, Sue Cooper, Lolli Bryan, Mary Habeck, Elaine Lucas, Marietta Thomsen, Kay Betzer, Irene Bonta, Ann Foster, and Good and Plenty. We wish to thank all of you for your donations, which helped make this event a success.

The Santa Train idea was conceived by Skip Englert, and turned into reality by Gordon Wollesen and Steve Habeck. We are proud of our accomplishment and can't say enough about our FRRS volunteers that make this event happen every December. Those of you who have stood out there in the cold, looking at all the wide-eyed kids and talking to appreciative parents, know why you do it. We thank you. For the rest of the FRRS membership, take pride that your support helps make things like this happen.

- Steve Habeck, Sue Cooper, Ken Iverson

## Association of Railway Museums 1999 Convention Report

The 1999 ARM convention was hosted by the West Coast Railway Museum and held in Vancouver, British Columbia. All seminars were held in various meeting rooms of the Renaissance Hotel in the heart of city and overlooking the inner harbor. Two delegates from your Society attended this convention: Director Morgan and your Treasurer, Dan Brady. This was my second ARM convention and I was really impressed. West Coast assembled a fine cast of members that acted in the capacity of docents and guides. Virtually every activity was on time and flawlessly executed.

Since 4 seminars were offered simultaneously every 90 minutes, Dan and I selected the talks that were, in our opinion, of greatest value to the museum.

I attended a seminar on the preservation of heritage buildings, such as railroad stations and so forth. The presenter, a PHD and President of the Commonwealth Historic Resource Management, posed a way to evaluate an historical structure. From the presenters' viewpoint, most historical structures are not owned by museums but by everyone else. Many times a building receives an evaluation that may or may not help the owner, either to renovate the building or to upgrade it for other usage. It does help to at least raise public awareness.

For a railroad museum, a system of evaluation helps to access the potential historical significance of a railroad structure. The presenter offered 3 potential levels of interpretation, i.e. the maximum, moderate, and limited respect for historic fabric. Each level is dictated by the individual conditions surrounding the status of a structure, such as condition, ownership, and projected usage.

I also attended a seminar on "Retaining & Growing memberships", presented by Howard Bunte and Terry Shaw from the Friends of the Cumbres & Toltec Scenic Railroad. I found this seminar particularly interesting because it mostly dealt with volunteerism. Memberships are important but memberships that produce volunteerism are even more valuable. The gist of their message concerned encouraging more recognition through awards, facilitation, and sensitivity to each volunteers needs. What this means in more specific detail is that each volunteer/member needs to feel a sense of job satisfaction. They need to feel they are accomplishing something in a personally fulfilling fashion. The facilitator (project manager) needs to understand a persons needs and talents and place them in the proper job. Placing a volunteer in the wrong job only leads to their frustration, disenchantment, complaining, and ultimately, estrangement.

Chama, New Mexico, the home of the Cumbres & Toltec Railroad, is one of the most remote places in the United States. It can be compared with Ely, NV for remoteness. One of the things I noticed with the Cumbres presenters was the lacking of membership support

facilities. I asked where their volunteers stayed and their reply was "in campgrounds and motels". This hit home for me because I personally believe in membership support facilities, such as our Silver Shower car and the sleeping car.

Where Cumbres and other museums have one up on Portola is in awards. They offer many more awards in many other classifications. We offer only one in all classes. I gleaned from this talk that we need more awards and more recognition in The Train Sheet of membership participation and achievement.

Paul Hammond of our neighbor CSRM presented another very interesting seminar on "Reaching In, Reaching Out: Publications for Your Museum and its Audiences. This addresses a broad spectrum of nuances dealing with communications with membership newsletters (The Train Sheet), staff newsletters, Web sites (wplives.com), guide books and catalogues. This was a lengthy dissertation but as a brief synopsis, it deals with what an organization puts in its publications. It must be aware of its audience and must understand what it is trying to achieve. For example, The Train Sheet is a newspaper. Its news must be of a timely fashion. It must, as noted in a previous seminar, recognize members and volunteers for the services rendered and it must put on, as best it can, a happy face.

Staff newsletters, which we do not publish at this time, convey different activities of staff movements, schedules, updates of events, and more "Attaboys". They provide specific and general information on housekeeping reminders, etc. It provides a bulletin board for assignments and deals with information not appropriate for general membership consumption or of little interest to them. It leaves the membership newsletter to concentrate on other things. This organization has not yet arrived at a point where such a newsletter will be needed, but it is nice to know what it can do when the time comes.

A web site can also be a newspaper, but it also conveys a broader theme of general information and an easily updated bulletin board. The ability to manipulate this information virtually on an hour by hour basis makes the web site a powerful tool. Most of its realize this but the big message is how to control this tool. I learned the importance of a webmaster (web page manager). I also learned the importance of registering as a "Unique Domain Name" and the importance of providing proper funding for web site maintenance.

Lastly, the Guidebooks, Collections and Exhibit Catalogues. What I got from this was a clear idea as to the importance of guidebooks, especially at Portola where we have little information signage describing each piece of equipment. Until the day comes when we do have proper signs with sufficient information to engage the enthusiasm of the reader, a current guidebook would be a most useful tool. The other catalogs both collections and exhibits, focus on the way in which the archives people deal with dis-

*(Continued on page 12)*

## Association of Railway Museums 1999 Convention Report

*(Continued from page 11)*

semination of scholarly information and that which concerns artifacts. This also deals with the marketability of such information.

All seminars were held in the mornings. In the afternoons, field trips to various railroad locations or sites consistent with the theme of the convention took place. The first trip was on Thursday, September 30 to Drake Street Roundhouse, a former Canadian Pacific facility in Vancouver where lunch was served. This is a restored roundhouse, which had been threatened with destruction by the redevelopment of the neighborhood for Expo 86. This was probably the West Coast Railway Museum's first project that galvanized their organizational talents to achieve a major objective. From this, I believe, it established the machinery to move forward with other museum related projects with greater skills and confidence. The buildings are beautifully done. One particular thing, which impressed me, was the brick floors which were adorned with names of the contributors to the restoration of the roundhouse. Outside was a CP 4-4-0 steam locomotive gently steaming. Later, we were bused to the B.C. Rail steam shops in North Vancouver.

At this site, we reviewed the layout of the steam locomotive shops, listened to a dissertation on the woes of running a steam locomotive and the challenges involved to maintaining such locomotives.

On Wednesday evening, we had the privilege of riding the Pacific Starlight Dinner Train between North Vancouver and Porteau Cove. I had the opportunity and the distinct pleasure of riding in the dome section of former WP CZ dome coach, "Silver Feather". The ride was smooth and the experience very nostalgic. One could almost see Paxton, Blaisden, or a dozen other canyon towns slipping by in the night.

Early Friday afternoon, we visited the B.C. Maritime Museum and listened to speakers' talk about how their museum has had to constantly reinvent itself in order to keep it fresh and new. This is a subject that has been very near to my heart because this is the trick to keeping both member/volunteers and the general public coming back to our museum in Portola.

Late Friday afternoon found us at the VIA/Amtrak Station for an open house. This was exciting. Our West Coast Railway hosts had lined up a portion of the VIA stainless steel BUDD equipment used on the "Canadian" including an observation dome car, sleeping car, and dining car. There was a reception and I was dazzled with the condition of the equipment. It was like being on the CZ again including the lighted curved glass railings for the dome steps. The cars were just perfect. If this wasn't enough, we next had a tour of the newest Amtrak Talgo Train. The train, named the Cascade, had barely been in service a few weeks between Seattle and Vancouver, BC. We were then ushered aboard the

Rocky Mountaineer, a custom-built scenic cruise train that operates between Vancouver, Jasper and Banff. High in the full-length domes, we were the guests of the Rocky Mountaineer with yet another reception.

On Saturday, I drove to North Vancouver. Once there, I met up with our group, which had been bused from the Hotel to the BC Rail terminal where we boarded the Royal Hudson Train to the West Coast Railway Museum at Heritage Park in Squamish, BC. The ride behind the Royal Hudson was exciting in a different way than the dinner train of two nights previous. For one thing, one could hear the sounds of the steam coaches as the train snaked around the numerous curves that wind along Horseshoe Bay. The day was perfect, as had been the weather the entire time we were in BC. At Squamish, another train pulled by ex CP FP-7A #4069, freshly restored and pulling several BC Rail Coaches met us. The shuttle train moved us from the steam train unloading area through the gates of the museum around a loop, similar to Portola and to an as yet uncompleted railroad station in the heart of the museum. There we unloaded and proceeded with personal tours of the museum. I spent the rest of the afternoon exploring as much of the museum as possible, taking careful notes and burning up film.

Late in the afternoon, we re-boarded the Royal Hudson train for the return trip to North Vancouver. There, Dan Brady and I drove back to the Hotel. Later in the evening, I met Dan and we attended the ARM convention banquet held at the Renaissance Hotel Harborside Ballroom. We listened to an excellent presentation and slide show of the history of the BC Electric Railway.

Earlier in the convention, I had approached Peter Gagnon of the Orange Empire Railroad Museum with the idea of forming a regional ARM. The purpose of a regional ARM is to create a dialog and communication system, both to break down walls of mistrust and to build a bridge of understanding between railroad museums in the west. Peter thought it a good idea and after receiving the approval of Scott Becker, President of ARM, Peter and I started to talk the idea around with the other western rail museum representatives. Sunday morning found us attending the annual meeting where ARM's directors were elected. It was during that meeting that Peter announced the formation of the western regional ARM, or WestARM.

As stated previously, this was my second ARM convention. Many kudos must be given to West Coast for their organization, coordination and execution of all of the seminars and field trips. From this convention, I came away with the feeling that as a problem-solving tool for all railroad museums in North America, ARM is one of our biggest assets. I was privileged to attend.

- Doug Morgan

## Convention Attendance

Barbara and Norman Holmes attended a number of conventions this fall. The first was the Southern Pacific Historical & Technical Society convention held in Redding September 30 to October 3. A model contest, slide and movie show and guest speakers were presented during the event. Don Olsen showed old SP films that he will soon make available on video. We had a table with Gift Shop merchandise available to purchase and had a photo display showing our 17 pieces of Southern Pacific equipment. While sales totaled a little over \$1,000, interest in our SP equipment was tepid. Guess SP fans are more interested in photos and models than preservation of the railroads equipment.

On October 6, we flew to Las Vegas for the annual convention of the Nevada Museum Association. While we are not located in Nevada, we are close enough to participate in some of the activities in Nevada. The convention was held at the Clark County Museum and had a number of workshops with speakers on various subjects of interest to museums. An evening "dinner train" ride was available at the Nevada State Railroad Museum's Boulder City facility. The ride was behind UP 1000, UP's first diesel switcher (NW-2) and an open car that was once a WP caboose from the Elko derrick train. The dinner was a buffet style BBQ.

October 27 saw us flying to Washington DC to visit the Smithsonian, B&O Museum, National Trolley Museum, Virginia Museum of Transportation and others. This before the Tourist Railway Convention on November 3-7.

Convention headquarters was the Snowshoe Mountain Resort, high atop a mountain in West Virginia. This ski resort has condominiums and time share apartments. Two days were spent riding the Cass Scenic Railway and touring their shop facilities, located 18 miles from Snowshoe. The remainder of the time was attending seminars, talking with vendors and other members of TRAIN. The evening banquet featured a speaker from Cass.

Attending conventions gives one a chance to network with people in the same kind of work you do and discuss the same problems that we all have. Ideas and knowledge are always welcome.

- Norm Holmes

## Minutes of Past Meetings

### November 1999

The November Board meeting of the F.R.R.S. was called to order at 1:10 p.m. at the Portola City Library. All Directors were present with the exception of Director Englert. Other guests present: Lolli Bryan & Chris Simpson.

Minutes were approved.

Financial Report: Lolli Bryan presented a report on the RAL.

#### CORRESPONDENCE:

Letter from Loyalton Middle School thanking us for our donation. Letter from Old Town Merchants re: Christmas Activities

#### EXECUTIVE DIRECTOR REPORT:

Director Holmes announced the arrival of the 44 Tonner from Salt Lake City and the attendant costs \$3275.00. He also announced that he will apply for a smog refund on all museum cars purchased in Nevada. A full written report will be forthcoming on the TRAIN convention.

#### COMMITTEE REPORTS:

**LIBRARY CAR.** Conversion is in progress with planed for installation of more shelves and lighting. Some shelves and the floor is in.

**TRAIN SHEET.** Director Brehm gave an update of the Train Sheet re: printing and postage and will give a full report at the December meeting. Mailing of last year's calendars as an incentive for purchasing the 2000 calendars will cost \$256.00. The Board approved this action.

**MUSEUM UPDATE.** Director Morgan reported the shower car has been winterized. Installation of the AC unit for the Blue Car is on hold but will be completed in the spring.

Motion 21/11/99 - Authorized Director Vicknair to order 750 RAL gift certificates from San Jose Printing at a cost of \$265 plus tax.

#### OLD BUSINESS:

**MUSEUM ROOF.** Director Anderson reported that the City of Portola and the County Board of Supervisors have designated the sum of \$30,000 as the amount they would give toward replacing the existing roof of the museum building.

**SILVER HOSTEL.** Motion 19-11/99 that the F.R.R.S. engage legal counsel to protect the investment of the CZ Car at the cost of \$145/hr Reason for this action is to insure that the CZ car retain the configuration and equipment that was present at the time of purchase. Motion by Director Morgan, second by Director Stiles.

**THOMAS PHILLIPS COLLECTION.** Director Brehm reported the acquisition of the Thomas Philips collection has been completed. The collection will be housed at his home until the completion of the Library Car.

**SILVER THRUSH.** Director Vicknair reported that the Silver Thrush is in good condition. Purchase price is \$110,000.00 but possible that price could be negotiable.

#### NEW BUSINESS:

**ROLLING STOCK.** Discussion was held regarding rental charges for privately owned rolling stock. The general consensus was in cases where an agreement was not in hand and that persons owning this stock indeed were an asset to the museum

## Minutes of Past Meetings

the rental charges be waived in recognition of contributions by the owners. No further action was taken.

**BUDGET PROCESS.** Each department head was asked to prepare a "Preliminary Budget" for the year 2000 to be presented at the December meeting. These items will be forwarded to our treasurer for his perusal and a final budget will be in place by January 2000.

**MOTION 20-11/99** That the F.R.R.S. designate specific Directors as liaisons to certain groups, departments or committees. By Director Vicknair, second by Brehm. Passed

**ADVERTISING.** Costs were discussed and a general review of them was deemed to be in order. It was felt that many of the publications we now advertise in do not have a fair return ratio. A resolve to this situation is in order.

Being no further business the meeting was adjourned.

### December 1999

Meeting called to order at 12:01 p.m., Portola City Library. Directors in attendance: Brehm, Englert, Morgan, Vicknair, Neves, Stiles, Wagner, Monger and Anderson. Absent: Holmes. Others present: Lolli Bryan, Steve Habeck, Kerry Cochran, Don Borden & Kathleen Miller.

Minutes were read and corrected.

Financial Report was given out by Kathleen Miller. RAL Report was given by Lolli Bryan.

#### CORRESPONDENCE:

1. Letter received from W. E. Nordgren of Minnesota regarding his miniature layout which features W.P. lettering.
2. Letter from Andy Hinz informing us that he is volunteering his time this winter to help with the museum.

**EXECUTIVE DIRECTOR:** - A letter of proposal by Executive Director Norman Holmes expressing his desire to rescind his noted intention to resign this position as of 12/31/99 and allow him to be re-appointed Executive Director and gift shop manager was read. Contained in this proposal were various demands and accusations that made the Board extremely uncomfortable. After considerable debate the Board voted to reject his proposal. Motion 23-12/99 regarding this vote is attached. Motion passed by unanimous vote. The Board expressed a desire that a letter of appreciation for all of his past endeavors to further the Museum growth be forwarded to Mr. Holmes.

Motion 23-12/99 - That the Board of Directors of the Feather River Rail Society shall, upon the retirement of Norman Holmes, effective 12/31/99, retire from use the position and title of Executive Director in tribute to the years of service given in that position by Norman Holmes.

The duties of this position will be distributed among the Board Chairman, Treasurer, Facilities Manager, Publications Manager, board liaisons and any other designated responsible persons as required by the Board and the needs of the membership of the FRRS. Motion passed. The following duties were assigned on an interim basis:

Gift Shop	Lolli Bryan, John Walker
Mail	Lolli Bryan, Andy Anderson
Membership	Kerry Cochran – money from such will be deposited locally.
Paying of bills	Andy Anderson - after receiving bills. Chairman Anderson will compare with Department Head involved. If approved they will be forwarded to Kathleen Miller for payment. (as stated in procedures for such)

Other duties will be shared by Board members as needed. Parliamentarian Kerry Cochran will contact legal counsel re: legality of lifetime appointment of the position of Director in non-profit organizations.

Chairman Anderson asked the Board to ponder for discussion at the January Board meeting the possible formation of an interview panel for the hiring of a General Manager of the Museum.

#### COMMITTEE REPORTS:

**ADVERTISING:** Director Neves presented a preliminary budget for review for the year 2000. It was noted that Sunset Magazine, Trains Magazine and our web site provided the best response.

**TRAIN SHEET & HEADLIGHT:** Director Brehm provided a preliminary budget for consideration. Director Brehm also reminded members that the deadline for the next Train Sheet is Dec. 31, 1999.

**BUDGET:** Chairman Anderson reminded all department chairs that they need to have preliminary budgets by our next Board so that Treasurer Brady can develop a final budget. (Next Board meeting, Jan. 8, 2000)

**OPERATING DEPARTMENT:** Kerry Cochran stated that some of the concerns of department head Jim Gidley were as follows:

1. Track repair - was discussed and Director Morgan stated it would be done.
2. Condition of engines and maintenance of RAL equipment. It was noted that if necessary/maintenance work could be jobbed out due to lack of volunteer time to adequately perform the task. It was noted that all engines had to be in working condition by summer season's opening date.
3. Scheduling of work days etc. Operating department Chair Gidley, Kerry Cochran and Frank Brehm will coordinate the calendar for year 2000.

**LIBRARY CAR:** Car is nearing completion and will be a great asset to the Museum.

**MAINTENANCE:** Director Stiles will present a preliminary budget by next meeting. It was also suggested that Engine 501 be put into the RAL program and Engine 1857 moved out of the RAL program. Director Stiles also reported that Engine 2001 is still in Yolo County but manuals have been received that will assist in returning this engine to running order and hopefully in the near future will be returned to Por-

*(Continued on page 15)*

## Minutes of Past Meetings

tola.

**MEMBERSHIP:** Chair Kerry Cochran will submit a preliminary budget at the next Board meeting. He asked that he be allowed to update membership cards and to furnish him with stamped envelopes. He also stated his concern of the Board's seeming inability to carry through with projects in a timely manner. Chair Cochran also asked Dir. Brehm as to why he had not received a Train Sheet as of this date.

**A & D:** Chairman Vicknair reported that the following were recommendations from the A & D committee:

1. Camp Car and 44 Tonner would be good additions to the museum and are available. This situation will be considered.

**OLD BUSINESS:**

1. Silver Hostel. Is in Portola and plans are underway to establish fundraising ability for restoration.

2. Silver Thrush. After much discussion concerning the availability and possible purchase the Board decided by a vote of 6-3 that purchase of this unit would not be a prudent move for the museum.

3. Master Plan. Director Vicknair gave a report on the Master Plan and planning meetings for such. Tentative date for the first meeting will be 2/13/2000 in Sacramento at the C.S.R.M. conference room. More information on this will be forwarded to members. Any questions contact Eugene Vicknair, Wayne Monger or Vic Neves.

4. The Board asked Steve Habeck to be liaison with Union Pacific concerning possible acquisitions and Doug Morgan to be the liaison between the museum and scrapers.

5. ST&E Alco. Director Vicknair reported that the museum would be notified of their availability and that they are in use at this time.

6. Lumber Cars. Director Monger inquired as to the status of the Lumber cars in Loyaltan. Given that track space has not been prepared the cars will be returned to the museum and placed on ties until such time as track is ready. Chairman Anderson will handle transportation of such cars. Director Morgan will prepare tie placement for storing. Cost of transportation of cars to Portola will be \$750-00 with a \$100.00 donation by Wilburn Construction & Transportation.

7. RAL Gift Certificates and Operating Certificates. Director Vicknair presented a sample of the 2500 Operating Certificates and 750 Gift Certificates we have. This action was approved by the Board. The Board asked Director Vicknair to review all forms, certificates etc. & update them.

Discussion ensued regarding the storage of equipment and the lack of space needed to store same. Yard Master Steve Habeck is in charge of the placement of the apparatus to be stored during the winter months.

**NEW BUSINESS:**

1. Laser Printer. Board Motion 24-12/99 - authorized Director Morgan to purchase a H.P. Laser Printer at the cost of \$394.00.

2. Tom Graham Requests. Member Tom Graham requested a report on the 921 Incident which is still being formulated. He

expressed a concern as to insurance coverage for volunteers working at the Museum. In order to ensure accurate answers to these questions the Chair was instructed to ask St. Paul insurance representative Michael Deeble to be in attendance at the January Board meeting to explain in detail any questions regarding coverage. He also felt that the members who worked at the Museum during the Rail Fair in Sacramento had been slighted by not receiving recognition in the Train Sheet or shirts that were issued to those who did work at the Rail Fair. Director Monger indicated that only shirts were purchased for the crew at Rail Fair and Director Brehm indicated that acknowledgement would be forthcoming in the next Train Sheet. The Board also indicated that all members would be informed of the insurance coverage information.

3. Election year information. The following Directors terms are up for re-election: Director Englert, Director Vicknair, Director Monger. The first mailing regarding the election process will be mailed on or about January 2 or 3rd. Committee member Don Borden will coordinate with Committee Chair Graham regarding this mailing. Director Brehm will provide one set of mailing labels a.s.a.p. and two more in March.

**GOOD OF THE ORDER:**

Director Morgan presented Motion 25-12/99 to approve an appropriation not to exceed \$5000 for the moving of the 44 Tonner from Salt Lake City to Portola. Motion passed.

Being no further business the meeting was adjourned.

## Grant Money Received

A grant of \$30,000 was authorized to be spent to replace the diesel shop roof. The money will come from a portion of the Lake Davis trust fund and was jointly approved by the county and the city.

An inspection of the roof, for repair, revealed serious deterioration of the 45-year-old roof. A full replacement was indicated. Andy Anderson approached the City of Portola and Board of Supervisors for assistance and the grant was approved. Work should start in early spring.

## Recent Donations

Don Davella donated 24 - 5 drawer matching filing cabinets from the old Southern Pacific Office Building in San Francisco. We rented a truck and hauled them from San Francisco to Portola. Don also donated half of the transportation costs. They will be used in the Library car for archive storage.

Bill Bromer donated a large amount of special aluminum extrusions specially made for Zephyr dome cars.

David Whitney donated and delivered an air conditioner to the museum.

**PRESERVING "THE FEATHER RIVER ROUTE"**

***WP Lives, in Portola!***

**Mission Statement**

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

**Mission Goals**

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

**Special Fund Status**

Item	Additions	Balance	Notes
Building		\$21,827.25	
WP GP9's		\$13,619.75	
CTC Board	\$150.00	\$480.00	(1)
UP 105	\$140.00	\$2,971.00	(2)
Ingersol-Rand		\$100.00	
UP 737/SP 216			
Library/Archives	\$250.00	\$850.66	(3)
SP Diesel Eng.	\$500.00	\$800.00	(4)
WP GP 20		\$1,030.00	
Magnolia Twr.		\$370.00	
Silver Hostle	\$10,010.00	\$10,130.00	(5)
SP 1215		\$25,341.19	
Endowment		\$102,986.59	(6)

(1) Ed De Lozier, (2) L.E.Navin & cash, (3) Thomas Lawler, (4) Josiah Jenkins, (5) \$10.00-Tom Poole, \$10,000.00-Estate of Robert Dobbins (6) transfer from Life Account.

Thank you all for your interest in the above projects.

If you would like to see a favorite project go forward, your financial contribution will help make it so.

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