

FROM THE PRESIDENT'S DESK

Spring has arrived early in the high country this year, but until the property lease is signed there isn't much we can do at the museum except plan. There will be building clean up work, track rehabilitation work and when our cars arrive, restoration work. So, get yourself in shape-there will be plenty of work to be done soon.

We are waiting for the property lease to wind its way through Union Pacific's corporate structure and expect that it will be presented to the City of Portola for signature in the very near future.

The City has applied for a \$10,000 matching fund planning grant. If the grant is approved professional planners will prepare a master plan for the property. Our Society, the Chamber of Commerce and the public will have input. We are open to ideas from all our members. If the grant is approved, it is expected it will be put to bid by July 1, 1984. When the plan is completed, it will be used to apply for a larger grant to make the necessary property improvements.

Union Pacific has offered several other pieces of equipment to our Society. Details will be announced when we have the information. Additional car and locomotive donation requests have been made to other railroad and car companies.

We were unsuccessful in bidding on some surplus Amtrak passenger cars-mainly because our bid and deposit was lost in the mail somewhere. If the bid had arrived we would own a former Santa Fe stainless steel coach. This was the last sale of Amtrak cars for quite some time.

FUND RAISING 921 BUCKLES!

Cash contributions came from Cal Dority, Clara Meyers, Mel & Bev Moore, Dan & Marge Parnell, Leslie Ploch and Graham Snyder. In addition the BLE "Lady Engineers" made a contribution in memory of William "Pappy" Meyers, a retired Western Pacific engineer who died recently. We thank you all for your financial help.

While we do not have a fund raising drive for any particular project, we will be in need of more money than we have soon to buy insurance and to pay for equipment moving costs. If you have a few dollars our treasury sure could use them. Don't forget any contributions to the Society are tax deductible.

JUST IN! Our very own 921 belt buckles and watch fob have just arrived. Chris Skow has arranged to have an exclusive design made for our use and sale only. The buckles, available in two styles (oval silver and square in brass color), will sell for \$7.50 each and the watch fobs sell for \$4.00. Please add 50¢ for postage if ordering by mail.

DONATIONS

During the last two months, we received the following donations; Norman Anderson-rebuilding and wiring information when 921 was worked over at M-K, Boise; William Caroni-old WP Zephyr paper items; George Comer-diesel maintenance books; Marion Crumpacker-set of steam engine books and four track jacks; Dave McClain-misc. hoses and gauges; Ken Roller-a 24x36 painting of WP 254 blasting up the Canyon; George Wentworth-several WP photos. These items will become part of the FRRS historic collection. WE THANK YOU ALL...

THE STEAM GAUGE

CLOVER VALLEY 8 LIVES AGAIN!

by James Boynton

On Feb 15th 84, Jim Boynton Board Member of the Feather River Rail Society met with the Plumas County Fair Board in regard to Feather River Shortline engine #8. After outlining the usual fate that befalls unprotected exhibits like the Ex Clover Valley Lbr. Co. 2-6-2.

I presented documentation showing preservation turned into junk by vandals. The sympathetic Fair Board decided to agree to the movement of the railroad exhibit (FRSL #8, WP caboose 779 and an ex government ammo-car) to the F.R.R.S. facility in Portola.

Shortline officers Bob Erbeck-Secretary Tres. and Myself-Vice President and Gen. Manager had previously decided to move this display before it was completely destroyed by those in whose favor it was originally preserved. Plans to move this equipment to Portola will be soon formulated. Future restoration and operation of this historic rolling stock is assured and Clover Valley's little prairie engine lives again thanks to many interested persons.

With this issue it looks like the Society is growing at a steady rate and the future is bright for a outstanding collection of cars and operating locomotives and a place to run them. I hope to make "The Train Sheet" into a very informative publication. And anyone that would like to add information or have something to share please feel free to write. With the next issue "The Train Sheet" will be formed into the following interest areas;

FROM THE PRESIDENTS DESK

THE INJECTOR...Diesel report

THE STEAM GAUGE...Steam report

THE WHEEL REPORT...Cars

THE TAMPER...Track

THE ENGINE HOUSE...Buildings

THE PIE BOOK...Financial

WAYS AND MEANS...Fund raising

THE FEATHER...WP Historic Info.

THE FLANGED WHEEL...Articles

DONATIONS...Items

CONTRIBUTIONS...Money