

## Would you like to take part in the decision-making of the FRRS?

### *News of Board Election and of By-Law Changes*

Election time is coming again. Two year Board of Directors terms are expiring on June 30, 1994 for Vic Neves, Kent Stephens, Hank Stiles and Gordon Wollesen. It was suggested by the Museum Assessment preliminary report that we should increase the number of members of our Board to about 1% of our membership. Accordingly, we are proposing a by-law revision to increase the number of members of the Board of Directors from seven to nine effective July 1, 1994.

Being a member of the Board of Directors brings serious responsibility along with it. For example, Board members are required to attend monthly, day-long meetings in Portola, as well as to be willing to devote time and energies for the good of the museum.

Anyone who seriously wishes to run for one of these four positions is to submit their name and a short resume about themselves (which will be printed on the ballots mailed to all eligible voters) to the Society, no later than May 25, 1994.

Ballots AND the by-law revision proposal will be mailed to all members that are eligible to vote. All members EXCEPT Associate are eligible to run for Board of Directors positions and to vote.

The results will be tabulated at the Annual Membership Meeting, Saturday, June 25, 1994 at 7:30 PM in the Flannery Room at the museum. If the by-law revision passes, the five candidates with the highest number of votes will be elected to a two year term. The next highest will be elected to a one year term. Should the by-law revision fail, the four highest vote-getters will be elected to a two year term.

## Caboosing with Hap Mani

Giving thanks to people for volunteering at the museum.

The snow stayed away during January and part of February enabling **Clyde Lippincott** to continue to work rebuilding the interior of the Silver Shower car. After the snow finally did arrive, **Bruce Cooper** fired up our loader and cleared the roadways each time it snowed. **Gordon Wollesen** has completed a new electric circuit in the Beanery to power our ice machines. The few winter visitors are shown through the museum by **Ken Roller**. Ken also has been working on a track switch to the ramp for unloading the I-R unit, and along with **Wayne Monger** has worked on the track No. 7 extension. **Jack Hathaway** has started to work on the UP baggage car to prepare it for use as a gift shop annex.

## Donations

United Industries of Billings, MT found and sent us all the records, blue prints and maintenance manuals for our 1929 Ingersoll-Rand locomotive. These will be invaluable for the restoration of this historic unit.

Jack Hathaway donated several picture frames, a bulletin board and a battery powered electric drill.

## New At The Museum

We have recently acquired, through the State Surplus Program: 14 stanchions for use as barricades, 3 boxes of nails, 8 boxes of plastic garbage bags, a gasoline powered DC generator for battery charging, a refrigerator, 2 file cabinets, 6 tables, a 1977 Dodge van and misc. tools and office supplies. Sorry, no locomotives this time. With base closings, there is more material that becomes surplus. As a non-profit organization we can acquire surplus property at no cost except for a handling fee imposed by the state to cover their overhead costs.

One of David Dewey's friends "found" some track switch parts in a scrap yard near Oroville. In need of such, Norm Holmes drove our Dodge pickup and trailer and returned

with four 85 lb. points, a frog, a number of slider plates, and 3,970 lbs. of iron that will be useful to increase our storage tracks.

## O&NW Equipment Back at Portola

To help the City of Loyalton celebrate its logging heritage with a timberfest, October 9-10, 1993, the FRRS sent AS-616 O&NW 4 and O&NW caboose 300 to Loyalton for display. They moved on their own wheels in the consist of the B&L local. We also sent two logging flat cars that, because of their arch-bar trucks and incomplete air system, were trucked to Loyalton. After the event, it took over a month before the volunteer truck drivers could find the time to return the flat cars to Portola. Meanwhile efforts were made to return the locomotive and caboose. For nearly three months either the B&L engine did not return to Portola or the crew didn't have the 4 & 300 on their pick up list. Finally on January 3rd the equipment was returned home. Some Loyalton people thought they had a permanent exhibit in town! Peter Langdon removed the horn and bell to keep them safe, just in case. No vandalism occurred during their sojourn. All parts have now been replaced.

## 1941 Dissertation Available on Western Pacific's History

### *Information for WP Researchers*

By Kent Stephens

Here is information about, and how you can obtain a copy of, a doctoral dissertation titled "Salt Lake to Oakland: The Western Pacific Link in the Continental Railroad System," by William Charles Odisho. It was completed by the author in June 1941 in partial fulfillment of a Ph.D. Degree in history in the Graduate Division of the University of California, Berkeley.

Now a history dissertation sounds dry and boring, right? Wrong. Despite the fact that it is a dissertation, Dr. Odisho's WP history is interesting and well written. It held my interest through the entire 180 pages. And as a Ph.D. dissertation, every fact had to be documented. It has no photos but does have two maps. As this work was completed in June 1941, this history of the Western Pacific ends just prior to then.

The FRRS conscientiously looked into reprinting Dr. Odisho's history. However, we were unable to obtain key written legal permission, because the University of California, Berkeley Alumni Division as well as the Photoduplication Services of the University Libraries were unable to locate any trace of the author or his family. There were many other "ifs" as well.

We can't turn it into a book, but University Photoduplication Services has permission to sell single copies of the dissertation to individuals and libraries. Unfortunately, it is their policy to sell the copies in 35mm positive microfilm format only, and they will not budge from that policy. You will need to have access to a microfilm reader to read it. Your local library will have microfilm readers available.

To obtain a copy of this important history write a request letter starting with the author and title and containing all of the following:

"Salt Lake to Oakland: The Western Pacific Link in the Continental Railroad System" by William Charles Odisho. Ph.D. Dissertation, June 1941, University of California, Berkeley. Request one 35mm positive microfilm reel from master neg. #XCU-T 1551; price \$45.00 prepaid in advance with check or money order payable to the Regents of the University of California. Mail to:

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