

"Behind The Scenes"

By Steve Habeck

One of the more difficult things we "locals" must do is report on the activities at the Museum in the Train Sheet. Why is this difficult?

In order to accurately report on Museum activities, we must be careful to include the planning, setup, and preparation time spent for an event. Often, the planning and preparation occurs, or is ongoing, weeks, or even months, before the actual event. In the day-to-day operation of the Museum, this preparation can fade into the background, and its importance to the event's success gets taken for granted. I have strived to ensure that credit is given for everyone's contribution, large or small, toward the success of a Museum project, and it bothers me when anyone's contribution is overlooked.

In this article, I'll take some recent events and activities that have occurred at the Museum and highlight the efforts put in "behind the scenes." This is also a "thank you" to everyone who has been involved "behind the scenes" - - although your work may not have been properly acknowledged at times, please be assured that it is definitely appreciated.

Silver Shower: Although Clyde Lippincott has been the main effort behind this car's renovation, others who have made significant efforts include David Dewey's cousin, Norris Schultz, who laid the linoleum floor, and Art and Dave Bergman, who installed, braced, and plumbed the new hot water heater, to name just three.

WP 614 caboose: Most of the work done on this car to date was actually done in Oroville, before it was brought to Portola, by John Walker and many other volunteers who spent many weekends making it look as good as it does.

Railfan's Day: This is a classic example of an event that doesn't just "happen." The script for this event is usually drawn up in July/August by Directors Wayne Monger and Vic Neves, who also handle the advertising, tickets, timetable, slide shows, and the spaghetti feed. This event also requires lots of work by the Mechanical Department under Director and CMO Hank Stiles to prepare locomotives, and by the Operations Department under Director and Superintendent Gordon Wollesen and Yardmaster Steve Habeck to do the switching.

TTX Special, 4/5/95: When Director Wayne Monger first heard of this special, he contacted Mike Blaszak of TTX and suggested that they extend the scheduled crew change stop in Portola to about 1 hour, so they could visit our Museum. The TTX people agreed to the change, and then Wayne notified us that this special would be coming. He also arranged to have route guides and FRRS "Circle The Wagons" books available to the TTX people before their trip up the Canyon, which was actually taken care of by Executive Director Norm Holmes and Director Vic Neves (Wayne was at a jobsite in Oregon and could not be here). Vic was also on hand when the train arrived in Portola to assist in conducting Museum tours for Mike Blaszak and other TTX people. (All this information was not included in the report on this visit in the last Train Sheet.)

UP Human Resources group visit, 4/6/95: Museum Executive Director Norm Holmes was the driving force behind this event, arranging the caterer, tables/chairs acquisition and setup, speakers, and train rides.

You read about the results of this work in the last issue. Other articles in this and future issues of the Train Sheet will include more coverage on the "behind the scenes" efforts that sometimes are not given enough credit. In conclusion, things rarely occur spontaneously at the Museum - - someone, somewhere, is working "behind the scenes" to make Museum activities succeed, and this work is always appreciated, if not always properly credited.

The FRRS Annual Meeting

By Steve Habeck

The FRRS Annual Meeting was held in the Beanery at the Museum on a very warm Saturday, June 24, 1995. An excellent dinner of steak and chicken, beans, bread, and salads was put on by Sue Cooper and her crew, which consisted of Bruce Cooper, Linda Lippincott, Lolli Bryan, and Edna Ede. While many of the 60 or so people in attendance topped off their dinner with some cake, the ballots on hand were tallied by a group consisting of Director Hank Stiles, Trainmaster Jim Gidley, Sr., Asst. Trainmaster Kerry Cochran, Linda Dewey, and Janis Peterson. After careful counting and cross-checking, the results were handed to me.

On this year's ballot were two bylaws change proposals, one affecting life and sustaining memberships, the other a proposal to grant Founder Norman Holmes a permanent seat on the FRRS Board of Directors, and to add a tenth Director. Due to a typographical error that was not caught in time, The FRRS Board of Directors, at the June 18 meeting, voted to invalidate the results of the ballot proposal affecting life memberships. The correct text of this proposed change, with a ballot, is included with this Train Sheet, to allow the membership to vote on the correct proposal. The other proposal, to grant Norm a permanent seat on the Board, proved to be a controversial issue. When the Directors voted on this proposal, I had to cast a tie-breaking vote to send this proposal to the membership. This issue created a polarization, such that people were either strongly in favor, or strongly opposed, to the idea. These sentiments came through on the vote; this proposal was approved by the membership by a 178-133 tally (57% to 43%). By approving this proposal, the membership has granted Founder Norman Holmes a permanent seat on the FRRS Board of Directors, and added a tenth Director to the Board.

There were six people running for the four available Board seats, including all the incumbents. Since Norm was granted the permanent seat on the Board, the candidates with the 4 highest vote counts, except for Norm, were elected to two-year terms. Incumbents Bruce Cooper, Sue Cooper, and Wayne Monger will be joined by Clyde Lippincott when the Board holds its next meeting on July 16, 1995. Congratulations go to Norm, Bruce, Sue, Wayne, and Clyde. I also wish to recognize John Walker, who authored the well-written argument opposing the permanent seat for Norm, and who was the sixth candidate on the ballot. His input is valued and needed as the FRRS continues its growth.

After the election results were announced, I conducted an open-forum meeting, discussing recent progress on Museum projects. We heard a membership update from Ed Warren, and discussed other items of concern to the members in attendance. The farthest distance traveled to attend the meeting went hands down to Mike Wallington, a life member from England.

Slide shows and videos rounded out the evening's activities. It finally began to cool off outside later in the evening, providing some relief. The shower car, Silver Shower, which had just been placed in service, was very popular, and much appreciated.

I want to thank all of you who participated in this year's election and meeting, and encourage everyone to follow the activities of the FRRS in the Train Sheet. Let us know your opinions (many of you have already done so), so the Directors can carry out the wishes of the membership. After all, it's YOUR Society.

WP LIVES! 