

Society. The 3.46 acres is a result of that inquiry. Sometimes it doesn't hurt to ask. We now own the picnic area and the high cliff land to the southeast. —

*Norman Holmes*

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### —FRRS INCOME AND EXPENSES—

Two issues ago in The Train Sheet, comparative consolidated statements of receipts and disbursements of Feather River Rail Society for 1995 and 1996 were reported on page 11 for the information of our members. The consolidation statement is self explanatory. Several members had questions, however, and this was briefly discussed at the October Board of Directors meeting. It seemed best to publish a short news report in the next Train Sheet with a brief explanation of receipts and disbursements.

As shown on the statement, income from dues was \$34,363 for 1996. Operations brought in \$39,029 for the year, \$4,666 more than dues. The breakdown of various sources of Operations income wasn't shown on the statement. Revenue sources for Operations included the weekend train rides that accounted for \$6,251 with charter train rides bringing in an additional \$897. The largest single source of Operations income was the Locomotive Rental program. Actual rentals totaled \$26,772 plus an additional \$983 in rentals through Feather River College (Elder Hostel Program). Donations are another source of income for the Society. The donation box brought in \$12,446 for the year, a little more than half of the donations received.

Much of what is received in income goes back out in disbursements. Expenditures include advertising, museum facility expenses (electric power bill, routine maintenance), diesel fuel, locomotive parts,

locomotive maintenance, and car maintenance. There is also expense involved with restoration. During the past few years, one locomotive (WP #608) was repainted and two major locomotive restoration projects were completed (WP #2001 and WP #805-A). Visiting railfans, as well as members who are not directly involved in budget or maintenance, are usually amazed at some of the operational costs for the locomotives. For example, the cost of a set of new batteries for one of our diesels is \$3,000 plus an additional \$500 for delivery! By comparison, the cost for a car battery seems very cheap.

A specific question by one member about the comparative consolidation statement will now be answered (other members may have the same question). The question was why the purchase cost of the two WP GP-9's (#725 and #731) wasn't shown as a liability on the statement. The reason that it wasn't shown is that it isn't a liability. The GP-9's were purchased from Helm for cash (withdrawn from savings), a total of \$60,000 plus \$10,000 transportation cost from Council Bluffs. The confusion on this probably arises over our continuing fund raising effort with the GP-9 fund. That is simply an effort to pay back as much as possible of the purchase cost of the Geeps, which put something of a strain at the time on the Society's finances.

During purchase negotiations for the GP-9's, Helm agreed to knock \$10,000 each of their asking price, lowering it to \$30,000 each for the Geeps, which was scrap value. That was a very good deal, as operable GP-9's are worth more than that amount. There is much additional value to our museum, they are WP GP-9's and are two thirds of the surviving WP GP-9's (the third surviving GP-9 is #727, on display in Elko, Nevada). We could have spent a smaller amount by purchasing only one of the two Geeps, but Helm set a deadline date (a month after our purchase) to scrap

any remaining units that hadn't been sold. If we had chosen one unit, the other would have likely been scrapped. Thus the reason for buying both units. We hope this short explanation has answered members questions.

*—Kent Stephens*

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**—1998 RULE EXAM AND CREW TRAINING—**

If you have always wanted to have a taste of "WORKING ON THE RAILROAD" this is your opportunity. Members who would like to be part of the Operating Departments train crews are first required to take a rule examination.

The rule examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be issued to you. You will need to bring a PENCIL, proof of membership at Active or above (if you are a non-member, you can join at this time), work gloves, work boots that cover your ankles, sack lunch (or you can get lunch "up town").

Members who wish to participate in train operations or any other work at the museum are required to sign a release of liability. This can be done at the time of taking the rules examination. Upon your successful completion of the rule exam, you will be instructed in hand signals, getting on and off moving equipment, coupling of air hoses and other safe and correct operating procedures.

There will be a Duty Crew Sign-sheet, so new students will need to know what days they will be able to put in student duty time. The museum will be operating trains every weekend starting on Memorial Day, May 23, through September 19, 1998. Crew Training for 1998 will be held on Saturday, April 25 and Sunday, May 2, 1998. The sessions run from

10:00 AM to 3:30 PM on each day. You may attend the sessions on EITHER of these days. Members who are unable to attend classes on either of these two days may make arrangements to take the examination and receive instructions at any other time by calling the museum. If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday. If you attend the Sunday session, come on up Saturday and work at the museum then. Either way, it will be fun and helpful if you do!

*—Jim Gidley, Sr.*

**TRAINING OFFICER**

**(530)342-3903**

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**—BOARD MEMBER PROFILES—**

**Steve Habeck**

Steve joined the FRRS in 1984, soon after we started the Portola Railroad Museum. Steve had a railroad background and loved trains, our museum appealed to him. Steve was working at the PG&E Diablo Canyon power plant near San Luis Obispo and lived with his family in Los Osos. He frequently drove over 10 hours to reach Portola to participate in the activities of the Society.

Several years ago he left PG&E to become assistant supervisor for Sierra Pacific Industries at their Co-gen plant in Quincy and moved his family to Spring Garden. This is about midway between Quincy and Portola. Steve, along with two other members and the Society came up with the necessary funds to purchase the WP 805-A.

In 1994, Steve became President of the FRRS and continued to be active in the operating and mechanical departments and was our representative on a number of trips sponsored by the Pacific Limited Group. As President Steve was a strong and fair