

From the Chairman

by Andy Anderson

As another season for Museum visitation unfolds, activities are underway to make sure that all is in order. The locomotives used in the "Run a Locomotive" program are being checked, serviced, and made ready for what promises to be a busy schedule. As always the Caboose Train will be on stand-by and ready to roll.

Another exciting happening is the ongoing fund raising efforts toward the total restoration of the California Zephyr Dome-Dorm Lounge car "Silver Hostel" as well as the last remaining Western Pacific FP7, 805A. The tireless efforts of Director Vicknair are very much appreciated.

Painting is also on the agenda for this year. This project, involving two locomotives and one boxcar, is on the drawing board with cost estimates being sought. This too is an exciting project with the results being very visible to the membership and the public. Other projects are also on-going including yard clean-up as well as the engine house re-roofing.

It was great to participate in the "work crew" that facilitated the return of the two logging flat cars to the property after a few years absence in Loyalton. A related story and photo can be found elsewhere in this issue.

Everyone is hoping that this summer will bring many visitors and that our members will become more involved with Museum activities. If the old adage is true, "we get out of it what we put into it", hopefully we can all put a lot into it this summer.

SEE YOU AT A GREAT PLACE...THE PORTOLA RAILROAD MUSEUM

Communications

A complaint often heard concerns the lack of communication among members and between the membership and the Board of Directors. In an effort to alleviate this concern and promote better communications among the membership, a mailing list has been created on the internet that is open only to FRRS members. This list is located at www.onelist.com/group/FRRS. The url must be typed exactly as shown. If you are not a member of OneList you will have to sign up for the service. This is a no cost service and sign-up is fast and easy. All applicants to the mail list are checked against the current FRRS membership list. If the url above does not work go to www.onelist.com and you can find the list under Recreation, Trains and Railroads. I look forward to seeing many members on the list with positive discussions concerning the FRRS and the future of our Society.

Portrait



Franklin B. Whitman and Harriet Whitman Lee shown with the portrait of past Western Pacific President Frederick B. Whitman.
- Norm Holmes

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extensively for communications. An advertising campaign was instituted to promote the California Zephyr and WP's freight service bringing the railroad before the public as never before.

WP was the first to buy compartmentizer boxcars, cushion underframe and roller bearing freight cars. In 1959 WP had the highest average freight train speed for all railroads in the United States. In 1961 SP filed with the ICC to take over the WP. Mr. Whitman immediately contacted the Santa Fe to make a counter proposal. The control case was taken to the public and shippers for support. The ICC decided WP should remain independent.

Mr. Whitman didn't forget WP's employees. He started by having dinners for employees at the various terminals. He called them "Operation Nosebag." This was followed by annual company picnics. WP became a family.

Myron Christy took over as President of the Company on July 1, 1965, ending a fifteen year rein that brought the railroad prominence and profitability.

We thank the family for this most generous donation.