

## FRRS Receiving Support Grants

- Eugene Vicknair

One of the results for the Museum from the worldwide COVID-19 pandemic was a major loss of income during 2020 and into 2021. With the museum shutdown during the prior year and then opening late during a time most people still are not travelling, we saw a sharp downturn in admissions, train rides, store sales, on-site donations and Run-A-Locomotive revenues.

To help mitigate this and keep everything afloat, I took on the task of searching and applying for support grants from a variety of sources. I am happy to report that many of these have proven successful and have helped even out the financial woes of the last 18 months.

Just this year, we have received almost \$100,000 in grant funding from the California COVID Grant program, the SBA Shuttered Venues Grant Program and the SBA Targeted Advance Program. We currently have several other applications in process or being considered.

Most of this money is highly targeted toward necessary operation costs and keeping store employees paid and the facility in operation. These costs include payroll, insurance premiums, utilities and other recurring business expenses that are not glamorous, but required to keep everything afloat.

None of this would have been possible without considerable help and support from some of our staff and outside benefactors. In particular I would like to thank our bookkeeping team of Susan Scarlett and Cheryl Kolb, FRRS President Greg Elems, FRRS Vice-President Steve Habeck, FRRS Treasurer Bart Hansen, Patty Clawson of Big Fish Creations, and Shane Starr and several of the staffers with Congressman Doug LaMalfa's office (CA-1).

### Support the FRRS when you shop at Amazon!

Use the link on the society web page to join the Amazon Smile Program.



### Things Around the Museum: Oil Barrels

- Paul Finnegan

In America's oilfields, traditional wooden barrels had always been problematic for shipping oil. Despite the introduction of pipelines and railroad tank cars, there remained the need for manageable-sized, durable, leak-proof barrels. Standard Oil Company introduced a steel version of the common 42-gallon oil drum in 1902. It had the traditional cask-like appearance of the previous wooden barrels. Although stronger than wooden barrels, the new barrel could still leak.

Our barrels came out of one of Hap Manit's box cars. Hap went to work for the Western Pacific Railroad in 1937 and retired in 1976. Hap joined the Feather River Rail Society in 1983, soon after the organization was formed. Hap was a collector. Anything that he or we might want to use in the future or just want to save for whatever, Hap saved. After his passing in 1999, we opened a couple box cars in the back of the museum and found all kinds of treasures. These oil barrels were among them.



They are marked as property of Standard Oil Company of California with a patent date of June 3, 1902. One is marked "4-17". When we found them they still had an organic liquid in them that we put into our waste-oil car and then set up the barrels up by three rail for display.